

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
 - Metra
 - Pace
 - Illinois Tollway
 - Illinois Department of Transportation
 - Chicago Metropolitan Agency for Planning
 - Regional Transportation Authority

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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
LRTP	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 my 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.

Section 1: Introduction

In three separate efforts, Kane County, McHenry County and the City of Woodstock requested funding assistance from the State of Illinois Department of Transportation (IDOT) through the Illinois Tomorrow Corridor Grant Program to address planning issues associated with growth along the Illinois Route 47 Corridor (Corridor). The Illinois Tomorrow Corridor Grant Program is a balanced growth initiative that helps local municipalities integrate land development, transportation and infrastructure needs. IDOT awarded a single Illinois Tomorrow Corridor Grant to all three of the agencies on the condition that they work together to prepare a single corridor planning study. The Corridor is located in the Chicago metropolitan area and extends from the Illinois-Wisconsin border south to the Kane County-Kendall County border.

Purpose, Goal, and Objectives

The purpose of the Illinois 47 Corridor Planning Study (Study) is to provide municipalities and other government agencies with an understanding of the planning challenges associated with growth and to recommend strategies or tools that can be used to address these challenges.

The goal of this Study is to encourage a healthy population and economy through the promotion of sustainable land use, complete streets that improve safety, and development that adheres to the following smart growth principles:

- Encourage mixed land use
- Take advantage of compact building design
- Create a range of housing opportunities and choices
- Create walkable neighborhoods
- Foster distinctive, attractive municipalities with a strong sense of place
- Preserve open space, farmland, natural beauty, and critical environmental areas
- Strengthen and direct development towards existing municipalities
- Provide a variety of transportation choices
- Make development decisions predictable, fair, and cost-effective
- Encourage stakeholder collaboration in development decisions

Building upon the smart growth principles and discussions with municipal, county, regional and state officials, the following objectives have been identified for this Study:

- **Keep Traffic Moving** – As growth occurs, Illinois Route 47 (IL 47) is getting congested and travel times are increasing. Roadway expansion and transportation improvements cannot keep pace with growth. Creating a network of streets can decrease the dependence on a single thoroughfare and provide alternative routes to destinations. It also can promote alternative forms of transportation such as walking and bicycling.
- **Coordinate Local, Regional and State Decision-Making** – Land use decisions are made by local government while IL 47 is under the jurisdiction of IDOT. Public transportation decisions are made by regional transit agencies. This Plan suggests the need to coordinate local and regional planning efforts. Throughout much of the Corridor, the municipalities are or will be responsible for decision-making about the future land use. The municipalities utilizing cooperative planning can create an exciting future for the Corridor. Kane and McHenry Counties, due to the nature of their jurisdiction, are well-poised to lead this coordination effort.
- **Improve Economic Development** – IL 47 is a vital transportation corridor that will bring traffic flow and commercial development that can result in an important source of tax revenue. Still, it needs to be recognized that the push to encourage economic development also can generate traffic that will cause congestion.
- **Encourage Growth Nodes That Promote Transit and Walking** – The use of transit, bicycling, and walking are healthy, active alternatives to driving and should be promoted in the Corridor. In order for these modes to become viable transportation alternatives, a built environment that supports this form of transportation is needed.
- **Protect Natural Areas** – A key component of smart growth is the active preservation of natural areas. This includes areas designated for groundwater recharge, prime agricultural land, floodplain, and wetlands. Much of the undeveloped parts of the Corridor provide beautiful natural vistas. These will be transformed as growth occurs. Important natural and environmental features need to be protected.
- **Promote Placemaking** – New development should be unique and provide an identity that is memorable. The historic municipalities in the Corridor provide a sense of place. As a general rule, municipalities do not want the Corridor to look like a typical suburban corridor. It will be important to develop new areas that have identity and create a sense of place.
- **Strengthen Existing Developed Areas** – Development should be promoted in areas with existing infrastructure that can handle growth. It is more cost-effective to utilize or improve existing infrastructure rather than build anew. This objective deals with the historic municipalities and newer municipalities that have developed extensive infrastructure in the last two decades.

Municipalities

There are fifteen municipalities in the Corridor that participated in this planning process. These municipalities (see **Figure 1.1: Current Municipal Boundaries**) will be responsible for land use control in most of the Corridor. The municipalities’ effect on the Corridor will vary due to the socio-economic characteristics and geographic location. For this purpose, the municipalities in the Corridor are described below as regional centers, historic municipalities and edge municipalities.

Regional Centers

- Woodstock
- Huntley-Pingree Grove-Hampshire
- Sugar Grove

These regional centers have the most influence on the Corridor due to population, jobs, the concentration of economic activity, and growth opportunities.

Woodstock is a regional center that is the largest municipality in the Corridor. Due to its large size and historic nature, it is unique among the municipalities in the Corridor. It historically developed as a small urban center separate from the Chicago metropolitan area. The city is an employment center and the McHenry County Seat. As the Corridor grows, Woodstock will continue to be an important employment center. IL 47 is the main north-south arterial that provides access to Woodstock.

Huntley and Sugar Grove are the other two regional centers in the Corridor. They are respectively the second and third largest municipalities in the Corridor. They have experienced rapid growth within the last decade due to their proximity to I-90 and I-88 and the overall growth of the Chicago metropolitan area. They have and will continue to have extensive commercial development along with high levels of traffic. Pingree Grove and Hampshire are just south of Huntley. These two municipalities are part of the Huntley Regional center due to their close proximity to Huntley and the I-90 interchange.

These three regional centers will have the greatest influence on the Corridor. They will witness the majority of the population, employment and economic growth in the Corridor.

Historic Municipalities

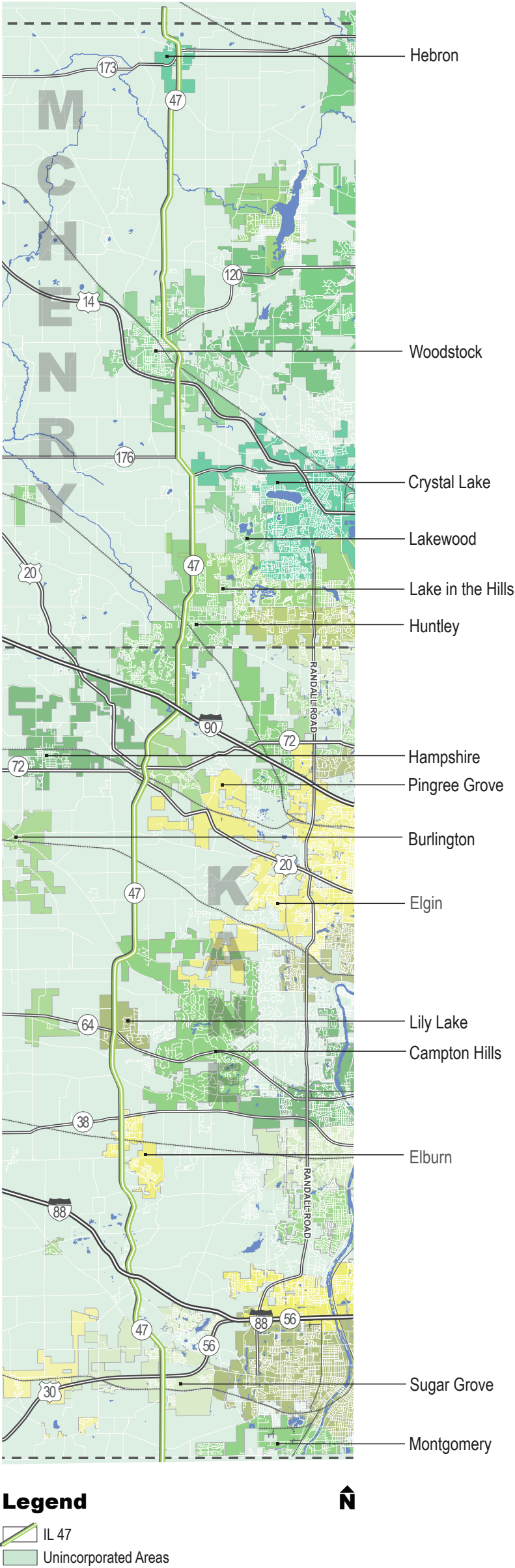
- Elburn
- Hebron
- Huntley (at Main Street)
- Lily Lake
- Woodstock

Historic municipalities originally developed along IL 47. These municipalities have a distinctive character in the Corridor. IL 47 is the primary north-south roadway through these municipalities. The future widening of IL 47 in these municipalities is complex due to existing development conditions. There is a strong need to balance land use and transportation with future IL 47 expansion efforts. Some of these municipalities have plans or would like to develop a plan to have an IL 47 bypass to alleviate traffic congestion and provide an alternate route. Woodstock is a historic regional center and is the most unique municipality in the Corridor.

Edge Municipalities

- Burlington
- Crystal Lake
- Campton Hills
- Elgin
- Hampshire
- Lake in the Hills
- Lakewood

Figure 1.1:
Current Municipal Boundaries

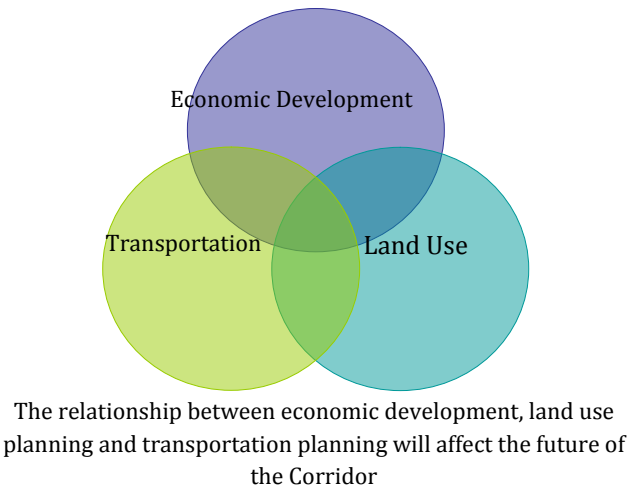


- Montgomery
- Pingree Grove

Edge municipalities are not centered on IL 47 but they are growing towards IL 47. Most of the municipalities are growing in an east to west fashion that is related to the overall growth of the Chicago metropolitan area. Two of the municipalities, Burlington and Hampshire are growing from west to east towards IL 47. The edge municipalities' land use control over the Corridor will not be as significant as the regional centers and historic municipalities. Still, they will have a significant impact on land use and transportation in the Corridor. Hampshire and Pingree Grove have been listed as edge municipalities since they share characteristics of the other edge municipalities. However, due to their high growth forecast and proximity to the IL 47/I-90 interchange, they also have been listed as part of the Huntley Regional Center.

Economic Development, Planning Challenges and Tools

Economic development involves a process of change that focuses on the betterment of the municipality through the development of land and the creation of jobs. Public sector land use policy and infrastructure investments will greatly affect the Corridor. This Study brings attention to the relationship between economic development, land use planning and transportation planning and encouraging coordinated municipal, county, regional and state decision-making.



IL 47 is under the jurisdiction of IDOT. It is a Strategic Regional Arterial (SRA) as defined by IDOT and the Chicago Metropolitan Agency for Planning (CMAP). Strategic Regional Arterials are a network of highways designed to accommodate significant volumes of long distance regional traffic to supplement the expressway system and complement the region's major transit and highway facilities. **Figure 1.2: Strategic Regional Arterial Network** shows the location of IL 47 within the Chicago metropolitan area SRA network. IL 47 historically has functioned as a 2-lane rural highway, running through historic municipalities, commercial crossroads, strip malls and farmland. There currently are a few 4-lane segments and one 6-lane segment along IL 47. Growth of the Chicago metropolitan area has been advancing into the Corridor and will continue to bring development that will increase travel along IL 47. Transportation planners have forecasted the need to expand most of IL 47 to 4 or 6 lanes over the next 20 years.

IL 47 is a strategic north-south roadway that connects the 15 municipalities in the Corridor. Many of the municipalities view IL 47 as an economic engine that will bring tax revenue, economic development and prosperity. The push to spur economic development is represented in the large amount of commercial land use that has been shown along IL 47 in the municipal comprehensive plans. However, uncoordinated growth will cause congestion along IL 47. Coordinated land use and transportation planning can alleviate many of the growth problems that these municipalities will face. Issues associated with growth are presented in the following sections:

Section 2: Economic Development

Section 3: Land Use

Section 4: Regional Land Use Influences

Section 5: Transportation

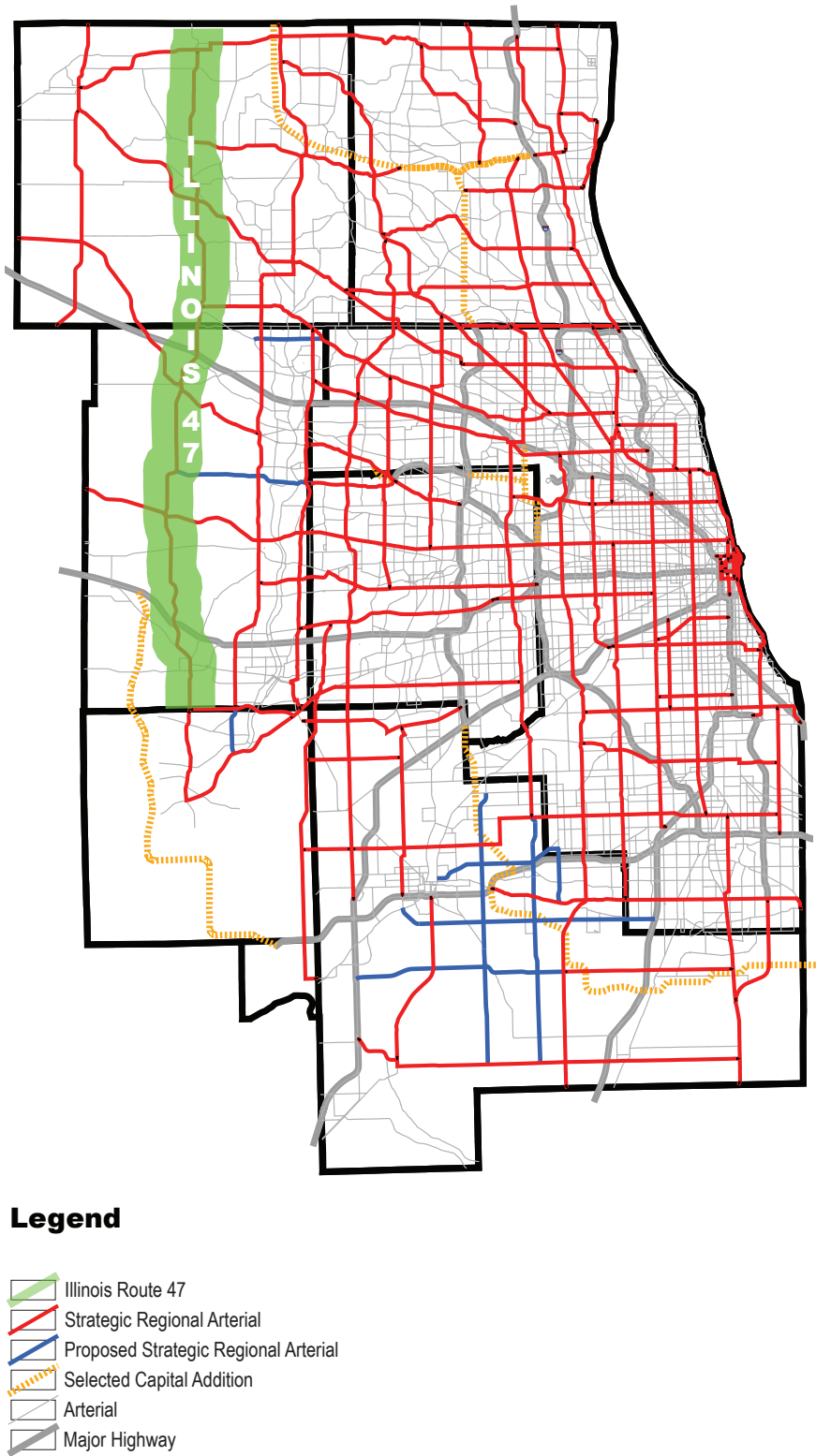
Section 6: Active Living

At the end of each section, planning challenges associated with growth impacts are presented. The planning challenges are a result of analysis and discussions with municipal and other government officials that were conducted as part of this Study. These planning challenges hinder or prevent the achievement of the Study objectives. Several tools are presented that can address these challenges.

Section 7: Stakeholder Involvement Process discusses how input was obtained from the municipalities and other government agencies during the preparation of this Study.

Section 8: Toolbox for IL 47 In response to the planning challenges, tools to overcome the planning challenges are presented. The **Toolbox for IL 47** provides tools that municipalities can use to ameliorate the impacts of growth and improve the quality of life in the Corridor.

Figure 1.2:
Strategic Regional Arterial Network



Source:
Chicago Area Transportation Study. 2003.

Section 2: Growth & Economic Development

As municipalities throughout the Corridor plan for their future, it is important that the changes being made at the local level are placed in a regional context. Regional trends can have a significant impact on local land use decisions and these local decisions, in turn, can have a cumulative impact on the development of the region.

This section presents demographic, market and employment trends for the Corridor. As discussed in **Section 1: Introduction**, there is an important relationship between economic development, land use and transportation. These trends provide an important story about the growth and economic future of the Corridor. Land use decisions and public investment, especially in regard to transportation, will have to be made to accommodate the growth. This information is presented as follows:

- Long-Term Growth Forecasts (2030)** - Data prepared in September 2006 by the Chicago Metropolitan Agency for Planning (CMAP) are presented. The population of the Regional Centers and Historic Municipalities, which have the most influence on the Corridor, are projected to grow by 440% from 37,433 in 2000 to 202,034 in 2030. The majority of this growth (46%) is projected to occur in the Huntley Regional Center (which includes Hampshire and Pingree Grove), Sugar Grove (36%) and Elburn (11%). Employment growth is projected to lag behind population growth. This imbalance could place a strain on municipal budgets and services given that residential land use generally requires more public service and investment than non-residential land use.
- Current Market Analysis (2009)** – Data are presented regarding estimated surplus or deficit of retail space for four market areas which are centered on IL 47. The 2009 data is from Environmental Systems Research Institute, Inc. (ESRI), a nationally recognized provider of demographic data. The Huntley Regional Center has a large surplus of retail space which is likely a reflection of the expected growth that has been forecast. This area is a regional retail center that draws from a much larger area. The Woodstock and Sugar Grove Regional Centers both have a leakage or deficit in retail space. This suggests that these areas may want to initiate efforts to encourage development of additional retail space.
- Employment Trends (2009 - 2019)** - Three industry clusters areas were assessed for employment growth. This section provides information on the types of industry that have potential to grow in the Corridor according to data from Economic Modeling Specialists, Inc. (EMSI) for the second quarter of 2009. As discussed in the long-term forecasts, the number of jobs per household is projected to decrease. This section suggests the type of industry that municipalities may want to promote in the Corridor.

The section concludes with a presentation of the planning challenges that the Corridor will face and the recommended strategies or tools that can be used to address these challenges.

Long-Term Growth (2030)

The forecast information used in this analysis is based upon 2030 projections from the CMAP (previously known as the Northeastern Illinois Planning Commission) that were prepared in September 2006. These projections represent the most current data available for the six-county region. The 2030 forecasts involve a three step process that combines region-wide population forecasts, expected local land use patterns per input from the region’s municipalities, and adjustments based on overlapping jurisdictions and location relative to the regional transportation network. As with any long-term projection, the accuracy of population and employment forecasts is significantly influenced by many factors including changes in market and economic conditions as well as shifts in industry locations or business practices. The 2030 projections are updated every three years and CMAP is currently in the process of updating its information for the 2040 projections.

Table 2.1: Population and Employment Change provides data pertaining to projected population, household, and employment growth within the Corridor from 2000 to 2030. The data is separated by Regional Centers/Historic Municipalities and Edge Municipalities.

Table 2.1:
Population & Employment Change

Projected Population/Employment Change within the Corridor: 2000 & 2030						
Regional Centers & Historic Municipalities	Population		Households		Employment	
	2000	2030	2000	2030	2000	2030
Elburn	2,756	21,126	1,038	6,120	748	2,449
Hampshire	2,900	23,768	1,015	6,728	1,080	8,167
Hebron	1,038	3,751	390	1,410	268	717
Huntley	5,730	44,435	2,324	16,076	2,183	9,876
Lily Lake	825	1,543	252	504	0	90
Pingree Grove	124	14,147	50	5,539	106	6,073
Sugar Grove	3,909	62,742	1,272	20,529	571	22,441
Woodstock	20,151	30,522	7,273	10,832	14,945	21,568
Subtotals	37,433	202,034	13,614	67,738	19,901	71,381
Increase		164,601		54,124		51,480
Percentage		440%		398%		259%
Jobs/Population					53%	35%
Jobs/Households					1.5	1.1

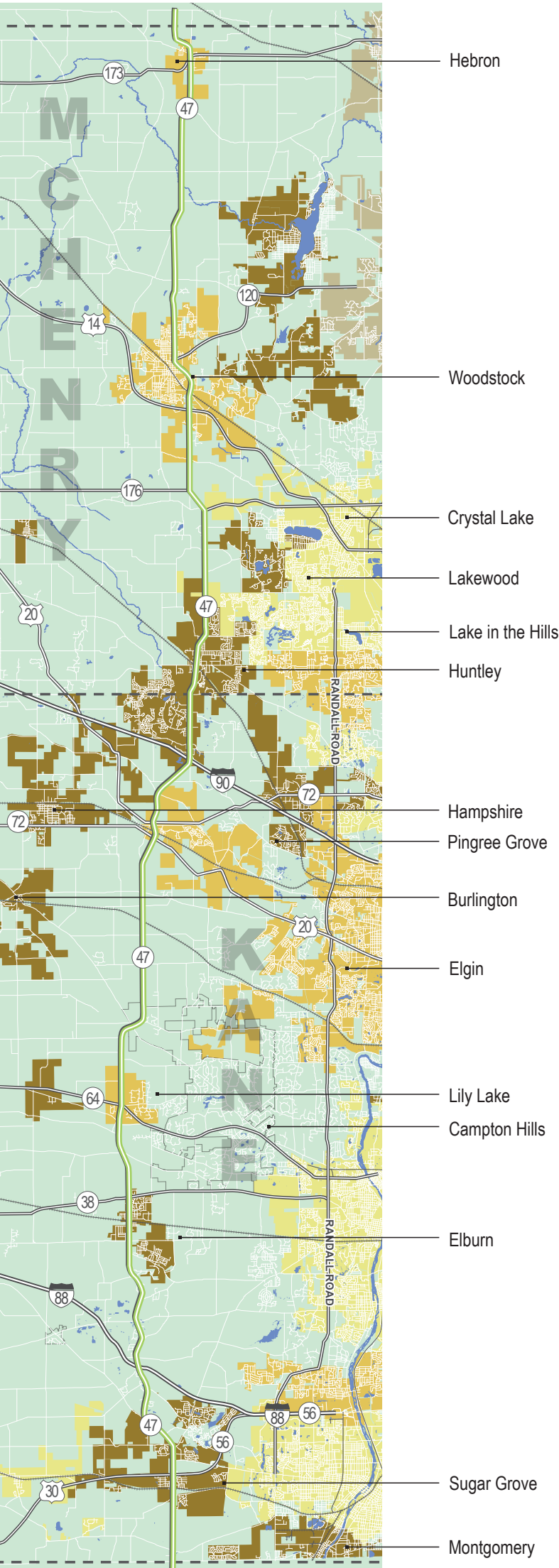
Edge Municipalities	Population		Households		Employment	
	2000	2030	2000	2030	2000	2030
Burlington	452	14,994	171	4,239	54	1,428
Campton Hills	N/A	Pending	N/A	Pending	N/A	Pending
Crystal Lake	38,000	44,363	13,070	15,573	25,549	37,161
Elgin	94,487	167,375	31,543	57,743	54,020	90,030
Lake in the Hills	23,152	30,532	7,652	9,932	3,071	11,299
Lakewood	2,337	5,922	815	2,656	68	1,631
Montgomery (Kane)	3,855	11,323	1,581	3,926	4,634	7,721
Subtotals	162,283	274,509	54,832	94,069	87,396	149,270
Increase		112,226		39,237		61,874
Percentage		69%		72%		71%
Jobs/Population					54%	54%
Jobs/Households					1.6	1.6

All Municipalities	Population		Households		Employment	
	2000	2030	2000	2030	2000	2030
Total	199,716	476,543	68,446	161,807	107,297	220,651
Increase		276,827		93,361		113,354
Percentage		139%		136%		106%
Jobs/Population					54%	46%
Jobs/Households					1.6	1.4

* The Village of Campton Hills was incorporated in April of 2007. As such, Census 2000 estimates and 2030 projections are not available for this municipality.

Source: Northeastern Illinois Planning Commission 2030 Forecasts of Population, Households and Employment by Municipality; Sept. 27, 2006 (now Chicago Metropolitan Agency for Planning CMAP)

Figure 2.1:
Residential Forecast (2000 - 2030)



It is projected that the Regional Centers and Historic Municipalities will have the most influence in the Corridor given their proximity to IL 47. Over the next two decades, these municipalities will account for an estimated 440% and 259% of population and employment growth respectively. Most of these municipalities are centered on IL 47. The growth of these municipalities will greatly affect IL 47 and significant planning efforts will be needed to ensure that infrastructure is in place to accommodate the growth.

The Edge Municipalities will have a different impact on the Corridor. All of these municipalities, with the exception of Burlington, are growing in an east to west fashion towards IL 47. The population and employment of the Edge Municipalities is forecasted to grow by 69% and 71%, respectively. Some of this growth is expected to occur in the Corridor. Elgin will be responsible for 65% and Burlington for 13% of the forecasted population growth within Edge Municipalities. However, much of Elgin's growth is likely to occur closer to the Fox River outside of the Corridor, which will have little effect on the Corridor.

It would be useful for the Regional Centers and Historic Municipalities to take a leadership role on the future of the Corridor. The Edge Municipalities will have an important influence on IL 47 and the Corridor. However, growth and development within the Corridor is not likely to be as high of a priority for the Edge Municipalities as it will be for the Regional Centers and Historic Municipalities.

Figure 2.1: Residential Forecast (2000-2030) illustrates projected percent change in population for municipalities in the Corridor.

Employment Growth

By 2030, it is anticipated that total employment within the Corridor municipalities will have grown by more than 113,000 jobs (106%) from the year 2000 and reach approximately 220,000 jobs. The largest absolute gains in employment are expected in the communities of Elgin (36,000) and Sugar Grove (22,000). Although Elgin is primarily outside of the Corridor, its growth areas are located west of its current city limits and therefore it is expected that future growth will occur within the Corridor. **Figure 2.2: Employment Forecast (2000-2030)** illustrates projected percent change in employment for municipalities in the Corridor.

Nearly 70% of the employment growth of the Corridor municipalities is anticipated to occur within Kane County. Within the corridor, the proportion of employment within McHenry County is projected to decrease from approximately 43% in 2000 to 37% in 2030. This shift in the geographic concentration of employment within the area is related to disparate rates of employment growth that are projected to occur in different locations of municipalities within the Corridor. While established employment centers in southeastern McHenry County are projected to grow, they will grow at a slower pace than those emerging employment centers in southern and northern Kane County.

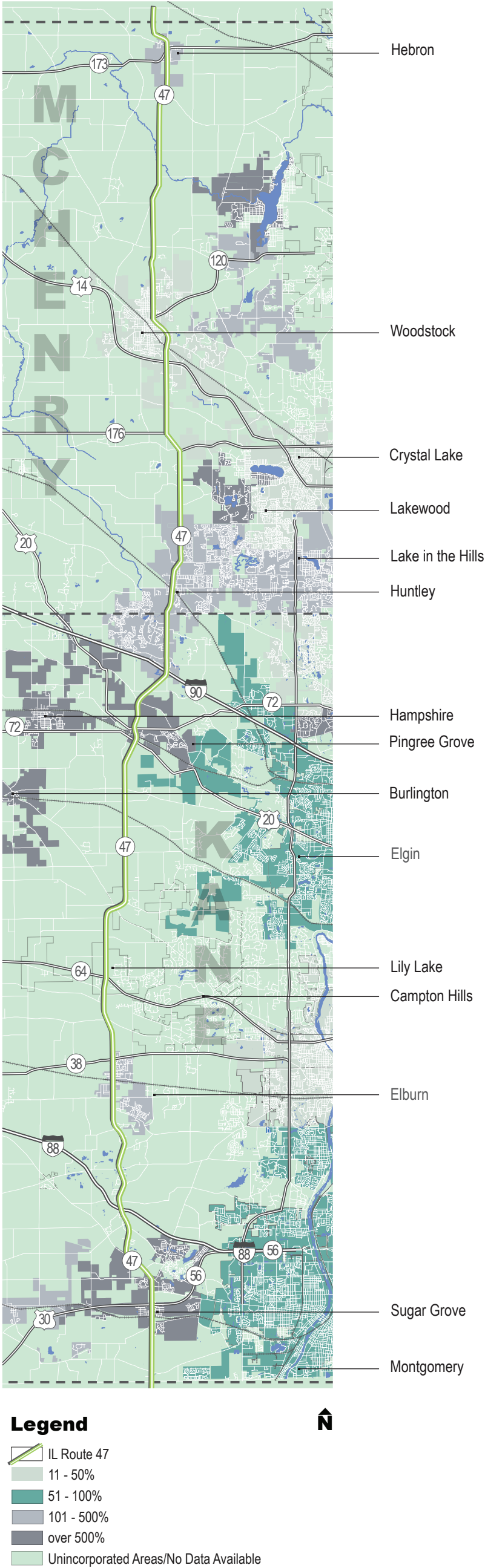
Similar to population and household growth, nearly half of all employment growth is projected to occur in the municipalities of Elgin, Hampshire, Huntley and Pingree Grove.

Job/Housing Balance

It is important to recognize the relationship between residential and employment growth. Although it is difficult to identify an ideal balance between jobs and housing, in general, there should be an adequate amount of each to support and sustain growth. Research on this subject suggests that an estimated 1.5 jobs per household is a desirable ratio for healthy regions.¹

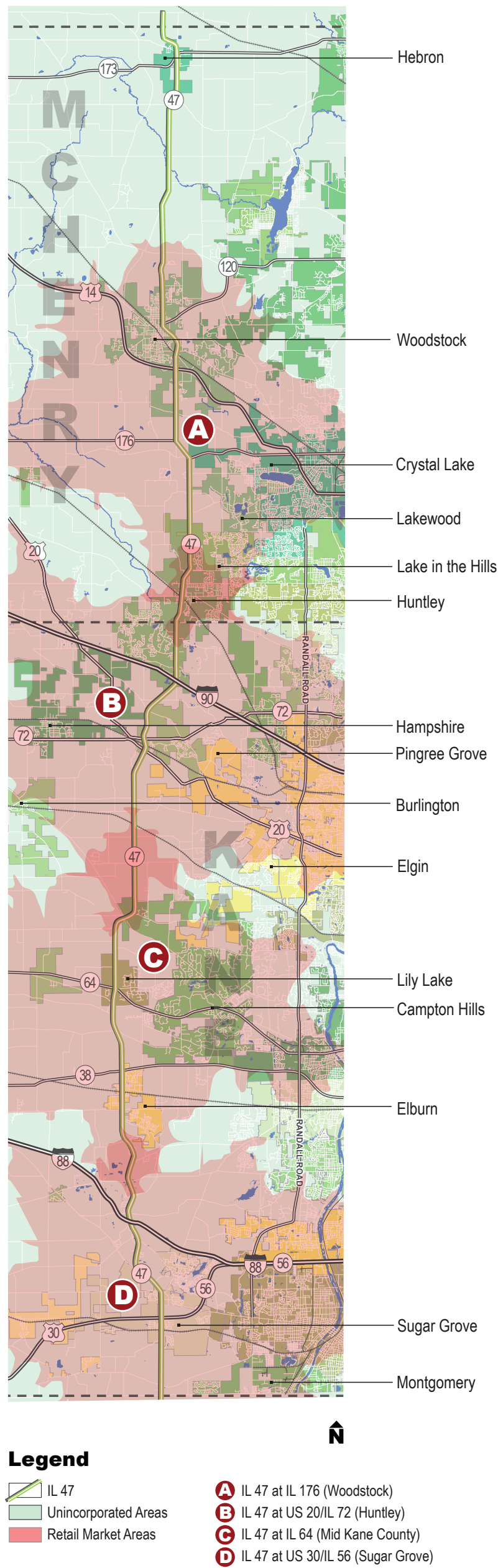
Overall, the Corridor is projected to experience a 136% increase in households while employment is projected to increase by 106%. The Corridor municipalities are expected to see a decline in the jobs-to-households ratio from 1.6 to 1.4. This disparity is not projected to occur uniformly throughout the municipalities in Corridor. Generally, the decline will come from the Regional Center and Historic Municipalities. These municipalities will have the most influence on the Corridor. This would suggest that a greater percentage of the new residents will have to travel outside of the Corridor and perhaps beyond the Fox Valley area to employment locations.

Figure 2.2:
Employment Forecast (2000 - 2030)



¹ Jobs-Housing Balance. Jerry Weitz. American Planning Association. 2009.

Figure 2.3:
Market Areas



Current Market Analysis (2009)

To assess the potential for commercial development throughout the Corridor, demographic and market data for 2009 were pulled from areas within a fifteen-minute drive time of four key intersections along IL 47. Data was obtained from ESRI Business Analyst. **Figure 2.3: Market Areas** illustrates the market areas and the intersection each is centered upon:

- Market Area A – IL 47 at IL 176 (Woodstock)
- Market Area B – IL 47 at US 20/IL 72 (Huntley)
- Market Area C – IL 47 at IL 64 (Mid-Kane County)
- Market Area D – IL 47 at US 30/IL 56 (Sugar Grove)

As shown in **Figure 2.3**, there is limited overlap between the four market areas. These overlapping areas are relatively small and have minimal impact on the market data discussed in the following section.

Market Areas A, B and D somewhat approximate the three regional centers in the Corridor. Market Area C was added to provide near full coverage of the Corridor. The market areas encompass nearly the entire Corridor with the exception of the northern portion of McHenry County (to the north of approximately IL Route 120).

The market areas extend beyond an area that might be considered as the Corridor boundary. The market area drive times are an approximation of the geographic area from which businesses typically draw their customers. A market area’s population is larger than the population of municipalities in the Corridor. This is necessary in order to identify market forces that would affect the Corridor.

Table 2.2: Corridor Business Inventory indicates the number and percent of businesses in each retail category within each respective market area. A review of the retail inventory indicates that Market Area B – IL 47 at US 20/IL 72 and Market Area D – IL 47 at US 30/IL 56 comprise a major share of the businesses within the Corridor. Each of these market areas has approximately one-third of all Corridor businesses. Conversely, the other two market areas, Market Area A - IL 176 and Market Area C - IL 64 comprise approximately 23% and 11% of all businesses respectively. The uneven distribution of businesses in the Corridor may be somewhat demonstrative of the influence of the larger cities of Aurora and Elgin. This pattern also likely reflects the importance of Interstate 90 and Interstate 88 in influencing retail markets.

Table 2.2: Corridor Business Inventory

IL 47 Corridor Retail Inventory by Number of Businesses 15 Minute Drive Time Market Areas (2009)									
Summary	IL Route 176		US Route 20 / IL Route 72		IL Route 64		US Route 30 / IL Route 56		Combined Market Area
Total Retail Trade and Food & Drink	660	23.31%	930	32.85%	324	11.44%	917	32.39%	2,831
Total Retail Trade	487	23.33%	672	32.20%	231	11.07%	697	33.40%	2,087
Total Food & Drink	173	8.29%	258	12.36%	93	4.46%	220	10.54%	744
Industry Group									
Motor Vehicle & Parts Dealers	40	25.0%	30	18.8%	22	13.8%	68	42.5%	160
Furniture & Home Furnishings Stores	47	30.9%	48	31.6%	15	9.9%	42	27.6%	152
Electronics & Appliance Stores	45	26.8%	56	33.3%	17	10.1%	50	29.8%	168
Bldg Materials, Garden Equip. & Supply Stores	67	28.3%	78	32.9%	32	13.5%	60	25.3%	237
Food & Beverage Stores	38	19.2%	63	31.8%	28	14.1%	69	34.8%	198
Health & Personal Care Stores	21	14.2%	56	37.8%	11	7.4%	60	40.5%	148
Gasoline Stations	20	20.8%	30	31.3%	7	7.3%	39	40.6%	96
Clothing and Clothing Accessories Stores	44	14.2%	115	37.2%	14	4.5%	136	44.0%	309
Sporting Goods, Hobby, Book, and Music Stores	34	22.7%	54	36.0%	23	15.3%	39	26.0%	150
General Merchandise Stores	16	20.5%	24	30.8%	7	9.0%	31	39.7%	78
Miscellaneous Store Retailers	106	29.6%	105	29.3%	54	15.1%	93	26.0%	358
Nonstore Retailers	9	27.3%	13	39.4%	1	3.0%	10	30.3%	33
Food Services & Drinking Places	173	23.3%	258	34.7%	93	12.5%	220	29.6%	744

Source: ESRI Business Analyst

A retail gap analysis was conducted wherein projected spending by households within each market area was compared to the existing supply of retail space. This provides an indication of “surplus” or “leakage” for each retail category. A surplus in any given category indicates that there is at least enough retail space in that category to accommodate demand from households located in the designated market area. Conversely, leakage (also known as a “gap”) indicates that demand for goods in a given retail category has exceeded the supply and consumers are spending their dollars outside of the market area. The gap analysis offers a means of gauging retail competition and identifying potential opportunities for growth within the various population and employment centers.

Table 2.3: Retail Gap Analysis indicates the estimated retail gap for various retail categories within the four market areas. A positive number under the retail gap column indicates leakage while a negative number indicates a surplus of demand.

Positive retail gap figures relating to sales per square foot can be utilized to estimate a preliminary indication of development potential. A generally accepted benchmark of \$300 to \$350 of sales per square foot annually is used for this analysis. The use of the higher end of this range allows for a more conservative approach, so as not to overstate potential.

As shown in **Table 2.3**, when a per square foot amount of \$350 is applied, demand is effectively translated to a potential number of square feet that could be supported within each respective Corridor market area.²

Summary by Market Area

Table 2.4: Market Area Summary shows demographic and gap analysis information by market area.

Table 2.4: Market Area Summary

Estimated Demographic & Retail Characteristics Market Area Summary (2009)				
	A - IL 176 (Woodstock)	B - US 20/IL 72 (Huntley)	C - IL 64 (Mid-Kane County)	D - US 30/IL 56 (Sugar Grove)
Population	99,000	130,000	35,000	150,000
Per Capita Income	34,000	31,000	26,000	26,000
Retail Surplus	-	550,000 sq. ft.	182,000 sq. ft.	-
Retail Leakage	366,000 sq. ft.	-	-	200,000 sq. ft.

Source: ESRI Business Analyst; Houseal Lavigne Associates

The gap analysis indicates that Market Area A - IL 176 and Market Area D - US 30/IL 56 have potential for Retail Trade and Food & Drink industry growth. Market Area B - US 20/IL 72 and Market Area C - IL 64 are fairly saturated with retail space.

² NOTE: The **Motor Vehicles & Parts Dealers**, **Gasoline Stations**, and **Nonstore Retailer** retail categories are not addressed. While these retail categories may demonstrate unmet demand, this demand cannot be easily converted to demand for retail space given the nature of the products sold in these categories. Opportunities for auto parts sales, catalog sales, automobile sales, or gas stations may exist within the Corridor and should not be excluded from consideration as development opportunities arise.

Market Area A

IL 47 at IL 176 (Woodstock) has the largest potential for additional retail space that may exist in the following categories:

- Food & Beverage Stores (235,000 square feet) – This category includes businesses such as grocery stores, specialty food stores such as delis, liquor stores, and convenience stores.
- Health & Personal Care Stores (83,000 square feet) – This category includes stores such as pharmacies, beauty supply stores, and vitamin stores.
- Clothing & Clothing Accessories Stores (45,000 square feet) – Opportunities in this retail category may be impacted by General Merchandise stores.
- Food Services & Drinking Places (137,000 square feet) – This category includes businesses such as sit-down restaurants, limited-service restaurants, taverns, and catering services.

Market Area B

IL 47 at US 20/IL 72 (Huntley) General merchandise stores are the primary source of retail surplus within this market area, providing an additional 250,000 square feet of retail space over what is required by the market area population. There is a much larger supply of retail space in this market area than the other three. This indicates that the area functions as a regional commercial center, which is supported by the significant amount of retail space within the General Merchandise category. The Huntley regional center attracts from a larger market area and longer drive time than other market areas. In addition to the immediate market area, retailers in Market Area B are likely attracting customers from communities located farther north and south along both the IL 47 corridor and farther east and west along the I-90 corridor.

Market Area C

IL 47 at IL 64 (Mid-Kane County) presents retail opportunities within the clothing & clothing accessories stores retail category. Demand in this category may be impacted by general merchandise stores although it is estimated that there is a moderate degree of under supply in this category as well.

Market Area D

US 30/IL 56 (Sugar Grove) has potential for additional retail space that may exist in the following categories:

- Furniture & Home Furnishing Stores (57,000 square feet)
- Food & Beverage Stores (145,000 square feet) – This category includes businesses such as grocery stores, specialty food stores such as delis, liquor stores, and convenience stores.
- Food Services & Drinking Places (119,000 square feet) – This category includes businesses such as sit-down restaurants, limited-service restaurants, taverns, and catering services.

Table 2.3: Retail Gap Analysis

IL 47 Corridor Retail Gap Analysis 15 Minute Drive Time Market Areas (2009)								
Summary Demographics	A - IL 176 (Woodstock)	B - US 20/IL 72 (Huntley)	C - IL 64 (Mid-Kane County)	US 30 / IL 56 (Sugar Grove)				
2009 Population	98,749	130,413	35,309	149,759				
2009 Households	34,463	45,419	12,311	49,103				
2009 Median Disposable Income	\$61,577	\$57,461	\$64,045	\$51,641				
2009 Per Capita Income	\$34,140	\$31,451	\$39,760	\$25,796				
Summary	Retail Gap (\$) (= Demand - Supply)				Potential (Square Feet) (= Retail Gap / \$350 Sales per Square Feet) ^{1, 2}			
	A - IL 176 (Woodstock)	B - US 20/IL 72 (Huntley)	C - IL 64 (Mid-Kane County)	US 30 / IL 56 (Sugar Grove)	A - IL 176 (Woodstock)	B - US 20/IL 72 (Huntley)	C - IL 64 (Mid-Kane County)	US 30 / IL 56 (Sugar Grove)
Total Retail Trade & Food & Drink	174,067,834	129,465,578	91,226,969	233,281,451	366,276	(556,374)	(182,168)	202,945
Total Retail Trade	126,115,566	117,404,068	92,043,989	191,598,315	229,269	(590,836)	(179,833)	83,850
Total Food & Drink	47,952,268	12,061,510	(817,020)	41,683,136	137,006	34,461	(2,334)	119,095
Industry Group								
Motor Vehicle & Parts Dealers	152,695,900	270,490,141	81,378,187	98,208,989	----- N/A -----			
Furniture & Home Furnishings Stores	7,994,176	1,646,918	10,449,227	19,895,002	22,841	4,705	29,855	56,843
Electronics & Appliance Stores	(34,609,170)	(10,929,401)	5,692,660	(11,901,283)	(98,883)	(31,227)	16,265	(34,004)
Bldg Materials, Garden Equip. & Supply Stores	(52,810,263)	(69,696,662)	(13,825,115)	(17,477,798)	(150,886)	(199,133)	(39,500)	(49,937)
Food & Beverage Stores	82,359,209	(25,028,111)	(122,156,342)	50,793,367	235,312	(71,509)	(349,018)	145,124
Grocery Stores	69,488,451	(38,547,924)	(123,720,714)	36,961,411	198,538	(110,137)	(353,488)	105,604
Specialty Food Stores	5,593,706	12,207,587	4,119,567	11,840,450	15,982	34,879	11,770	33,830
Beer, Wine, & Liquor Stores	7,277,052	1,312,226	(2,555,195)	1,991,506	20,792	3,749	(7,301)	5,690
Health & Personal Care Stores	29,178,231	4,278,847	(1,629,091)	(14,040,089)	83,366	12,225	(4,655)	(40,115)
Gasoline Stations	96,830,882	2,394,451	45,148,211	38,368,104	----- N/A -----			
Clothing & Clothing Accessories Stores	15,756,255	(20,959,852)	17,831,255	(33,062,666)	45,018	(59,885)	50,946	(94,465)
Clothing Stores	12,123,938	(19,419,005)	13,730,336	(21,004,094)	34,640	(55,483)	39,230	(60,012)
Shoe Stores	1,907,308	(1,255,551)	2,263,666	(8,713,069)	5,449	(3,587)	6,468	(24,894)
Jewelry, Luggage, & Leather Goods Stores	1,725,009	(285,296)	1,837,253	(3,345,503)	4,929	(815)	5,249	(9,559)
Sporting Goods, Hobby, Book, & Music Stores	1,983,207	(1,098,083)	3,598,261	9,651,158	5,666	(3,137)	10,281	27,575
General Merchandise Stores	29,370,892	(89,046,409)	33,638,625	16,206,289	83,917	(254,418)	96,110	46,304
Miscellaneous Store Retailers	1,021,673	4,040,219	3,458,911	9,283,664	2,919	11,543	9,883	26,525
Nonstore Retailers	(203,655,426)	51,312,010	28,459,200	25,673,578	----- N/A -----			
Food Services & Drinking Places	47,952,268	12,061,510	(817,020)	41,683,136	137,006	34,461	(2,334)	119,095
Full-Service Restaurants	22,255,302	(1,794,147)	(16,665,489)	(2,163,085)	63,587	(5,126)	(47,616)	(6,180)
Limited-Service Eating Places	17,218,012	6,605,799	17,185,913	43,221,268	49,194	18,874	49,103	123,489
Special Food Services	4,061,484	4,543,511	3,718,220	(954,992)	11,604	12,981	10,623	(2,729)
Drinking Places - Alcoholic Beverages	4,417,470	2,706,347	(5,055,664)	1,579,945	12,621	7,732	(14,445)	4,514

¹ Based on an average annual sales of per square foot of \$350.
² Excludes Motor Vehicles & Parts Dealers, Gasoline Stations, and Nonstore Retailer.

Source: ESRI Business Analyst

Industry Cluster Analysis (2009 - 2019)

As part of this Study, CMAP performed an industry cluster analysis of employment trends. The CMAP data is organized based on zip code boundaries. Three industry cluster areas were created by aggregating four to five zip codes to reflect conditions in the Corridor. These cluster areas were used to provide an indication of future employment, and to assess growth potential of industry in the Corridor. Zip codes for all areas west of the Fox River in the Cities of Elgin and Aurora were included because these areas are expected to influence future employment in the Corridor. This information can be used to inform economic development decisions by municipalities located throughout the Corridor and assist in formulating business attraction and retention strategies.

An industry cluster is a group of related industries concentrated within a given area. The presence of an industry cluster demonstrates a region's competitive advantage for businesses within related industries that will likely benefit from proximity to one another. The advantages of this co-location might include shared inputs or skilled labor pool, close relationships between suppliers and buyers, and the ability to exchange complementary services.

This analysis utilizes three benchmarks to identify industry clusters that may have a competitive advantage: high wage levels, employment growth, and a high employment concentration (referred to as a location quotient). A location quotient (LQ) is a measure that is used to gauge the employment concentration of a particular industry cluster within a study area as compared to the larger nation. The LQ of industries within an area can reveal what makes that particular geography unique in comparison to the national average. A LQ value of greater than 1 indicates that a study area has more jobs than the national average for a given industry. Conversely, a value of less than 1 indicates that while the industry is important to the local economy, its impact is not as great.

Industry trends are categorized based on the characteristics in **Table 2.5: Significant Industry Clusters**. It should be noted that the benchmarks indicated here are unique to the Corridor. Characteristics of growth and location quotient are relative and unique to a given study area's geography.

Table 2.5:
Significant Industry Clusters

Industry Cluster Characteristics		
Category	Growth	Concentration
Emerging	> 2%	LQ < 0.7
Important	> 2%	LQ > 1.25
Mature	< 0	LQ > 1.25

Source: EMSI Complete Employment - 2nd Quarter 2009 v.2

IL 47 Industry Cluster Areas

The IL 47 Industry Cluster Area included two large areas along IL 47. The northern part was centered on US 14 and the southern part was centered on I-88. The IL 47 Cluster Area includes zip codes 60098 (Woodstock), 60142 (Huntley), 60119 (Elburn), and 60554 (Sugar Grove). Total 2009 employment in this area was 30,720. Over the next ten years, the number of jobs within the IL Route 47 study area is expected to increase 7.4% to 32,997 (See **Table 2.6: IL 47 Industry Cluster Area**). These zip codes best represent current conditions in the Corridor.

The other two areas are titled Elgin-Huntley and Aurora-Elburn-Sugar Grove Industry Cluster Areas. Zip code 60142 (Huntley) also was used in the Elgin-Huntley Cluster Area. Zip codes 60119 (Elburn) and 60554 (Sugar Grove) also were used in the Aurora-Elburn-Sugar Grove Cluster Area. (See **Figure 2.4: Industry Cluster Areas** for cluster area location).

Table 2.6:
IL 47 Industry Cluster Area

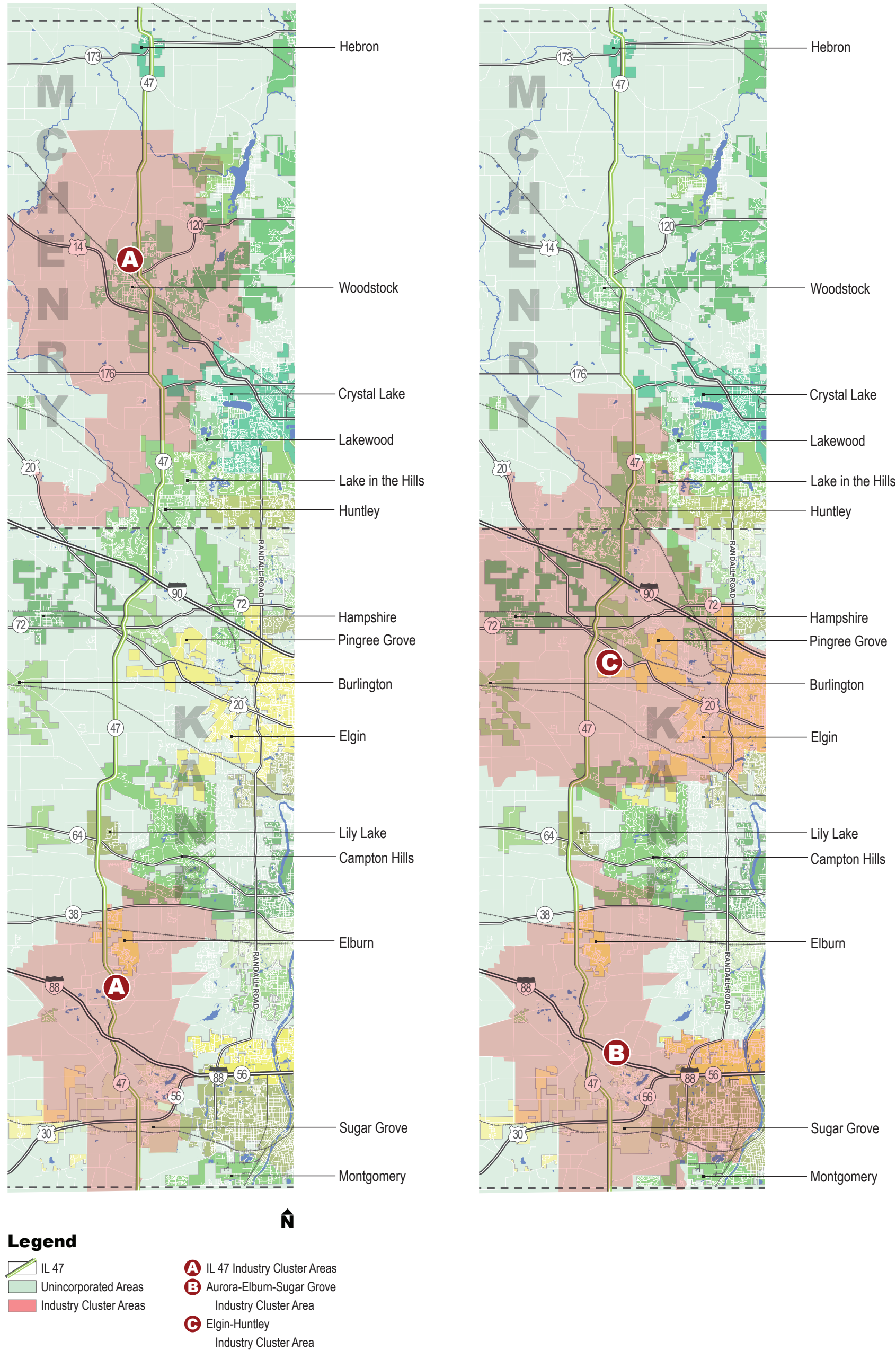
Clusters Ranked by Growth IL Route 47 Industry Cluster Area (2009, 2019)					
Cluster Name	2009 Jobs	2019 Jobs	Growth % 2009 LQ		2009 EPW
Computer & Elec. Product Mfg.	261	373	43%	1.83	\$60,094
Glass & Ceramics	93	123	32%	2.57	\$59,234
Transportation Equipment Manufacturing	97	128	32%	0.52	\$125,547
(Life Sciences)	1,803	2,282	27%	0.87	\$39,227
Transportation & Logistics	1,485	1,873	26%	1.86	\$41,994
Arts, Entertainment, Rec. & Visitor Industries	753	871	16%	0.66	\$88,712
Business & Financial Services	1,982	2,202	11%	0.59	\$39,433
Information Tech. & Telecommunications	1,695	1,868	10%	1.40	\$59,439
Fabricated Metal Product Manufacturing	561	613	9%	2.55	\$47,467
Defense & Security	429	455	6%	0.42	\$67,098
Education & Knowledge Creation	318	333	5%	0.46	\$30,924
Printing & Publishing	1,486	1,504	1%	2.71	\$43,152
Energy (Fossil & Renewable)	1,798	1,799	0%	1.06	\$55,351
Elec. Equip., Appliance & Component Mfg.	352	340	-3%	5.21	\$49,357
Agribusiness, Food Processing & Tech.	608	571	-6%	0.62	\$29,642
Chemicals & Chemical Based Products	873	807	-8%	2.14	\$54,134
Forest & Wood Products	954	851	-11%	1.88	\$43,299
Mining	98	87	-11%	0.93	\$70,217
Apparel & Textiles	127	112	-12%	0.45	\$37,396
Advanced Materials	2,240	1,934	-14%	2.19	\$51,625
Machinery Manufacturing	503	315	-37%	1.66	\$50,999
Primary Metal Manufacturing	335	205	-39%	3.30	\$51,137

Source: EMSI Complete Employment – 2nd Quarter 2009 v.2

LQ - Location Quotient

EPW - Earnings per worker

Figure 2.4:
Industry Cluster Areas



Source: EMSI Complete Employment - 2nd Quarter 2009 v.2

Aurora-Elburn-Sugar Grove Industry Cluster Area

The Aurora-Elburn-Sugar Grove Industry Cluster Area is defined by zip codes 60119 (Elburn), 60506 (Aurora), 60542 (North Aurora), and 60554 (Sugar Grove). Zip codes 60119 (Elburn) and 60554 (Sugar Grove) also were used in the IL 47 Cluster Area. Total 2009 employment in this area was 45,819. Over the next ten years, the number of jobs within the Aurora-Elburn-Sugar Grove study area is expected to increase 12% to 51,348 (See **Table 2.7: Aurora-Elburn-Sugar Industry Cluster Area**).

Table 2.7:
Aurora-Elburn-Sugar Grove
Industry Cluster Area

Clusters Ranked by Growth Aurora-Elburn-Sugar Grove Industry Cluster Area (2009, 2019)					
Cluster Name	2009 Jobs	2019 Jobs	Growth % 2009 LQ	2009 EPW	
Primary Metal Manufacturing	29	41	41%	0.42	\$30,853
Biomedical/Biotechnical (Life Sciences)	5,535	6,936	25%	1.69	\$42,516
Defense & Security	787	987	25%	0.59	\$62,713
Chemicals & Chemical Based Products	1,675	2,039	22%	3.46	\$44,057
Transportation & Logistics	1,213	1,452	20%	0.92	\$43,198
Advanced Materials	3,420	4,017	17%	2.91	\$50,786
Computer & Elec. Product Mfg.	320	371	16%	1.16	\$64,177
Business & Financial Services	3,957	4,484	13%	0.77	\$46,467
Information Tech. & Telecommunications	2,329	2,498	7%	1.20	\$53,292
Agribusiness, Food Processing & Technology	1,631	1,691	4%	1.18	\$28,881
Elec. Equip., Appliance & Component Mfg.	36	37	3%	0.36	\$42,011
Apparel & Textiles	137	139	1%	0.36	\$36,702
Education & Knowledge Creation	540	539	0%	0.48	\$29,479
Transportation Equipment Manufacturing	145	145	0%	0.38	\$105,202
Arts, Entertainment, Rec. & Visitor Industries	1,951	1,940	-1%	0.94	\$51,650
Fabricated Metal Product Manufacturing	948	930	-2%	2.48	\$53,092
Printing & Publishing	773	744	-4%	0.86	\$38,715
Energy (Fossil & Renewable)	1,876	1,805	-4%	0.68	\$56,360
Mining	142	132	-7%	0.90	\$73,952
Machinery Manufacturing	892	769	-14%	2.59	\$43,066
Forest & Wood Products	1,045	898	-14%	1.27	\$46,471
Glass & Ceramics	48	23	-52%	0.31	\$45,856

Source: EMSI Complete Employment – 2nd Quarter 2009 v.2

LQ - Location Quotient
EPW - Earnings per worker

Elgin-Huntley Industry Cluster Area

The Elgin-Huntley Industry Cluster Area is defined by the following zip codes: 60123 (Elgin), 60124 (Elgin), 60136 (Gilberts), 60140 (Hampshire), and 60142 (Huntley). Zip code 60142 also was used in the IL 47 Cluster Area. Total 2009 employment in this area was 54,139. Over the next ten years, the number of jobs within the Elgin-Huntley Industry Cluster Area is expected to increase 9% to 58,789 (See **Table 2.8: Elgin-Huntley Industry Cluster Area**).

Table 2.8:
Elgin-Huntley
Industry Cluster Area

Clusters Ranked by Growth Elgin-Huntley Industry Cluster Area (2009, 2019)					
Cluster Name	2009 Jobs	2019 Jobs	Growth % 2009 LQ	2009 EPW	
Mining	223	295	32%	1.77	\$63,856
Education & Knowledge Creation	1,445	1,845	28%	1.45	\$25,357
Biomedical/Biotechnical (Life Sciences)	4,652	5,864	26%	1.25	\$40,729
Defense & Security	1,084	1,263	17%	0.66	\$51,508
Arts, Entertainment, Rec. & Visitor Industries	1,078	1,222	13%	0.52	\$16,220
Transportation & Logistics	1,327	1,423	7%	0.79	\$39,370
Information Tech. & Telecommunications	2,592	2,703	4%	1.14	\$54,220
Business & Financial Services	5,389	5,605	4%	0.84	\$40,548
Apparel & Textiles	372	385	3%	0.87	\$36,841
Glass & Ceramics	191	192	1%	2.25	\$35,051
Energy (Fossil & Renewable)	2,578	2,596	1%	0.86	\$56,322
Printing & Publishing	590	596	1%	0.60	\$43,659
Chemicals & Chemical Based Products	1,952	1,914	-2%	2.85	\$51,055
Agribusiness, Food Processing & Technology	1,108	1,063	-4%	0.65	\$31,232
Elec. Equip., Appliance & Component Mfg.	512	452	-12%	3.89	\$47,912
Forest & Wood Products	1,730	1,527	-12%	1.90	\$42,383
Advanced Materials	3,929	3,416	-13%	2.17	\$46,542
Fabricated Metal Product Manufacturing	1,722	1,421	-17%	3.31	\$46,484
Computer & Elec. Product Mfg.	336	248	-26%	0.68	\$53,486
Machinery Manufacturing	779	510	-35%	1.50	\$54,238
Primary Metal Manufacturing	365	209	-43%	1.89	\$39,804
Transportation Equipment Manufacturing	91	43	-53%	0.10	\$60,999

Source: EMSI Complete Employment – 2nd Quarter 2009 v.2

LQ - Location Quotient
EPW - Earnings per worker

Corridor Economic Development
Planning Challenges

The previous discussion identified several economic development planning challenges as growth occurs. These challenges are presented below. Several tools have been identified that can address these economic development planning challenges. The **IL 47 Toolbox** provides detail on each of these tools.

Planning Challenge #1:

According to CMAP's 2030 forecasts, the ratio of jobs to households will decline, primarily in the municipalities that are centered on IL 47. This will place a strain on local government infrastructure and services. Municipalities should take steps to encourage job growth.

Tools:

- Business Development Districts (BDD)
- Enterprise Zones
- Incubator Programs
- Industrial Revenue Bonds
- New Markets Tax Credits
- Payments in Lieu of Taxes (PILOT)
- Property Tax Abatements
- Recovery Zone Economic Development Bonds
- Recovery Zone Facility Bonds
- Sales Tax Rebates
- Special Service Areas (SSA)
- Tax Increment Finance (TIF)
- Utility Connection Fee Waivers/Reductions

Planning Challenge #2:

The Edge Municipalities will have an important influence on the future of the Corridor, but growth and development within the Corridor will not likely be a high priority. The Regional Centers/Historic Municipalities should take a leadership role in addressing the implementation of planning strategies suggested in this study.

Tools:

- Corridor Planning Council
- Education of Elected Officials, Public and Communities
- Intergovernmental and Boundary Agreements
- Link Long Range Transportation and Land Use Plans
- Support Regional Planning Efforts

Section 3: Land Use

Land use and transportation are intertwined; yet, land use and transportation planning are often undertaken as separate disciplines. Growth and proximity to IL 47 will cause development to occur in the Corridor, and if not properly planned for, the future land uses could cause congestion along IL 47. This section discusses land use controls and presents the challenges with planning for land use in regard to the objectives of this Study. Finally, tools are suggested to address the challenges.

A review of current and proposed land uses for each municipality was conducted. This information came from the municipalities’ respective comprehensive plans and from interviews with municipal officials. The summaries from those plans and interviews have been incorporated with in **Corridor Character Analysis (see Appendix A)**. This information also was used to create development context zones for the land adjoining IL 47. Although the Corridor includes a larger area than simply the properties adjacent to IL 47, the development context zones provide a means of standardized depiction of current and future land use for properties fronting IL 47. These development context zones also suggest the type of roadway cross-section that will be needed in the future for IL 47.

Future Municipal Boundaries

Figure 3.1: Potential Future Municipal Boundaries illustrates the future vision for the IL 47 Corridor by the municipalities. Almost all of the land along the Corridor is expected to be incorporated into the adjacent municipalities and be developed. Almost all of the farmland and open space that currently dominates the Corridor will disappear, based on the comprehensive plans, zoning regulations and boundary agreements that have been adopted by the municipalities.

The boundaries illustrated are based on intergovernmental agreements or extraterritorial jurisdiction when there is not another municipality within close proximity. Most municipalities within the Corridor have entered into intergovernmental agreements with their neighboring communities. As shown in **Figure 3.1**, there are only a few areas within the Corridor that have not entered into intergovernm ental agreements to fully establish shared future municipal boundaries (Elburn and Lily Lake). These lines solidify the planning jurisdictions of neighboring communities, which allows them to plan for and budget for any future annexations or service improvements in these areas.

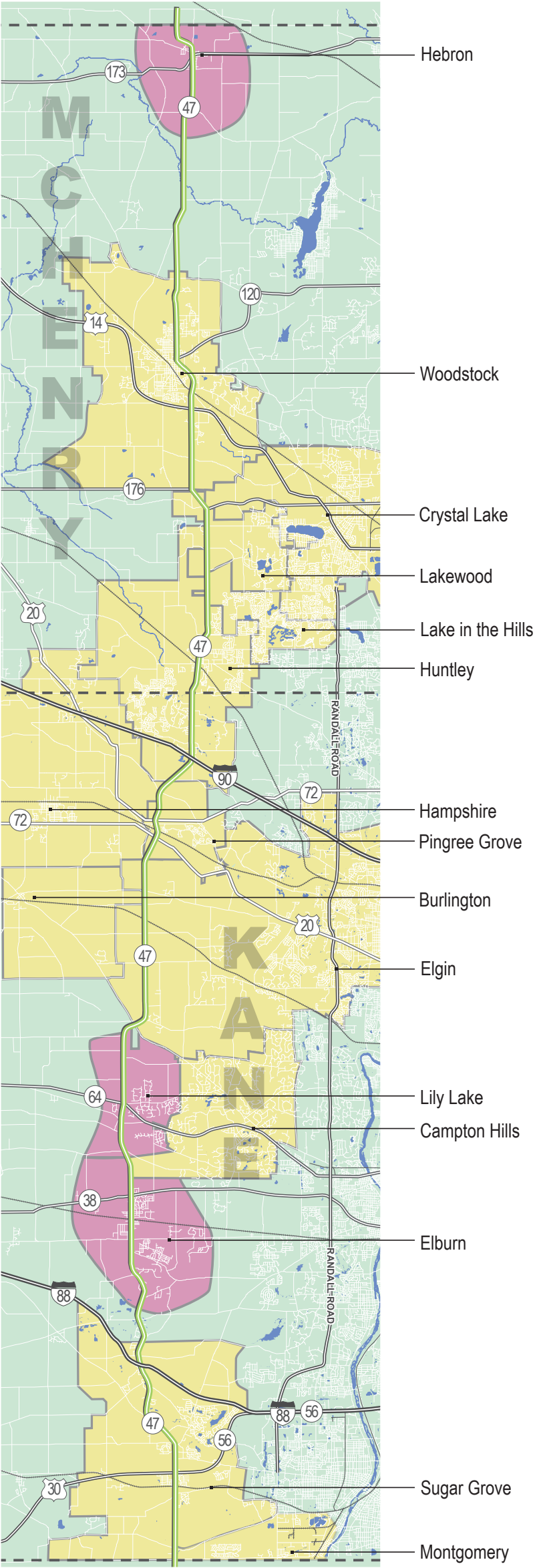
County Land Use Plans

Both Kane and McHenry Counties have long-range plans that affect the Corridor; however these plans are currently being updated. McHenry County’s new plan and its recommendations have not yet been adopted as of this writing, and therefore, due to the potential of the plan and its recommendations changing, a draft has not been included or summarized in this study. Kane County continues to implement its 2030 plan while work on the 2040 plan is underway; the following provides a summary of the Kane County land use plan, as it relates to the Corridor.

Kane County’s 2030 Land Resource Management Plan

The *Kane County 2030 Land Resource Management Plan* (2030 Plan) is based on a conceptual strategy that divides the County into three distinct north to south land use areas arranged in an east to west direction as follows: Urban Corridor, Critical Growth and Agricultural/Rural Village. As shown in **Figure 3.2: Kane County 50-50-50 Plan** the Urban Corridor includes the municipalities that have historically developed along the Fox River, where 80% of the County’s population resides. The Critical Growth Area, in the middle of the county, is an area of transition between urban and rural where growth management is the guiding principle. The Agricultural/Rural Village area, in the western part of the county, seeks to

**Figure 3.1:
Potential Future Municipal Boundaries**



Legend

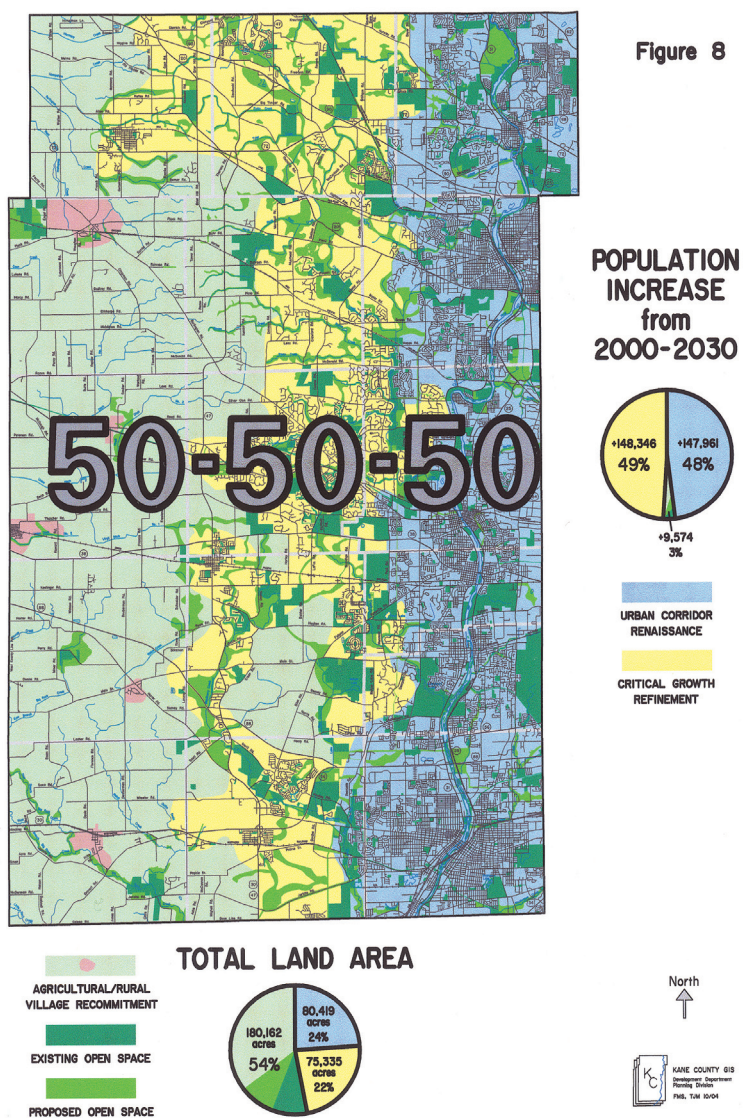
- IL Route 47
- Municipalities with Boundary Agreements
- Municipalities with Extraterritorial Jurisdiction
- Unincorporated Areas

prevent premature farmland conversion.

IL 47 is currently considered to be the western boundary for future growth of the Chicago metropolitan area. However, the 2030 Plan acknowledges that some of the municipalities in the Corridor, such as Sugar Grove, Elburn, Lily Lake and Pingree Grove can and should accommodate expansion that will straddle IL 47. These have been included as part of the Critical Growth Area in the 2030 Plan.

Over 50% of the Kane County portion of the Corridor is identified as Agricultural/Rural Village on the Conceptual Land Use Strategy Map. The County Board initially adopted the conceptual land use strategy in 1994 with the 2020 Plan; this strategy called for a proper balance between natural resource protection and economic and community development. Kane County’s strategy was to protect the valuable farmland of the western townships of the county, to ensure the preservation of open space features such as stream-beds, wetlands and floodplains, and to provide definition between communities through the preservation of open space and farmland. Kane County and the Forest Preserve District have been implementing this strategy by purchasing property for public open space and buying development rights throughout the county.

Figure 3.2:
Kane County 50-50-50 Plan



The Kane County 2030 Plan also identifies potential locations for “priority places”, which are defined as centers where safe, healthy and livable communities can be developed through the implementation of smart growth principles. Priority places are intended to offer a mix of land uses, be constructed with compact development and provide efficient connections to the county’s transportation system.

There are four priority places identified along the IL 47 Corridor: Huntley, Pingree Grove, Elburn and Sugar Grove. Kane County’s 2030 Plan challenges these municipalities to intensify their development standards in these locations to create walkable urban centers designed along smart growth principles.

The 2030 Plan further identifies two small crossroad commercial intersections along IL 47, located at Jericho Road at the south end of Kane County and at Plank Road at the north. The 2030 Plan acknowledges existing minor commercial development at these intersections, and promotes careful consideration of design for their redevelopment.

Simply stated, the 2030 Plan is that 50% of Kane County's area can remain in open space and agriculture, if 50% of the forecasted population increase occurs in the urban corridor and if the other 50% of the population increase occurs in the critical growth area. This strategy is graphically depicted in **Figure 3.2**.

Development Context Zones

Regulation of most of the land use in the Corridor currently is under the jurisdiction of the Counties. This will change, as shown in **Figure 3.1** as growth occurs and the fifteen municipalities expand their borders. Each of these municipalities has a comprehensive plan that guides land use decisions, but each uses different categories, definitions and intensities to describe its policies. For this Study, development zones were created in a collaborative effort with the municipalities to provide a common means of illustrating current and future land use patterns along IL 47.

The term “development context” refers to the natural or built environment created by features and activities adjacent to IL 47. The development zones help to illustrate how future development will affect the roadway and vice versa.

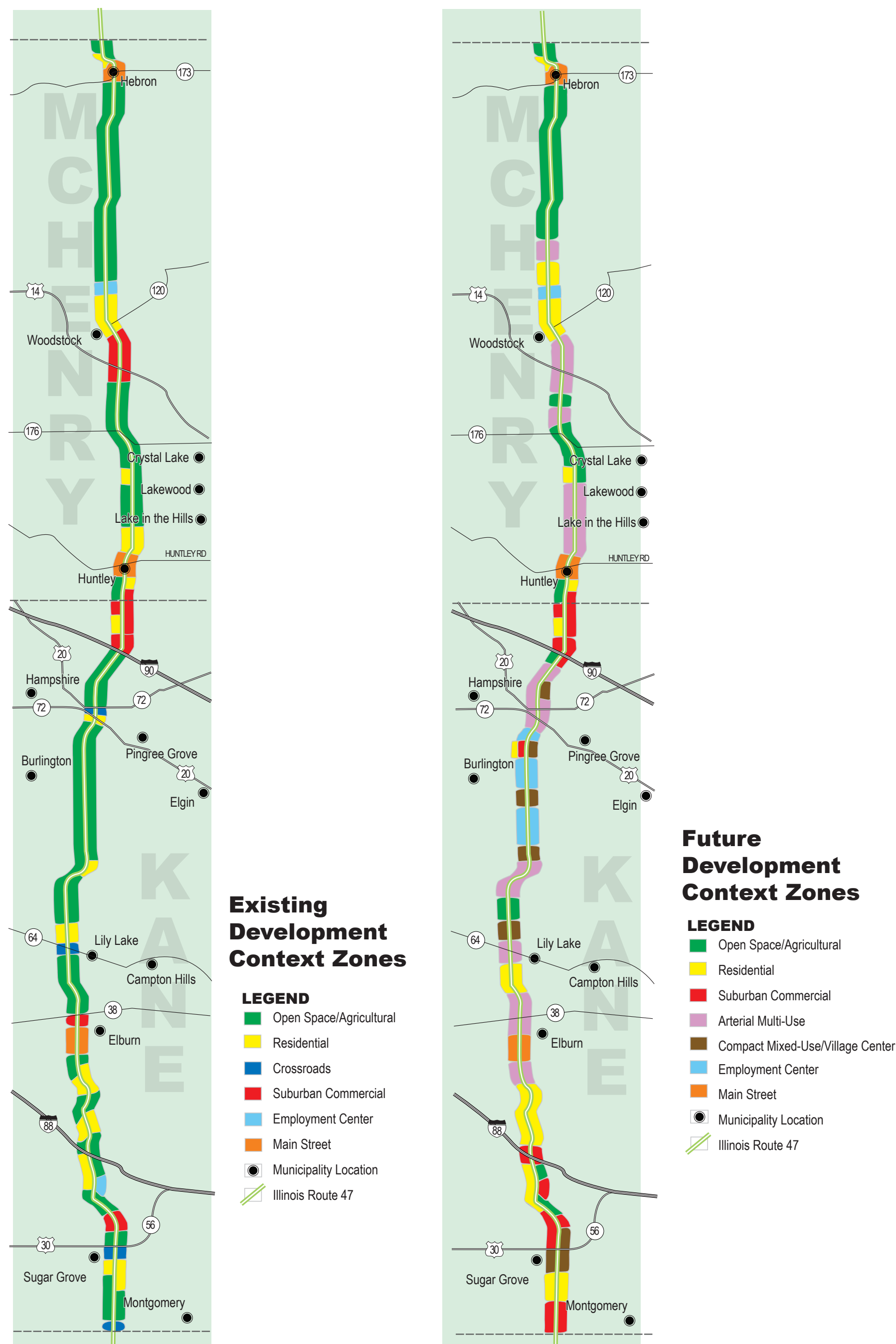
The development context zones are not intended to redefine the land use designations as planned for in each municipality’s comprehensive plan, but rather to provide a regional vision for how the Corridor is and will be developing. The development context zones do not replace municipal comprehensive land use plans.

The existing development context zones are based upon field visits, a review of municipal comprehensive plans, the Corridor Character Analysis (see **Appendix A**), meetings with the municipalities, and input from the agency workshop. The development context zones are as follows:

- Open Space/Agricultural
- Residential
- Crossroads
- Suburban Commercial
- Employment Center
- Arterial Mixed-Use
- Main Street
- Compact Mixed-Use/Village Center

As illustrated in **Figure 3.3: Existing & Future Development Context Zones**, the existing and future development context zones have been identified for the entire Corridor. It is important to note, that although the Corridor goes beyond the properties fronting IL 47, the information provided for the context zones represents the IL 47 roadway and land use immediately adjacent to it. **Figure 3.3** (on page 21) illustrates a proposed

Figure 3.3:
Existing and Future Development Context Zones



future land use that is very different from the current land use. The following describes the development context zones that were used for this Study.

Open Space/Agricultural

This development context zone currently predominates much of the Corridor. When comparing existing and future development zones, it is evident that this is proposed to be reduced significantly in the future.

Open space/agriculture in the Corridor is comprised of a variety of uses including public and private open space, wetlands, floodplains, farmland, and forest preserves. The built environment within the open space and agricultural context zone is minimal. The majority of structures consist of single family homes and farms.

Residential

A combination of single-family and multi-family developments exists within portions of the Corridor. The majority of existing residential neighborhoods in the Corridor are subdivisions with limited direct access to IL 47. These subdivisions have large separations and/or buffering and screening from IL 47. Typically the “backs” of these developments are to IL 47 with access provided internally. Plans for future residential development in many of the municipalities do not occur adjacent to IL 47. Very little, if any, frontage along IL 47 has been identified for future residential development. Two notable exceptions are the portion of the Corridor directly north of Woodstock and the portion directly north of I-88.

Crossroads

Crossroad development is located where major roads intersect with IL 47. Crossroads consist of commercial land uses generated by the high volume of intersecting traffic and are typically auto-oriented. Developments within this context zone are generally single, stand-alone uses that do not connect to surrounding uses or to each other. These places are designed to serve through traffic.

Although the crossroads development context zone currently exists at a number of locations along the Corridor, no municipality has indicated that this type of development is desired in the future development context. Thus, it is not reflected as a future development context zone.

Suburban Commercial

This development context zone consists primarily of retail and commercial uses. Typically, suburban commercial developments are set back from IL 47 with surface parking located along the road frontage. As illustrated on **Figure 3.3**, this development context zone is planned to increase somewhat along IL 47. It is interesting to note that some municipalities that have suburban commercial fronting IL 47 desire to redevelop these areas into the arterial multi-use context zone.

Employment Centers

Employment centers are areas with large concentrations of office, light industrial, warehouse, or distribution uses. The only employment center that currently exists within the Corridor is the McHenry County complex. However, a warehouse center is under development on the west side of IL 47 near its intersection with I-90 in Huntley and a similar development is being constructed in Sugar Grove near the intersection of Bliss Road and IL 47. The City of Elgin has three large employment center areas planned in the future.

Arterial Multi-Use

The arterial multi-use development context zone is a horizontal mix of uses on one parcel (not within one building). One should note that mixed-use involves various uses within one building. Although this context zone does not currently exist within the Corridor, many municipalities are planning for this type of development in the future. As shown on **Fig-**

ure 3.3, arterial multi-use is planned along IL 47 within most Corridor municipalities. Currently most of these future context zones consist of agricultural uses and suburban commercial context zones.

Arterial multi-use developments typically consist of large parcels subdivided into tracts of different but segregated uses. Typically, these developments are low-density as they need to provide for surface parking. The uses are segregated, but the development is called “multi-use” when a single developer or parcel is involved. For example, Pingree Grove has approved a multi-use development at the northwest corner of IL 47 and IL 72 that consists of big-box and strip retail and a large townhome development.

Main Street

This development context zone currently exists in three locations along the Corridor: Huntley, Hebron, and Elburn. These are the historic downtowns of these communities and IL 47 is characterized as the “main street” through the center of town. This zone has a unique character unlike other areas of the Corridor, creating a strong sense of place for these three communities. To a lesser degree, IL 47 serves as a main route for Lily Lake, Sugar Grove and Woodstock, although the built environment in these communities does not define the road as a main street. As illustrated on **Figure 3.3**, the three existing main street development context zones are planned to remain, however, no new main street zones are planned by other Corridor municipalities along IL 47.

The main streets have a mix of uses including residential, retail/commercial, office, open space, and institutional. Within these main street zones, the buildings may be multi-story and are located at, or near, the front property line. These areas have excellent pedestrian amenities including sidewalks and pedestrian crossings at signalized intersections. Parking is located behind buildings and on-street along IL 47.

Compact Mixed-Use/Village Center

Compact mixed-use development context zones can be defined as multi-story buildings. Although this development context zone does not currently exist within the Corridor municipalities along IL 47, several desire this type of context zone in the future.

This type of development encourages a mix of all land use types including a range of housing opportunities and choices. These zones can become growth nodes that are walkable and support transit service. Growth nodes should be focused on east-west major roadways within areas that are expected to sustain focused development and should consist of compact mixed-use development. These centers can promote jobs near housing.

Municipal Zoning and Development Controls

The following presents an analysis of the municipal zoning and development controls in regard to the objectives of this Study. Each control has been organized by land use classification to allow for the comparison of land use and development requirements specific to the Corridor municipalities. The most significant facet of this analysis is the identification of controls that may deter or prevent future development that promotes objectives of this Study.

Just as each municipality is unique, so are their development controls. To more easily comprehend the differences between the various ordinances and controls, certain details were generalized to allow for an "apples to apples" comparison of the municipal regulations. Although a summary is presented below, the actual municipal documents should be referenced for more detailed zoning information and exact specifications, calculations, and language.

Single-Family Residential

All fifteen municipalities within the Corridor permit single-family residential uses ranging in density and intensity. The municipal zoning ordinances and development regulations varied in definitions and requirements for single-family residential uses. Each municipality had their own terminology, definition, and categories for single-family residential uses. For example, some municipalities regulate density as a net density per acre, while other municipalities use gross density per acre.

Municipalities with maximum densities over five units per acre can allow more compact single-family residential neighborhoods on smaller lot sizes (6,000/7,000 square foot lots). The Village of Montgomery and the City of Woodstock allow the highest maximum density allowed at 6 dwelling units per acre. The Village of Elburn has the lowest maximum density allowed ranging from 0.25 to 4 dwelling units per acre; however, the Village, like other municipalities, can use the planned unit development (PUD) process to permit higher densities. For example, recent residential PUD proposals such as Lilac Ridge Subdivision and Elburn Station consisted primarily of single-family residential attached units with densities higher than the 4 dwelling units per acre allowed under the current zoning ordinances.

Multi-Family Residential

All communities within the Corridor allow for multi-unit residential developments. The range of land uses include single-family attached townhomes, apartments, and condominiums. Overall, most communities have zoning and development controls in place that allow for multi-unit developments. These developments may be part of multi-use developments or consist of stand-alone buildings. Most communities allow for multi-unit residential uses with densities between 6 and 10 dwelling units per acre. These permitted densities generally will result in townhome developments or large complexes of apartments or condominiums. The existing multi-unit residential densities range from a low of 3 dwelling units per acre in Huntley to a high of 12 dwelling units per acre in Montgomery and Elburn.

A review of the parking requirements for multi-family developments shows that most communities require two parking spaces per unit regardless of size. The City of Elgin is the exception within the Corridor, requiring one space per 500 square feet of a residential unit up to a maximum of 4 parking spaces. This equates to a requirement of three parking spaces for a 1,500 square foot unit. Minimum parking requirements which are based on generic formulas often exceed actual demand, resulting in excess parking spaces that increase the consumption of land, the cost of development and do not promote smart growth.

Commercial Mixed-Use

All the Corridor municipalities permit commercial and retail development. Each municipality has varying types and classifications of permitted commercial uses ranging from neighborhood commercial to mixed-use development and larger regional shopping centers.

Examples of varying types and classifications of permitted commercial uses ranging from 1) neighborhood commercial, 2) mixed-use, and 3) larger regional shopping centers.



One obstacle to mixed-use development is typically the maximum stories allowed by zoning. All communities permit mixed-use developments that allow for residential units above ground floor retail and commercial businesses. Each municipality identifies a maximum height for buildings within this classification. Traditionally, compact mixed-use developments need to be a minimum of three stories to create the economies of scale required by most developers to make them economically feasible. Three-story buildings that allow residential units above ground floor retail are needed to support the mix of uses and its required parking. Larger buildings can provide underground parking or at-grade parking behind the building.

Based upon densities allowed under the multi-family classification and the height requirements given in the commercial classification, it is implied that multi-family units are allowed in most communities as part of 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 allow buildings with at least two stories of residential above retail will typically have a greater chance of attracting mixed-use development.

Industrial

All of the Corridor municipalities permit industrial use. The floor area ratio (FAR) and the large front yard setback requirements identified for industrial uses promote low density, suburban business park developments. Although these requirements are intended to create pastoral or campus-like settings for industrial development, they result in low-density development that requires excessive land consumption for single-story buildings, surface parking and unusable open space. Corridor municipalities should consider changes to their zoning codes, regulations and ordinances to promote smart growth principles of greater FAR, and less minimum front yard setback requirements. It is important to note that the majority of new industrial uses are light industrial, business park, or research facilities that can more appropriately fit into mixed-use areas. By integrating these “employment generators” into mixed-use areas, and not just within segregated industrial parks, employees are typically more inclined to walk or ride public transit from or to their place of work.

Office

All of the Corridor municipalities permit office uses, although there has been relatively little demand for such space. The municipalities have made provisions for office land use in their zoning ordinances. There may not be immediate demand, but office employment space should be encouraged and planned for. Segregated zoning should be reconsidered; office space is easily mixed with other uses, which would encourage walkability, shared parking, and reduction of driving.

Many municipalities provide for office space zoning that allows setback depths suitable for parking within the front yard. For areas where a more urban setting is the goal, large front yard setbacks discourage walkability. The amount of land needed for office buildings is greater in these situations and may inhibit the creation of a continuous streetwall, which is defined as building walls lining the sidewalk to provide a comfortable scale for pedestrians.

Some communities also use FAR to regulate office uses. Where FAR is used, the maximum allowances range from 0.3 to 2.0. Hampshire’s office FAR of 0.3/0.5 is the lowest of the Corridor municipalities. While the Hampshire zoning ordinance may permit a four-story building within an office development, the FAR requirement is such that a building could only be constructed on a large parcel with a potentially excessive amount of open space and large parking lots.

Planned Unit Development

Most Corridor municipalities use a planned unit development (PUD) process to allow projects that are compact mixed-use. This is due to the fact that most “by-right” zoning regulations often do not adequately allow for compact mixed-use development. The flexibility of the PUD process also can result in design features that promote roadway connectivity, walkability and transit use.

Summary

Three of the objectives of this Study would directly affect land use: encourage growth nodes, strengthen existing developed areas, and promote placemaking. Current zoning and development regulations may need to be updated to promote the objectives.

Encourage growth nodes –As discussed within the Economic Development Section, growth nodes should be encouraged at east-west major roadways, Metra stations and employment centers. Current zoning ordinances and development regulations may not promote growth nodes of compact mixed-use development, but should be encouraged through updated comprehensive plans and ordinance revisions. Growth nodes can promote walkability, support transit, discourage driving and promote active living. Public transit is more economically feasible with growth nodes with densities of 4 -7 units per acre.

Strengthen existing developed areas - The Regional Centers and Historic Municipalities have infrastructure in place and provide services such as police and fire protection. These municipalities provide opportunities to establish more compact development patterns. More concentrated development promotes walkability, supports public transit and encourages more active living. Furthermore, it reduces development costs and municipal maintenance costs for the infrastructure of streets, sewers, water lines, gas, electricity, and communication. Soft service costs will also be reduced as police and fire, for example, have less distance to travel.

Promote placemaking – It has been said that identity only has value when there are differences. Municipal zoning and development controls typically do not provide for creating unique places. The Historic Municipalities in the Corridor already include unique places that should be preserved. Much of the open space/agricultural context of the Corridor provide pastoral vistas and an agricultural economy that should be preserved. Placemaking can be created in a number of ways. The Historic Municipalities and agricultural land use provide an important starting point for creating a strong identity to the Corridor.

Some municipalities have design guidelines in place that are used to guide the look and character of developments, but these need to be reviewed to consider the true impact of the land use – transportation relationship on the definition of place.

Planning Challenges and Tools

The future definition and function of IL 47 will be dependent primarily upon the land use decisions made by Corridor municipalities. Following are planning challenges associated with encouraging growth nodes, strengthening existing developed and promoting placemaking. Tools to address the planning challenges are suggested. More detail on these tools is found in the **Section 8: Toolbox for IL 47**.

Planning Challenge #3:

Compact mixed land use will promote active living, economic development, transit, and walkability and reduce auto-dependence. Growth nodes should be identified and “by-right” zoning regulations should be updated to allow compact mixed-use development.

Tools:

- Comprehensive Plan Update
- Identify Locations for Growth Nodes
- Infill Development
- Transit Oriented Development
- Transit Plan
- Zoning Ordinance, Building Code and Regulations Update

Planning Challenge #4:

Most municipalities use a planned unit development (PUD) process to allow flexibility to strict zoning regulations. The repeated use of the PUD process may indicate that zoning ordinances need to be updated or reexamined. Also, the flexibility in the PUD process may result in development with lack of attention to traditional design features that promote active living, roadway connectivity and walkability.

Tools:

- Planned Unit Development
- Roadway Connectivity
- Site Design Guidelines
- Traditional Neighborhood Development
- Transit Oriented Development (TOD)

Planning Challenge #5:

Existing developed areas could be strengthened through efforts to encourage compact mixed land use. Municipalities should identify growth nodes within developed areas and promote changes in development and zoning controls that would increase residential densities, building floor area ratios and building heights; reduce parking requirements and front yard setbacks; and promote mixed-use development.

Tools:

- Comprehensive Plan Update
- Density Incentives and Bonuses
- Form-based Codes
- Growth Node Location Identification
- Hybrid Zoning
- Overlay District
- Parking Requirements that Discourage Excessive Spaces
- Planned Unit Development (PUD)
- Smart Growth Codes
- Zoning Ordinance, Building Code and Regulations Update

Planning Challenge #6:

The IL 47 Corridor has a unique character based on agricultural land use and the historic municipalities. As growth occurs, IL 47 could become a typical suburban roadway. Placemaking should be promoted to bring identity to the Corridor.

Tools:

- Adaptive Reuse
- Agricultural Preservation
- Anti-Monotony Ordinance
- Corridor Plan
- Façade Improvement Program
- Infill Development
- Preserve Historically Significant Structures
- Public Gathering Spaces and Plazas
- Roadway Character and Identity

Planning Challenge #7:

County and municipal plans for the Corridor are not congruous. A continuous comprehensive and coordinated planning process is needed to promote economic development and minimize land use impacts that will cause congestion on IL 47.

Tools:

- Corridor Planning Council
- Support Regional Planning Efforts

Section 4: Regional Land Use Influences

The municipalities will be primarily responsible for land use planning and regulation in the Corridor. However, municipal land use actions and decisions may be affected by other local, state and federal agencies. This section reviews how other agencies influence the Corridor through agricultural protection, facility planning areas (FPA), floodplain regulation, groundwater protection zones, parkland acquisition, and wetland regulation. This Section presents the challenges that the municipalities have in working with these other agencies in planning for the future of the Corridor.

Municipal representatives in meetings and workshops have stated that their municipalities want to protect agricultural land, floodplains, groundwater protection areas, land for parks and wetlands. However, based on the development context zones shown in **Section 3: Land Use**, it appears that much of the Corridor is planned for development. The protection of agricultural land and environmentally sensitive and natural areas can improve Corridor character, improve economic development, and minimize traffic congestion on IL 47.

Facility Planning Areas

An objective of a FPA is to set boundaries for wastewater treatment collection systems that will prevent wastewater treatment capacity from being duplicated in neighboring facilities and the overextension of sanitary sewer service beyond the facilities planning horizon. The Illinois Environmental Protection Agency (IEPA) defines and approves FPA boundaries that are supposed to allow for orderly growth over a 20-year planning horizon. FPA boundaries are determined by the IEPA in conjunction with the wastewater treatment bodies. The Chicago Metropolitan Agency for Planning (CMAP) also is involved with coordinating the FPA program in the Chicago area. The facility planning areas identify where growth should occur and, thus, proscribe where development will not occur.

Figure 4.1: Facility Planning Areas illustrates the current FPA boundaries in the Corridor. The FPA are either coterminous with the municipal planning areas (e.g., Lakewood), somewhat coterminous with the municipal planning areas (e.g., Elgin), or involve a private company that serve only part of a municipality (e.g., Wasco FPA in Campton Hills).

The FPA process was developed under the Clean Water Act as a means of improving water quality. The FPA approval process involves the review of water quality standards, consistency with population projections, nonpoint source pollution control, wastewater treatment alternatives analysis, intergovernmental cooperation, comprehensive planning, and agricultural preservation.

Figure 3.1: Potential Future Municipal Boundaries suggests that much of the Corridor will be developed. However, the FPA boundaries as shown in **Figure 4.1** would indicate that much of the Corridor will not be served by sanitary sewers in the 20-year planning horizon, and thus may remain undeveloped.

Agricultural Protection

A significant portion of the Corridor is agricultural land use. Farming has a long and rich history within McHenry and Kane Counties, and currently defines much of the character of the Corridor. Efforts have been initiated to preserve agricultural land in both Counties. Agricultural land in Kane and McHenry Counties is some of the most productive farm land in the world, provides a viable economy and a source of food close to the urban area.

**Figure 4.1:
Facility Planning Areas**

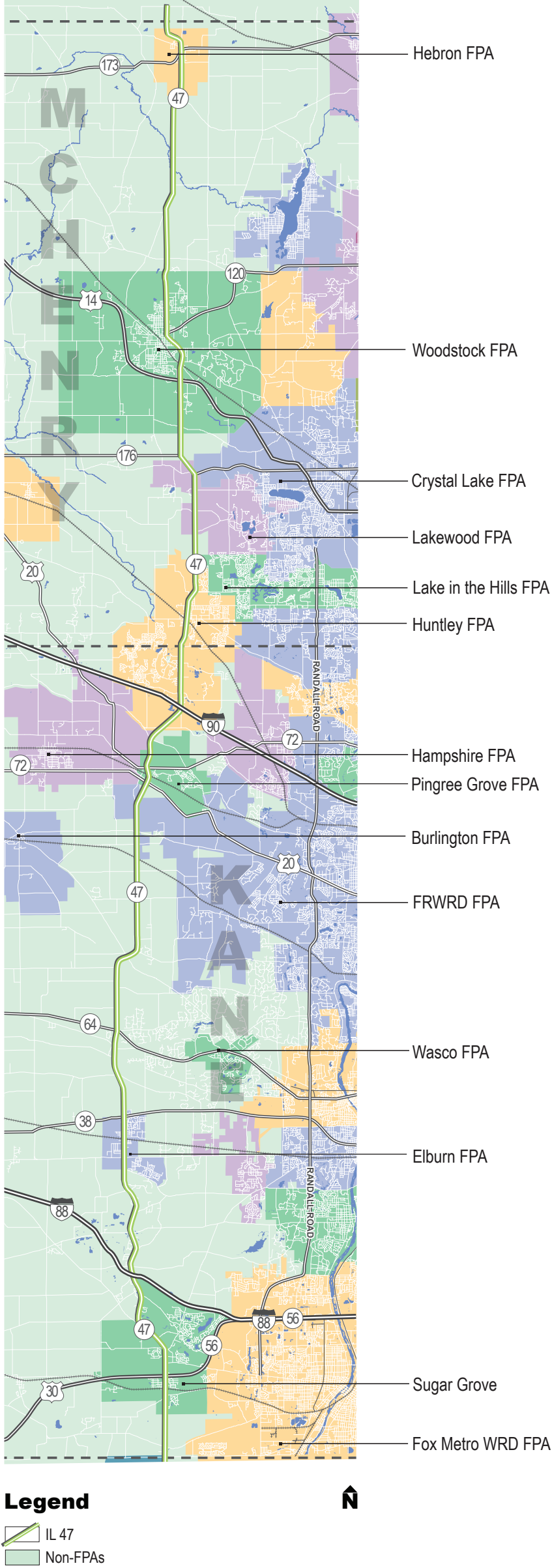
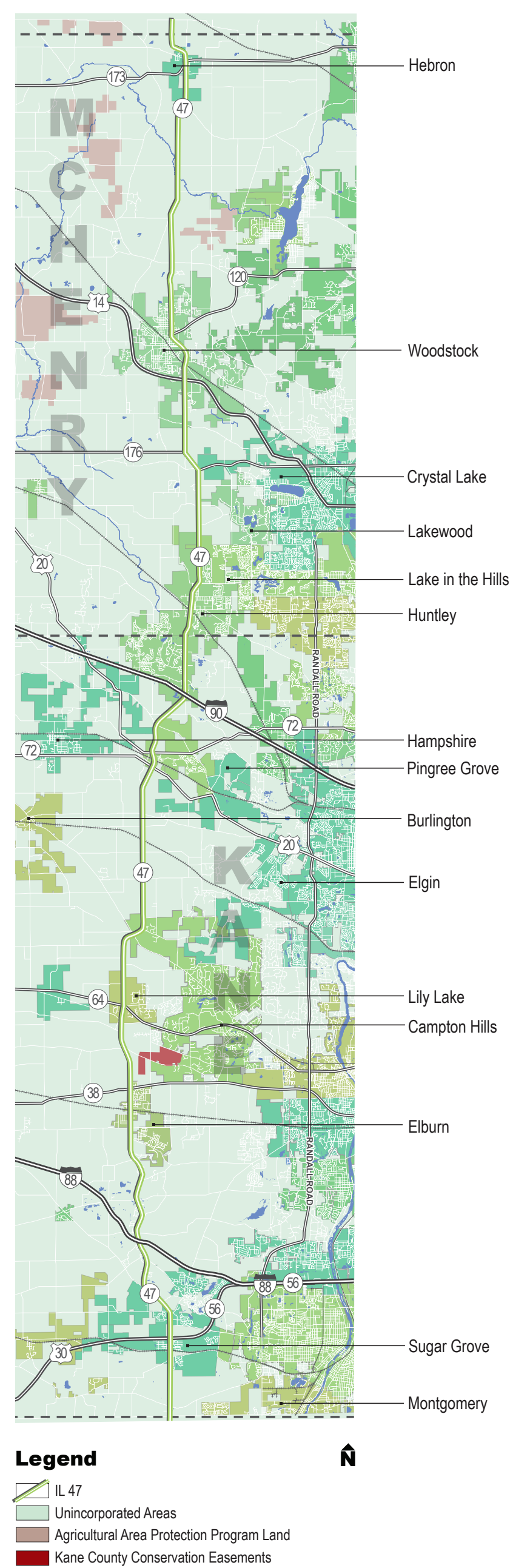


Figure 4.2:
Agricultural Land Protection Areas



Agricultural areas are addressed under the Illinois Agricultural Areas Conservation and Protection Act. The Illinois Department of Agriculture is involved in an agricultural area (ag area) protection program that protects farming operations through the following benefits:

- Protection from local laws or ordinances that would unreasonably restrict or regulate normal farming operations
- Protection from special benefit assessments unless the property owner benefits (i.e.: sewer and water assessments)
- Protection from locally initiated projects that would lead to the conversion of property from agriculture to another use
- The State of Illinois may take the existence of an ag area into account when selecting sites for a new project

As shown on **Figure 4.2: Agricultural Land Protection Areas**, there are five (5) ag areas near IL 47 totaling approximately 2,000 acres. These ag areas are mostly located in McHenry County, west of IL 47. McHenry County has nine (9) ag areas totaling 20,796 acres. One (1) ag area exists within Kane County with an acreage of 600 acres.

Kane County has a program to protect agricultural land through the purchase of conservation easements from being developed. The land near IL 47 that is protected by Kane County agricultural easements is illustrated on **Figure 4.2**. Kane County currently holds agricultural conservation easements on 28 farms totaling over 4,000 acres. Within the corridor there is one farm (270 acres) east of IL 47 and south of Lily Lake's municipal boundaries that has an agricultural conservation easement. The Village of Lily Lake has expressed a specific interest in agricultural preservation.

Despite the fact that most municipalities claim a commitment to preserving open space and farmland adjacent to their boundaries, it is important to note that these future municipal boundaries indicate that the majority of the Corridor could be fully developed within 20 years. However, in collaboration with the Kane County 2030 Plan to preserve farmland and open space along the Corridor, at least one municipality has plans to maintain farmland within its boundaries (Lily Lake).

For some municipalities there appears to be a contrast between the desire to protect open space and agriculture and what is indicated in their comprehensive plans. During the meetings and workshops held for this study, many municipal officials expressed a desire to not only provide land uses for economic development, but they also want to protect open space. However, many have comprehensive plans that may not designate the amount of open space they envision. A challenge will be to not only identify areas of open space, but to develop tools municipalities can use to acquire and preserve open space, while providing a balance of land uses that also includes appropriate development.

Floodplains, Wetlands and Stormwater Management

Floodplains and wetlands in the Corridor are regulated by federal, state and local agencies. There are numerous regulations that affect the development of these areas. **Figure 4.3: Wetland/Floodplain Areas** illustrates the wetlands and floodplains in the Corridor. Floodplain regulations are primarily intended to prevent flood damages that can occur due to development. Wetland regulations are primarily intended to protect the environment, wildlife habitat, flood control and water quality. Wetland and floodplain management are most appropriately addressed on a watershed basis.

As shown on **Figure 4.3**, the Corridor is divided by two major watersheds. In the eastern and southern part of the Corridor surface water flows into tributaries that flow east towards the Fox River. The Fox River flows south and connects with the Illinois River at Ottawa, Illinois. Surface water in the northwestern part of the Corridor flows into tributaries that flow west

to the Kishwaukee River. The Kishwaukee River flows west and connects to the Rock River south of Rockford, Illinois.

The regulation of floodplains and floodways are federal and state mandates. The U.S. Federal Emergency Management Agency (FEMA) is the agency that is primarily responsible for requiring local agencies to adopt floodplain regulations. Floodplain areas are designated based upon analysis and mapping that is primarily undertaken by state and federal agencies. The official floodplain and floodway maps are published by FEMA. The floodplain is an area inundated by the regulatory or one hundred year flood, which is generally determined by hydrology and hydraulic modeling. The one hundred year flood has a 1% chance of occurrence in any given year. It is a statistically based designation. The floodway is the area of moving water under flood conditions, and can only be modified if flood heights are not increased in the floodplain.

The local agencies in the Corridor are required to adopt floodplain regulations as a condition of participation in the FEMA National Flood Insurance Program. This program provides federal subsidized flood insurance in municipalities that have agreed to regulate floodplain development. FEMA, the Illinois Department of Natural Resources/Office of Water Resources and local agencies are responsible for, respectively, federal and state regulations and permitting involving development in the floodplain. These other agencies also may undertake hydraulic studies that are used to prepare floodplain and floodway mapping.

The U.S. Fish and Wildlife Service, the Natural Resource Conservation Service and the Counties undertake mapping efforts on the extent and status of wetlands. The U.S. Army Corps of Engineers (USACE) and the counties have regulations regarding development in and adjacent to wetlands and the water in streams, rivers and natural lakes and ponds. USACE and the Counties have permit programs to modify, relocate or eliminate wetlands, but only with proper plant, wildlife and groundwater assessment and analysis.

The municipalities and Counties also regulate the stormwater runoff that occurs from development in an effort to prevent downstream flooding and protect water quality. These regulations require the detention of stormwater when development occurs. The impervious surfaces that result from development can cause greater amounts and volume of stormwater and water pollutants to run off the land. Thus it needs to be controlled and cleaned before it is released downstream. Large amounts of land can be used for stormwater management. Stormwater management is often accomplished on a development by development basis. Most municipalities do not prepare comprehensive stormwater management plans. Each municipality must adopt its own stormwater management regulations. Under the counties' umbrella stormwater management regulations, there is general uniformity with regulations. However, there can be slight regulatory differences from community to community.

Floodplain, wetland and stormwater management regulations are inter-related. A primary purpose of all these regulations is to prevent flooding. The regulations are complex and overlapping due to the numerous government agencies involved in regulation. Floodplain, wetland and stormwater regulations also can be used in conjunction with other government purposes, such as efforts to protect groundwater recharge areas and encourage open space. Also to be considered are federal National Pollutant Discharge Elimination System regulations that affect the water quality of stormwater runoff. A comprehensive approach to these regulations on a watershed basis is important.

Parkland Acquisition

The existing open space within the Corridor adds significantly to its overall character. Both public and private open space defines the character of the Corridor, and is illustrated on **Figure 4.4: Open Space**. An inventory of this open space is provided in the **Appendix C – Inventory of Open**

Figure 4.3:
Wetland/Floodplain Areas

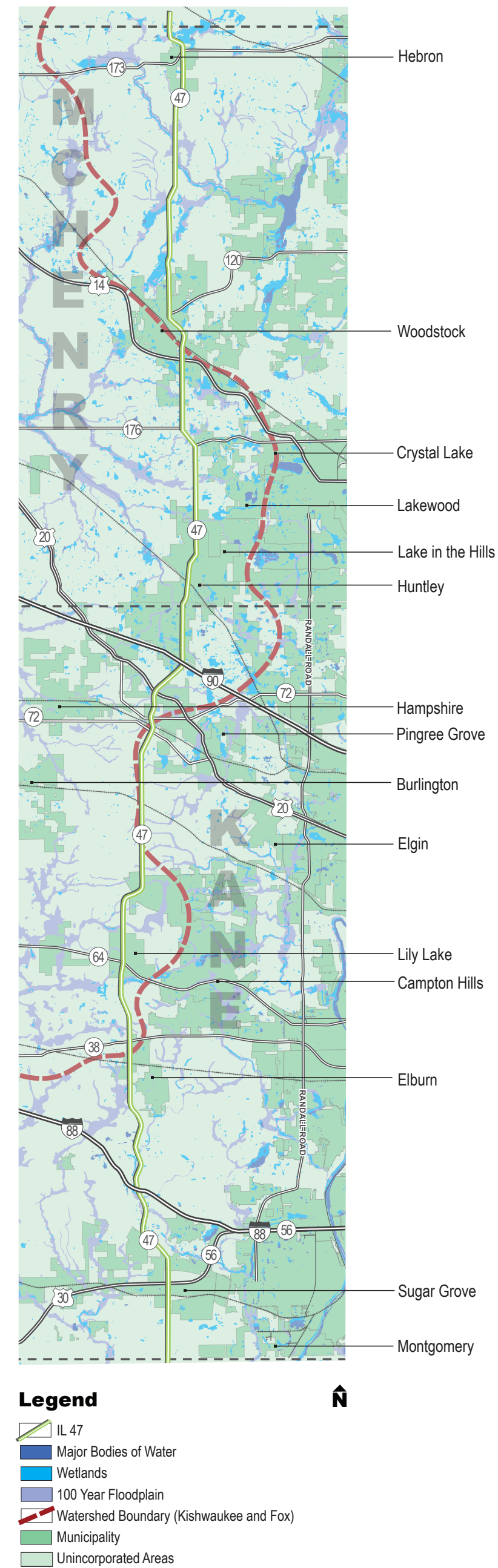
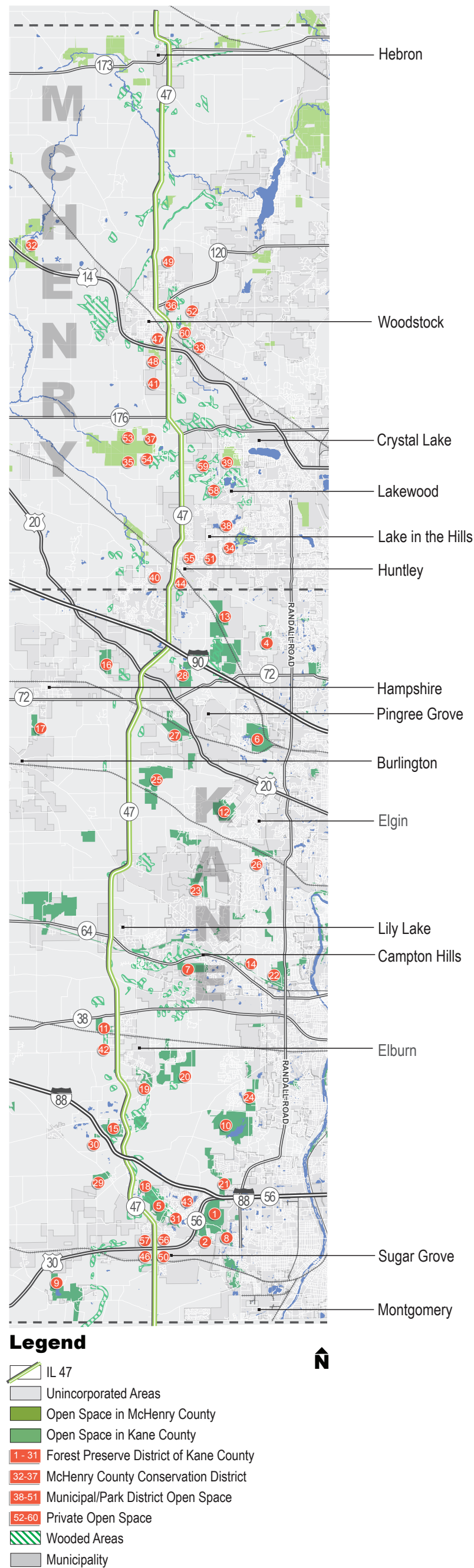


Figure 4.4:
Open Space



Space. The two agencies that hold the largest amount of open space in the Corridor are the Forest Preserve District of Kane County and the McHenry County Conservation District.

The Forest Preserve District of Kane County owns and manages 36 preserves totaling 18,262 acres near IL 47. These land holdings consist primarily of undeveloped open space that is designed for preservation and passive recreation such as hiking. McHenry County Conservation District manages a total of 22,600 acres of open space amongst 27 conservation areas, 6 of which are located near IL47 totaling 3,162 acres.

Groundwater Protection Zones

Many of the municipalities withdraw water from unconfined aquifers that are sensitive to pollution from land use. Protecting the land surface areas overlying sensitive unconfined aquifer wells, also known as recharge areas, can minimize groundwater contamination. The State of Illinois, the Counties and municipalities are engaged in various groundwater protection programs.

The State of Illinois’ *Groundwater Protection Act* was adopted in 1987 as a state-wide approach to groundwater protection. The law provides local agencies with the resources, tools, and authority to create recharge area protection policies. It also encourages partnerships between the state, regional authorities, and local entities.

In 2001, CMAP (then operating as the Northeastern Illinois Planning Commission) developed a *Strategic Plan for Water Resource Management*. Within that plan, CMAP presented an analysis of the relative estimate of surplus or shortage of groundwater supply within their six-county jurisdiction by township in the year 2020. The document identifies that there will be potential water surplus areas such as the Kishwaukee Valley area. The area that is expected to have a potential shortage of groundwater supply straddles the McHenry County and Kane County border. Several municipalities such as Huntley, Lake in the Hills, Lakewood, Crystal Lake, Hampshire, and Pingree Grove are located within this area of potential shortage.

The McHenry County *Groundwater Resources Management Plan (GRMP)*, June 2007, documented the extent of groundwater contamination and areas of probable groundwater shortages within the county. It also highlighted that water does not abide by jurisdictional boundaries. Additionally, the GRMP recommended the coordination of local governments in addressing and protecting the County’s water resources, including the creation of a comprehensive groundwater protection program addressing both groundwater quantity and quality.

The plan’s groundwater protection recommendations relate to the creation of a county-wide water conservation ordinance and the protection of groundwater recharge areas. Recommendations to improve regional groundwater quality center on a wellhead management program that identifies and eliminates local contamination sources impacting drinking water sources. The County’s GRMP also includes zoning and land use recommendations for managing wellhead protection areas (WHPA) in the County. The plan recommends that the county apply zoning restrictions that regulate land usage within the WHPA. A county-wide zoning ordinance would only apply to the WHPA in the unincorporated areas of the county. However, it could provide a general framework for municipalities to follow.

The Plan recommends that pertinent sections of the City of Crystal Lake’s zoning ordinance (for protecting both the quality and quantity of water that recharges Crystal Lake) could be used as an example for the development of a county-wide zoning ordinance. As stated within the plan, “zoning restrictions and land acquisition are not only important for protecting the groundwater in recharge areas from potentially hazardous materials and substances, but also for maintaining proper aquifer recharge from precipitation and surface drainage.”

Additionally, McHenry County Water Resources recently completed the development of a comprehensive Water Resources Plan titled the “Groundwater Protection Action Plan”. This plan contains Best Management Practices and Policy Recommendations for the protection of both water quantity and quality throughout McHenry County. The Groundwater Protection Action Plan can be viewed at www.mchenryh2o.com.

In an effort to prevent contamination of groundwater, the Village of Lake in the Hills adopted its *Groundwater Protection Area* ordinance in 2004. The ordinance establishes an area of focus and defines uses and activities prohibited within the applicable area. The ordinance also establishes an operating permit program for all regulated facilities located within the groundwater protection area. It places regulations on businesses storing or handling any one of 53 regulated substances. The Lake in the Hills ordinance requires continuous monitoring and inspection of containment devices and areas where hazardous chemicals are stored.

State, regional and county policies need to be more fully developed before local municipalities can take efforts to protect groundwater recharge areas. However, if development occurs too rapidly, the opportunity to protect groundwater recharge areas may be lost.

Groundwater Quantity

Kane County contracted with the ISWS and ISGS in 2002 to perform scientific investigations and created groundwater and surface water models to find adequate water supplies for the county’s growing population. Lake Michigan water will most likely not be available to Kane County residents because of the cost and international agreements with Canada and a U.S. Supreme court decree limiting the water withdrawal from Lake Michigan. Therefore the county will need to find additional water from the deep aquifer, shallow aquifer, or from inland surface water supplies. However, there are limitations with each of these three water sources available to Kane County.

The Kane County Water Resources Investigations were completed by the ISWS and ISGS in September 2009. Results from these investigations show that the deep aquifer system has been over-pumped since the first deep aquifer wells were constructed in the area. The recharge area for the deep aquifer is west of Kane County in western DeKalb and Ogle Counties. Nevertheless, it is estimated that the water that enters the aquifer out west does not reach Kane County for several thousand years. Therefore pumping levels in deep aquifer wells have steadily declined and the upper portions of the aquifer have been dewatered in the eastern portions of Kane County and in counties to the east. Although there are substantial quantities of water available from the deep aquifer in the short term or for emergencies, the deep aquifer is not a sustainable source of water for the long term in the northeastern Illinois region. Within the last 30 years many communities discontinued pumping from the deep aquifer closer to Lake Michigan in order to begin using lake water.

The ISGS delivered their final maps of Major Quaternary (Shallow) Aquifers and Aquifer Sensitivity to Contamination to Kane County in 2007. In the IL 47 corridor area the maps show two distinctive shallow groundwater scenarios due primarily to the selective distribution of glacial deposits of sands and gravels. In Kane County there are sufficient shallow aquifers in the northerly portion of the Corridor from the McHenry County Line south to about Big Timber Road for development along the Corridor. Also in the southern end of the Corridor from the Kane County line north to about IL 38 on the north side of Elburn, there appears to be sufficient supplies of shallow aquifer water for development in the corridor. However, in between these two areas, the surficial glacial till materials in the Marengo Moraine, which runs beneath and parallel to the corridor from Lily Lake north into McHenry County, are comprised of virtually impermeable Tiskilwa clay till, which precludes the development of high capacity shallow groundwater wells in this portion of the corridor. In this moraine, sand and gravel materials are either not present between the surface

and bedrock, or the aquifers are confined and do not receive sufficient recharge from the surface. Therefore, water for the corridor development in these areas will need to be from the deep aquifer, which is not sustainable in the long term, or imported from elsewhere.

The Fox River already provides drinking water to Kane County’s two largest municipalities, Aurora and Elgin. Water from the Fox River, like shallow aquifer water, is generally renewable because of the runoff from 36-inches of average annual rainfall in the region. However, in drought times, this will not always be the case, and a certain amount of flow in the Fox River must be maintained for dilution ratios from existing waste water treatment facilities that discharge their effluent to the Fox River. Nevertheless, where Fox River water may be available in the IL 47 Corridor, it is generally considered to be sustainable if additional water supply planning moves forward in the region.

The Northeastern Illinois Regional Water Supply/Demand Plan was approved on January 26, 2010. This Plan is the result of a three year planning effort undertaken by the Northeastern Illinois Regional Water Supply Planning Group (RWSPG) facilitated by the Chicago Metropolitan Agency for Planning (CMAP). The eleven-county RWSPG was formed in 2006 as one of the two pilot water supply planning processes undertaken in response to the January 2006 Governor’s Executive Order 2006-1 calling for regional and statewide water supply planning. The plan does not call for new legislation and relies on voluntary intergovernmental cooperation. Subsequent to the adoption of the regional plan, efforts are underway to form a sub-group by the Councils of Government (COG’s) in the northwesterly five counties of the eleven-county northeastern Illinois region, which are dependent on groundwater or inland surface water for drinking water supply. Kane and McHenry are two of the counties in the proposed sub-group, and development in the corridor will be influenced by the future water supply planning done by the northwesterly COG’s regional subgroup as well as the eleven-county RWSPG.

Planning Challenges and Tools

The previous discussion identified regional land use influences that will affect growth in the Corridor. The challenges associated with these regional land influences are presented below. Tools to address these planning challenges are listed below and detail on the tools is found in the **Toolbox for IL 47**.

Planning Challenge #8:

Municipal comprehensive plans indicate that the Corridor will be highly developed in the next 20 years. In contrast, the wastewater treatment facility planning areas suggest that much of the Corridor will not be served by sanitary sewer within the next 20 years. Municipal comprehensive plans should recognize wastewater treatment facility planning areas and the limitations on extending sanitary sewers outside the facility planning area.

- Tool:**
- Comprehensive Plan Update

Planning Challenge #9:

Many municipalities expressed a desire to protect open space and natural areas. Agricultural preservation, in addition to providing open space, can provide economic benefits for the Corridor. Agricultural preservation requires a coordinated effort on the part of county, regional and state government. State, regional and county policies need to be coordinated and more fully developed in regard to agricultural preservations. Prime agricultural areas that are desired for protection need to be identified.

Tools:

- Agricultural Preservation
- Agricultural Zoning
- Conservation Easements
- Tax Assessment Differentials
- Transfer of Development Rights

Planning Challenge #10:

Local, regional, state and federal agencies have developed extensive rules and regulations in regard to protecting floodplains and wetlands and storm water management. Still, flooding problems persist, especially in some areas that were developed prior to the adoption of these regulations. In addition, surface water quality can become a problem as development occurs. The coordination of floodplain, stormwater and wetland management along with stream water quality programs and natural areas protection should be further developed on a watershed basis.

Tools:

- Best Management Practices
- Support Regional Planning Efforts

Planning Challenge #11:

The forest preserve districts’ primary purpose is to protect natural areas. The acquisition of land can sometimes interfere or conflict with planning efforts of municipalities. Open space acquisition and protection efforts should be coordinated with the municipalities and other regional land use protection efforts.

Tool:

- Support Regional Planning

Planning Challenge #12:

Lack of groundwater supply has the potential to cause shortages in water supply. For instance, the Huntley Regional Center has been identified as an area with potential future groundwater shortages. State, regional and county policies need to be coordinated and more fully developed in regard to protecting groundwater recharge areas. In addition, greater efforts need to be undertaken to determine the location of recharge areas that need protection.

Tools:

- Support Regional Planning Efforts
- Groundwater Protection Ordinance

Section 5: Transportation

With growth, travel demand on IL 47 will increase and the roadway will need to be widened. The Illinois Department of Transportation (IDOT) has primary responsibility for IL 47. The municipalities will make land use decisions that will affect traffic on IL 47. These land use decisions also can help manage access to IL 47 and provide an ancillary roadway network that can alleviate traffic impacts.

The section begins with current conditions and forecasts for IL 47. Roadway expansion plans to address the growth and traffic forecasts are then presented. The discussion then leads to the issues associated with providing for alternative forms of transportation (bicycling, transit and walking), access management and roadway connectivity. Information is provided about where workers in the Corridor live and residents in the Corridor work. The work commuter has the most important impact on the transportation system. Finally, the planning challenges associated with transportation and tools for addressing these challenges are presented.

Current Conditions & Forecasts

Figure 5.1: Average Daily Traffic (2008) shows the number of lanes and average daily traffic on IL 47. The existing configuration of IL 47 ranges from 2 to 6 lanes within a right-of-way ranging from 56 feet to 230 feet wide¹. The 2030 traffic forecast, prepared by the Chicago Metropolitan Agency for Planning (CMAP) is based on regional population and employment growth.

Year 2009 travel speeds, as shown in **Figure 5.2: IL 47 Travel Speeds (2009)**, were calculated by CMAP using average daily traffic information and speed data collected by IDOT. Travel speeds are lower in developed areas and higher in undeveloped areas. As development continues to occur, travel speeds will decrease.

IL 47 is an important truck freight corridor as shown in **Figure 5.3: IL 47 Truck and Rail**. This figure illustrates that IL 47 carries a significant volume of truck traffic. As a percentage of ADT, truck traffic is highest in the following IL 47 locations:

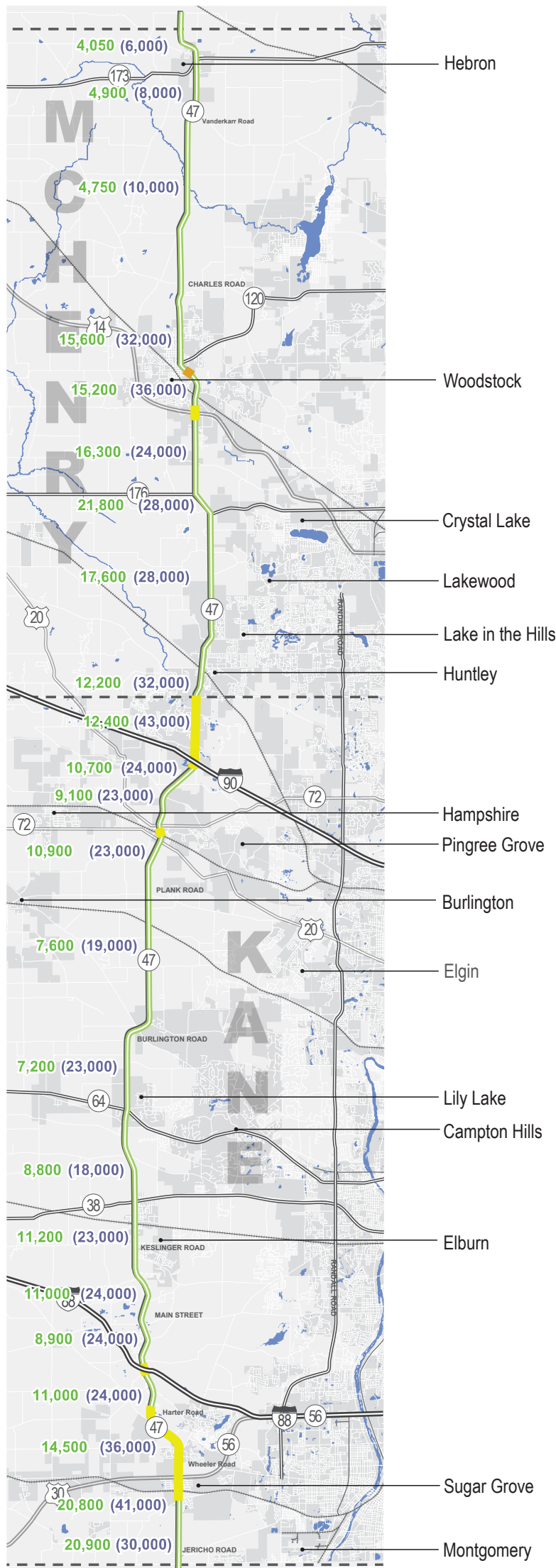
- At and south of IL 173
- At IL 72
- Between Plank Road and IL 64
- Between I-88 and US 30

Truck traffic data includes local and through traffic. Through traffic includes trucks using IL 47 to bypass more congested roads in the Chicago metropolitan area. Local truck traffic serves businesses in the Corridor. The economic success of the Corridor requires the accommodation of truck traffic. Land use controls need to consider truck loading areas. A comprehensive roadway network should accommodate local truck traffic with bypasses and designated truck routes for through truck traffic. Accommodating trucks at these two scales is important.

Roadway Plans

Figure 5.4: Roadway Expansion Plans shows capacity improvements that are planned through 2030 along and across IL 47. The plans are taken from the Kane County and McHenry County long range transportation plans and the IDOT 2010-2015 Highway Improvement Program (HIP). The roadway expansion cannot occur fast enough to keep pace with the growth due to limited government resources for roadway expansion.

Figure 5.1: Average Daily Traffic (2008)



Legend

- Municipality
- Unincorporated Area
- Average Daily Traffic**
- XX Current*
- (XX) 2030 Forecast**
- Current Number of Lanes**
- 2 Lanes
- 3 Lanes
- 4 Lanes

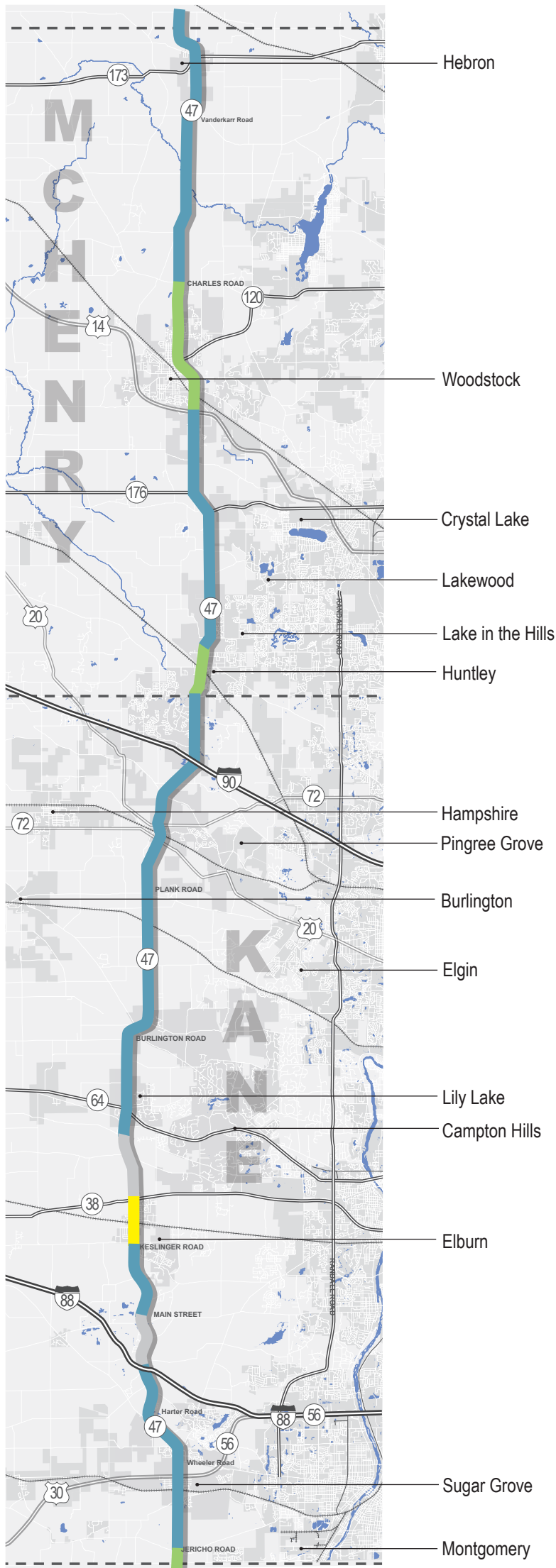
Source:

*Illinois Department of Transportation, 2008.

**Chicago Metropolitan Agency for Planning, 2009.

¹ Illinois Department of Transportation: Strategic Regional Arterial, Illinois 47, 1995

Figure 5.2:
IL 47 Travel Speeds (2009)



Source:

*Chicago Metropolitan Agency for Planning, 2009. Average travel speed is the mode speed within a 10 mph-range for speed data collected by IDOT.

The Village of Huntley provides an example of how new development can address traffic congestion. To mitigate traffic congestion, Huntley identifies the need for transportation improvements with new development through the use of traffic impact studies. As part of the development approval process, the Village requires that a developer provide the identified roadway improvements. This partnership increases the speed at which capacity improvements are made.

According to CMAP population and traffic forecasts, the most growth in the Corridor will be between the Village of Huntley and the City of Woodstock and between I-88 and US 30 in Sugar Grove. Half interchanges currently exist at I-90 and I-88 and full interchanges are proposed. Current and future traffic projections for the interchanges are shown in **Table 5.1: Current and Future Traffic, I-90 at IL 47 and I-88 at IL 47**. The Year 2030 traffic projections took into consideration that Prairie Parkway is constructed in Kendall and DeKalb Counties to the west of IL 47. The forecasts show a significant increase in traffic on IL 47 and the interchanges.

Table 5.1:
Current and Future Traffic, I-90 at IL 47
and I-88 at IL 47

Current and Future Traffic I-90, IL 47			
IL 47	Average Daily Traffic		% Increase
	Current	2030	
North of I-90	12,400	43,000	71%
South of I-90	10,700	24,000	55%
I-90			
East of IL 47	34,600	63,000	45%
West of IL 47	26,050	60,000	57%
Tollway Ramps			
To I-90 East	7,900	19,000	58%
From I-90 West	9,700	22,000	56%
To I-90 West	N/A	5,000	N/A
From I-90 East	N/A	5,000	N/A
Sources: Chicago Metropolitan Agency for Planning. Year 2030 Traffic Forecast Data Request. January 26, 2009. Illinois Department of Transportation. "Average Daily Traffic." 2007. Retrieved March 2009. < http://www.gettingaroundillinois.com/default.aspx?ql=aadt > Illinois Tollway. 2007 Traffic Data Report for the Illinois Tollway System. 2008.			

Current and Future Traffic I-88, IL 47			
IL 47	Average Daily Traffic		% Increase
	Current	2030	
North of I-88	8,900	24,000	63%
South of I-88	11,000	24,000	54%
I-88			
East of IL 47	25,210	65,000	61%
West of IL 47	28,670	65,000	56%
Tollway Ramps			
To I-88 West	1,780	6,000	70%
From I-88 East	1,680	6,000	72%
To I-88 East	N/A	6,000	N/A
From I-88 West	N/A	6,000	N/A
Sources: Chicago Metropolitan Agency for Planning. Year 2030 Traffic Forecast. January 26, 2009. Illinois Department of Transportation. Average Daily Traffic, 2007. Retrieved March 2009. < http://www.gettingaroundillinois.com/default.aspx?ql=aadt > Illinois Tollway. 2007 Traffic Data Report for the Illinois Tollway System, 2008.			

IDOT schedules capital and maintenance projects annually in a six-year program. The Villages of Huntley and Sugar Grove have been working with IDOT to pursue improvements on IL 47 at I-90 and I-88, respectively. **Figure 5.4** includes the following capacity and traffic signal modernization improvements on IL 47:

- Charles Road to US 14 – Phase 1 Preliminary Engineering (Fall 2009)
- IL 176 – Traffic Signal Modernization (2011-2015)
- Reed Road to Kreutzer Road – Land Acquisition, Additional Lanes, Bridge Replacement (2010)
- Interchange Reconstruction I-90 at IL 47 (2011-2015)
- IL 47 at Plank Road – Intersection Reconstruction (2011-2015)
- IL 47 at Plato Road – Channelization, Traffic Signal Installation (2011-2015)
- IL 47 at Main Street – Intersection Improvement, Traffic Signal Installation (2011-2015)

Right-of-Way and Cross-Sections

The IDOT *Strategic Regional Arterial, Illinois Route 47 Final Report* (SRA report) prepared in 1995 identified typical cross-sections and needed right-of-way widths. Four cross-section types ranging from 4 to 6 lanes vary in right-of-way width from 80 to 170 feet were proposed as shown in **Figure 5.5: IL 47 SRA Cross-Sections (IDOT 1995)**. The cross-sections vary in width based on the median and parkway widths and number of lanes.

Land use along IL 47 has changed since the SRA report was prepared 15 years ago. The development context zones are not consistent with the cross-sections proposed in the SRA report. As shown in **Figure 3.3: Existing and Future Development Context Zones**, much of the Corridor is proposed as suburban or urban rather than rural.

Some adjustments to the cross-sections also may be warranted. For example, the Historic Municipalities have constrained rights-of-way that may not fit the typical cross-section. Roadway design at these locations may require a different approach such as narrower travel lanes or on-street parking. Also, the cross-sections in the SRA report do not identify space for pedestrians, bicyclists, and transit. In addition, some municipalities expressed a need for more right-of-way to accommodate utilities including water, sewer, and fiber-optic cable.

Acquiring additional right-of-way is challenging. Purchasing additional right-of-way after the preliminary engineering phases can add considerable cost and delay to a project. The rising cost of land to purchase right-of-way may slow the pace of improvements or hinder the acquisition of enough right-of-way to accommodate all users of the Corridor.

Railroad Crossings

Figure 5.3 shows six railroads crossing IL 47, three are overpasses and three are at-grade. All six lines carry freight traffic and three of these lines carry commuter rail traffic to the communities of Woodstock, Elgin, and Elburn. The Union Pacific Northwest (UP-NW) Line is one of the busiest commuter rail lines in the Metra system and passes through Woodstock and across IL 47. The Union Pacific West (UP-W) Line terminates just east of IL 47 in Elburn. The Milwaukee District West (MD-W) Line terminates approximately five miles east of IL 47 at Big Timber Road in Elgin.

Three communities (Huntley, Pingree Grove, and Sugar Grove) have identified an interest in future commuter rail service and identified likely locations for commuter rail stations in their comprehensive plans. A study is underway to consider extending Metra service west from Elgin through Huntley to Marengo. No efforts currently are underway to consider commuter extension to the other two municipalities.

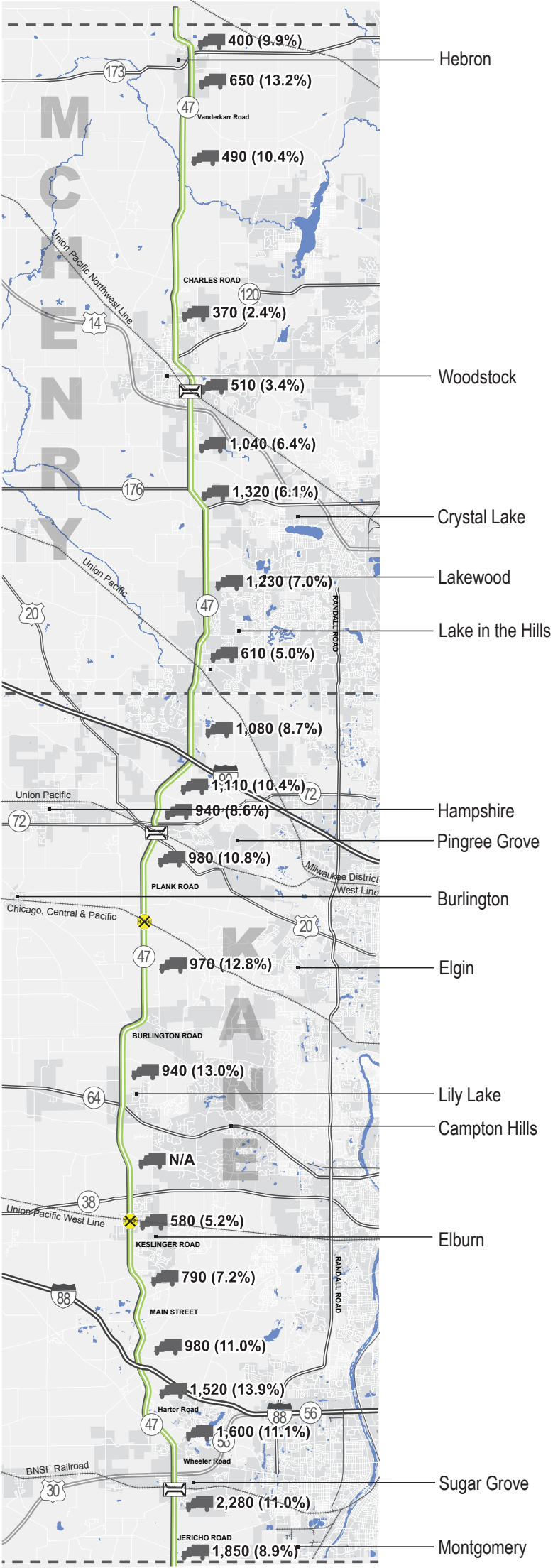
Elburn has identified a need for a grade separated railroad crossing on IL 47, and the grade separated rail road crossing in Sugar Grove will need to be reconstructed when IL 47 is widened in the future. Overpasses are expensive to construct and require coordination from multiple agencies and the railroad. Regardless of whether the crossing is at-grade or an overpass, increasing the width of IL 47 will present significant costs.

Access and Connectivity

Access Management

Providing access to IL 47 is under the jurisdiction of IDOT. The IL 47 SRA Report provided an access policy guide that identifies where and how access to IL 47 should be allowed and signals should be located. These guidelines will improve the carrying capacity of IL 47 and reduce traffic congestion. Municipalities can help in this regard by developing land use plans that also include an overall access management plan. Access management plans can reduce access points that create conflict and congestion for moving traffic as cars attempt to enter or exit driveways.

Figure 5.3:
IL 47 Truck and Rail



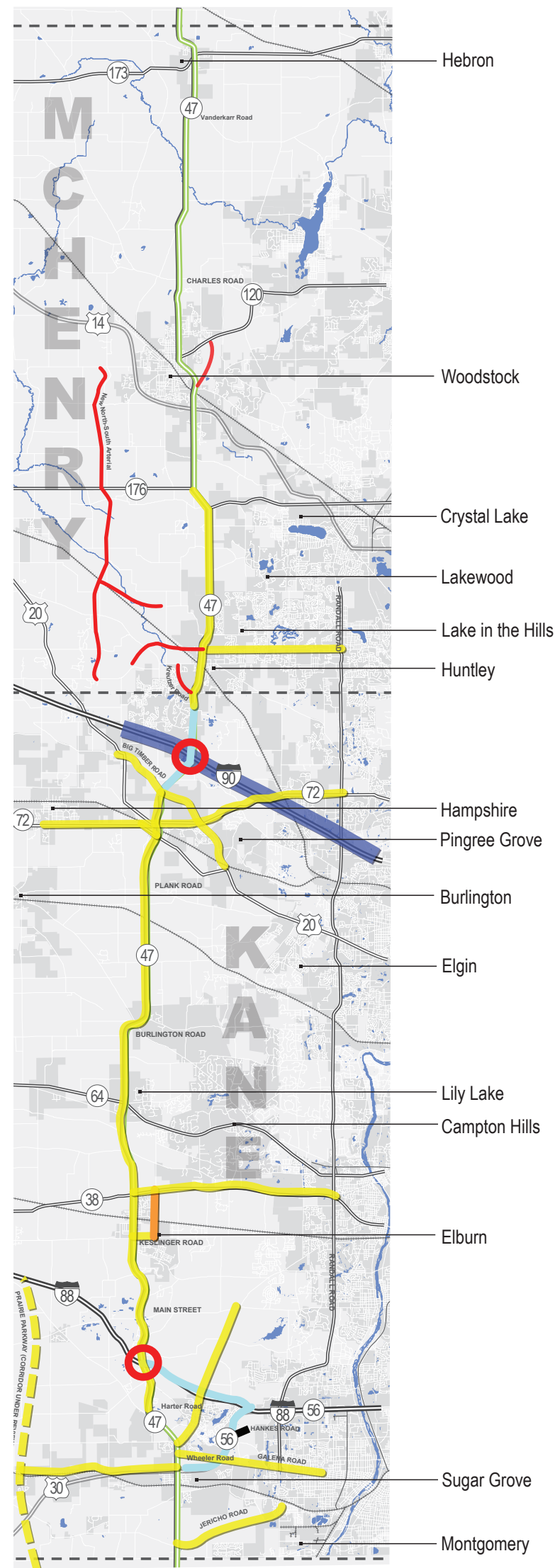
Legend

- Municipality
- Unincorporated Area
- Truck Traffic*
- XX Current Volume
- (XX%) Percent of Total Traffic
- Railroad Crossings
- Grade
- Overpass

Source:

*Illinois Department of Transportation. Traffic Count Database System. 2008.

Figure 5.4:
Roadway Expansion Plans



Legend

- Municipality
- Unincorporated Area
- Roadway Expansion***
- New 2-Lane Road
- 2 Lanes improved to 4
- 4 Lanes improved to 6
- 6 Lanes improved to 8
- Half interchange improved to full interchange

*Source:

Kane County 2030 Plan, McHenry County 2020 Plan

Parallel Roadways

Figure 5.6: Roadway Network and Classification System shows the proposed roadway network of collectors and arterials as proposed in municipal, Kane County and McHenry County plans. The network of collectors and arterials identified on this figure illustrates a lack of major roadways parallel to IL 47. A lack of parallel roads near IL 47 results in congestion as motorists must rely on IL 47 for north-south travel.

Creating roadways parallel to IL 47 would lessen the strain on IL 47. As municipalities grow, roadway jurisdiction is transferred to municipal control. This provides an opportunity for municipalities to make parallel roadway connections. A transportation plan can assist in identifying the need parallel roadways.

Roadway Connectivity

A connected roadway network is important in reducing dependence on IL 47. This is accomplished by ensuring that adjoining subdivisions have roadway connections and cul-de-sacs and gated communities are minimized. A roadway network low in connectivity results in trips that require longer travel distances. Local roads are built by developers as a condition of land subdivision or development. A transportation plan can provide guidance on creating a connected roadway network. A connected roadway network can shorten travel distances and thereby make walking and bicycling more feasible.

Roadway Grid

Large commercial developments often are located at major roadway intersections and generate large amounts of traffic. These “big box” developments often occur without full consideration of traffic impacts created by the development. A means of alleviating the traffic congestion on the main roadways is necessary.

Traditional development or subdivision regulations required the construction of minor or collector roads approximately every quarter mile parallel to a major road. This resulted in a roadway grid that dispersed traffic through areas with high traffic volumes and lessened congestion on the major roads. Developers have avoided the roadway grid because of the associated costs. However, the practice results in a lack of roads to disperse traffic from the main roadways. It also should be noted that this practice imposes an economic costs on the motorists who experience congestion on the main roadways.

Alternative Forms of Transportation

Bus Transit

IL 47 is a key north-south roadway that connects the municipalities in the Corridor. Traffic levels will increase as growth occurs. The Corridor should be planned with bus service in mind. As traffic levels increase there will be a need to accommodate those who cannot drive. The provision of bus service can provide an important alternative means of transportation. While current land use and population along the Corridor does not justify bus service, the forecasted growth should provide an opportunity to provide bus service.

Planning strategies for bus transit can be found in the Kane County *Land Resource Management Plan*, the Kane County *Long-Range Transportation Plan*, and the Kane County *Transit Opportunity Assessment Study*. The strategies include recommendations for roadway construction practices that are supportive of bus transit including identification of areas where municipalities have the potential to encourage transit service. Some municipalities identify locations where transit improvements are encouraged. However, there has been minimal planning of land use that would encourage compact development supportive of transit service.

Figure 5.5:
IL 47 Cross-Sections (IDOT 1995)

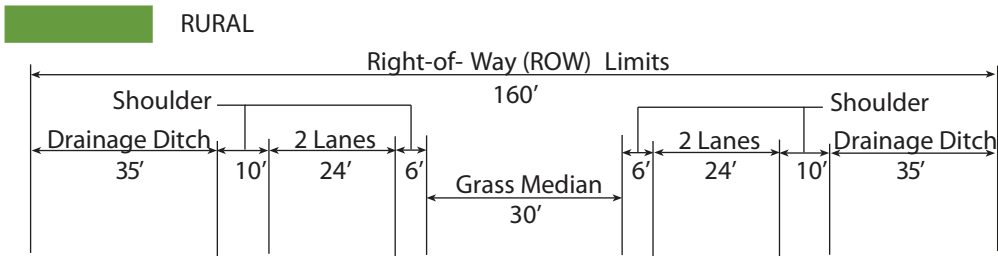


Legend

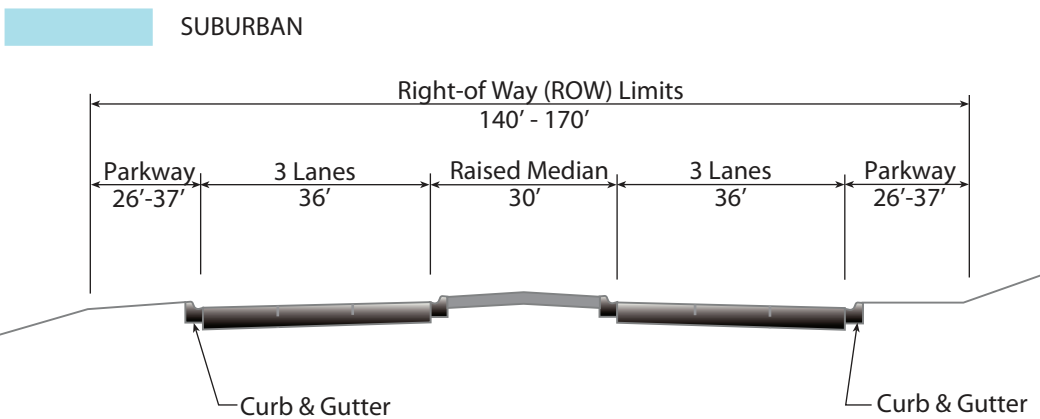
- Municipality
- Unincorporated Area

*Source:
Strategic Regional Arterial Final Report, Illinois Department of Transportation.

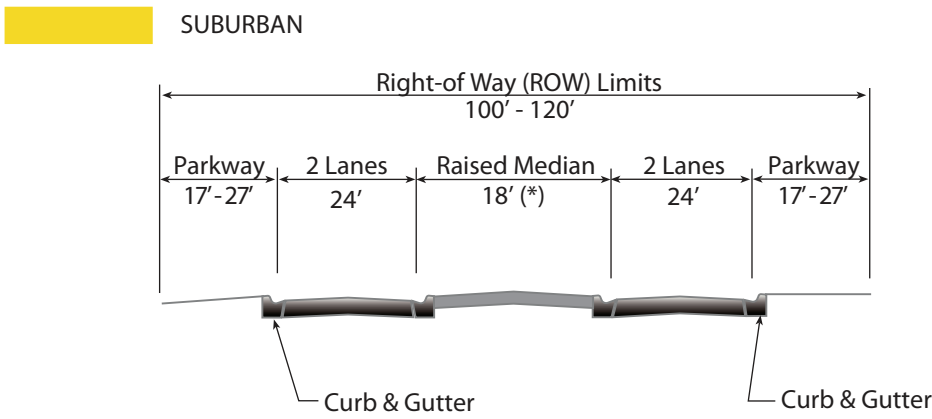
The proposed cross-sections are based on the IDOT *Strategic Regional Arterial, Illinois Route 47 Final Report*, dated August 1995. These cross-sections may no longer reflect current conditions and planned land use. SRAs have widely varying characteristics and features and may change from one segment of a route to another. IDOT provides further guidelines for the SRA network in its Bureau of Design and Environment (BDE) Manual.



EXCEPTION: Drainage ditch varies between 55' and 70' from Bliss Road to south of Blackberry Creek. Total ROW width in this segment ranges 200' - 230'.

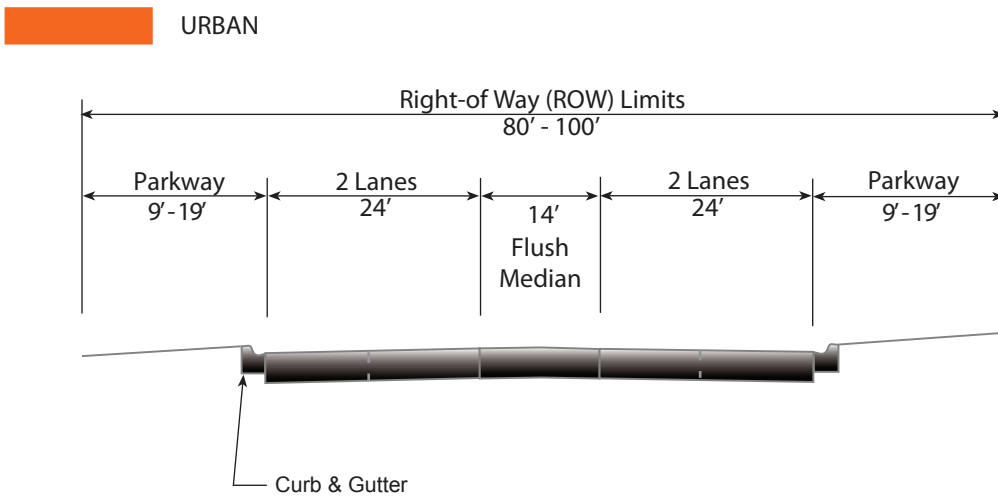


EXCEPTION: 2 lanes in each direction between Powers Road and Kreutzer Road for a roadway width of 24' and total ROW width of 140'.



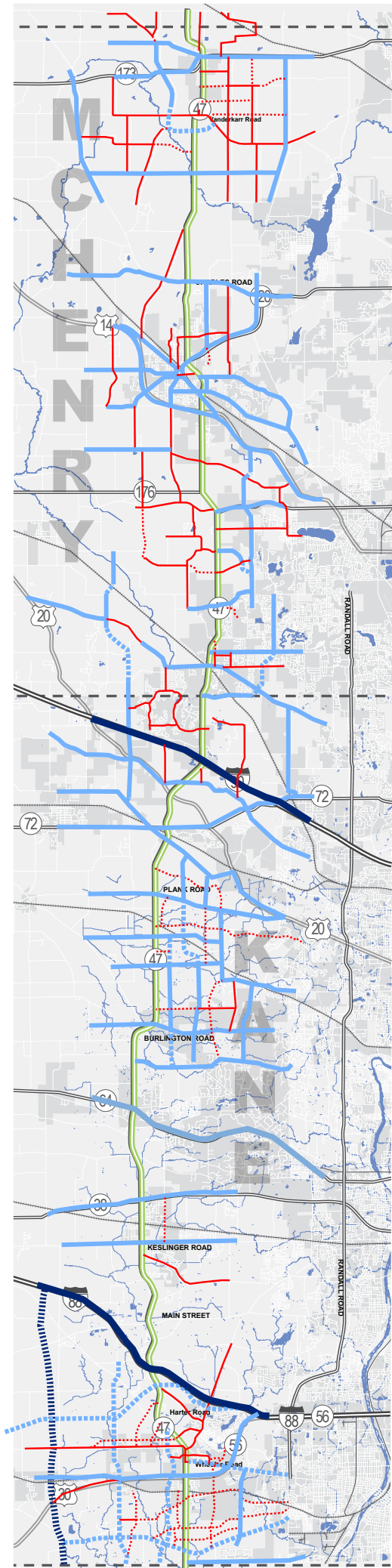
EXCEPTION: Parkway width varies between 57' and 82' from IL Route 56 to Bliss Road. Total ROW width in this segment ranges 180'-230'.

(*) - NOTE: The IDOT Bureau of Design and Environment Manual has since revised the median standards to 18' to 22'.



The Alternative Alignment (bypass) proposed for this segment in the SRA Report has since been abandoned and is not included in the Kane County Transportation Plan or the Elburn Comprehensive Plan.

Figure 5.6:
Roadway Network and
Classification System



Legend

- Municipality
- Unincorporated Area
- Roadway Classification***
- Collector
- Proposed Collector
- Arterial
- Proposed Arterial
- Tollway (I-88, I-90)
- Proposed Tollway (Prairie Parkway)

*Source:

Strategic Regional Arterial Final Report, Illinois Department of Transportation.
Kane County 2030 Transportation Plan. McHenry County 2020 Unified Plan.

Comprehensive and Transportation Plans: Elgin, Hampshire, Huntley, Lakewood, Lily Lake (under revision), Montgomery, Pingree Grove, Sugar Grove, Woodstock.

Additional plans/maps: Campton Hills (under revision), Elburn (subarea plan), Hebron, Lake in the Hills. Not shown: Burlington

Bicycle Facilities

Figure 5.7: Active Transportation shows existing and proposed bicycle facilities along the Corridor. Currently, the only existing trail crossing is the Great Western Trail which crosses IL 47 at an overpass north of IL 64 in Lily Lake. Kane and McHenry County bicycle trail plans identify more than 15 proposed crossing opportunities. The existing overpass at the Great Western Trail will also require improvements to accommodate IL 47 expansion. As IL 47 is expanded, 4- or 6-lane cross-sections will create barriers along these proposed trails that could adversely impact trail connectivity in the Corridor.

In 2007, the Illinois General Assembly enacted Public Act 95-0665, the Illinois Complete Streets law. The bill established that “in or within one mile of an urban area, bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any State transportation facility,” with some exceptions. In 2010, IDOT revised its Bureau of Design and Environment (BDE) Manual to incorporate this new law. IDOT will accommodate bicycles and pedestrians in highway improvements unless the project meets one of these exceptions or local agencies refuse to contribute to their match or maintenance requirement. Generally, IDOT increased its cost participation from 50% for a portion of total costs to 80% for all permissible costs for bicycle and pedestrian accommodations. For shoulders, wide outside lanes or bridge projects IDOT will pay 100% of the costs.

The BDE Manual also outlines the local agencies’ participation in the process, provides a new bicycle facility selection table that considers such issues as vehicle speeds and volumes for appropriate accommodations, and indicates that a high-level review will be required when issues arise that preclude the establishment of sidewalks and bikeways. As future improvements to IL 47 are made, extensive cooperation and coordination will be needed between IDOT and the municipalities to implement IDOT’s policy.

Pedestrian Facilities

Currently, pedestrian crossings on IL 47 are only provided in the historically developed areas of Elburn, Hebron, Huntley, and Woodstock. Pedestrian needs at roadway intersections are important to consider early in the planning process before preliminary engineering plans are prepared. Crossing opportunities are present at every signalized intersection and additional crossings may occur at unsignalized locations. It is important to identify these locations and pursue intersection designs that accommodate pedestrian crossings.

IL 47, at some time in the future, will likely become a bus corridor. Wherever a bus stop is placed, there will be a need to accommodate pedestrians. Bus stops are generally placed near signalized intersections. By their very nature, bus stops are pedestrian crossing locations.

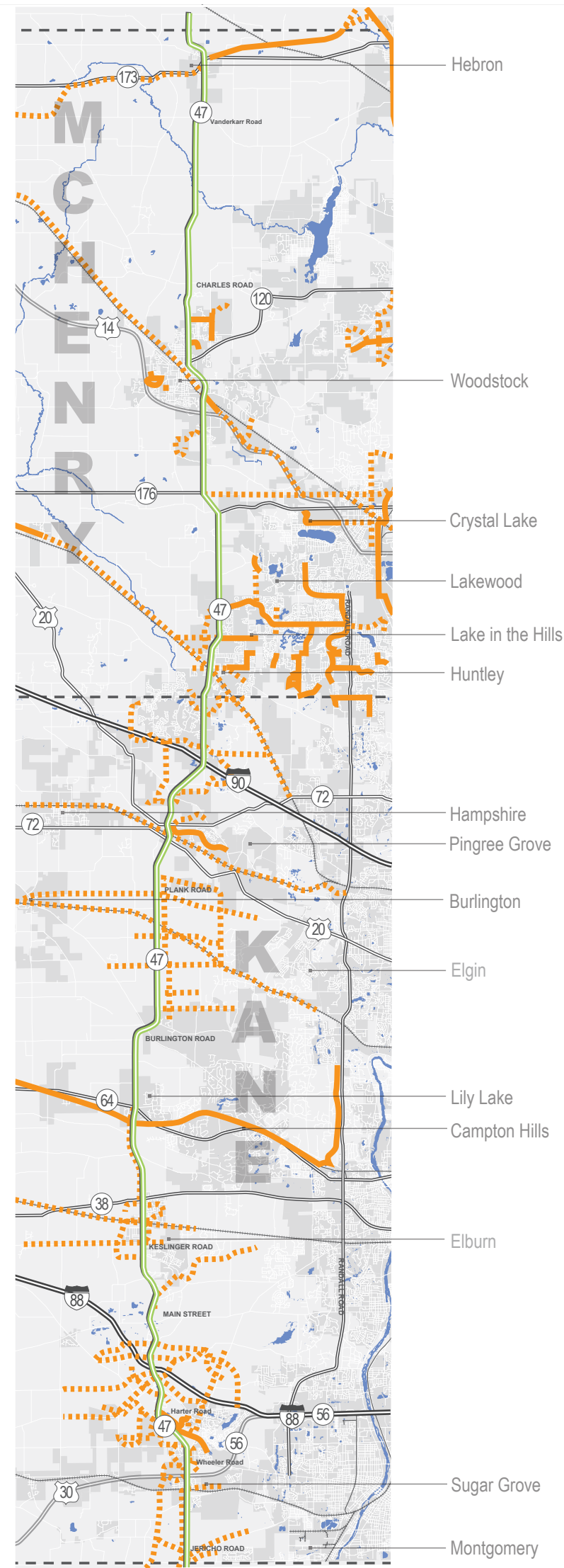
When IDOT is preparing engineering studies, they may identify sidewalks as part of the cross-section if requested by the municipality. However, the construction of sidewalks is left to the municipalities. IDOT currently is updating their policy in regard to providing sidewalks with IDOT projects.

Many of the municipalities impose the construction of sidewalks as a condition of development. While this reduces the cost burden to municipalities, often times this results in a fragmented sidewalk network with gaps. Cooperation and coordination of IDOT and the municipalities is required to develop a comprehensive pedestrian plan.

Where Workers Live and Residents Work

Regional Centers and Historic Municipalities were analyzed using U.S. Census 2000 data to identify work commute trends. Two travel patterns were analyzed: 1) where workers in these municipalities live and 2) where residents in these municipalities work.

Figure 5.7:
Active Transportation



Legend

- Municipality
- Unincorporated Area
- Bicycle Facilities**
- Existing Trail
- Planned Trail

Source:

*Kane County GIS, McHenry County GIS,
McHenry County Division of Transportation

Figure 5.8:
Where Workers Live

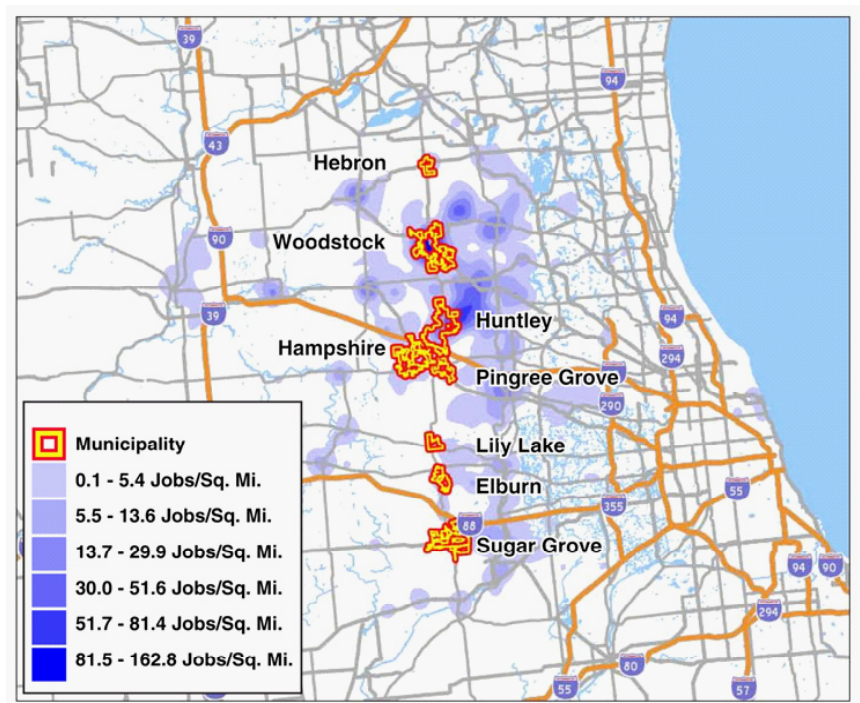


Figure 5.8 Where Workers Live shows that many workers live in or near the Corridor. East-west travel is the dominant direction of work commute travel. Corridor workers live primarily in the Fox Valley, but also come from as far east as the Schaumburg area. Many workers come from the west including Rockford, Belvidere, DeKalb and Marengo.

Source: U.S. Census Bureau, Center for Economic Studies

Figure 5.9:
Where Residents Work

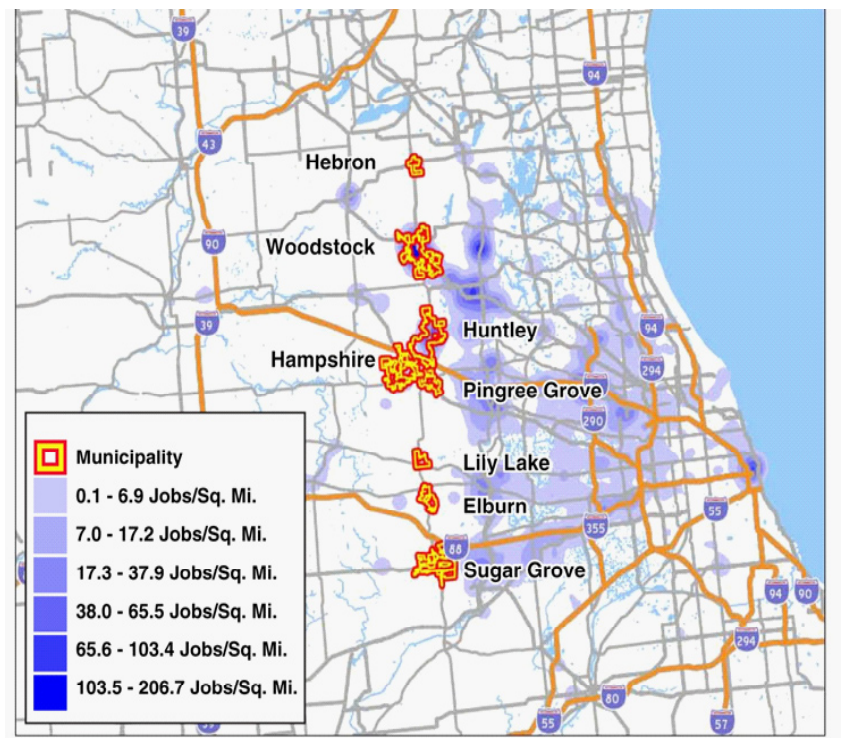


Figure 5.9 Where Residents Work shows that many Corridor residents travel east to work. Jobs are concentrated in eastern McHenry and Kane Counties and much of DuPage County. This east-west travel pattern suggests reliance on I-88 and I-90 for the work commute. Downtown Chicago also appears as an employment center. This suggests that the Metra Union Pacific Northwest Line, the Metra BNSF Railway, and the Metra Union Pacific West Line are major commuter corridors in addition to Interstate travel.

Source: U.S. Census Bureau, Center for Economic Studies.

These commuter trends suggest that while IL 47 is an important north-south road, east-west travel is and will continue to be influential in regional growth. This is reflected in commuting patterns as well as where workers choose to live. The intersections of IL 47 with major east-west state highways and Interstates are where most municipalities already have focused economic development efforts. Municipalities that focus their economic development efforts at these development nodes are likely to capture the commercial, retail, and employment growth that is both forecast and desired.

The length of the work commute is influenced by distance, travel speed, and congestion. Bringing jobs and housing closer together can reduce commute times. In addition, the clustering of land use can promote alternative forms of transportation including bicycling, walking, and the use of transit.

Planning Challenges and Tools

The previous discussion identified several transportation planning challenges as growth occurs. These challenges are presented below. Several tools have been identified that can address these transportation planning challenges and provide municipalities with a means of alleviating future traffic congestion. The Toolbox for IL 47 provides detail on each of these tools.

Planning Challenge #13:

Proposed right-of-way needs and cross-sections have been identified in the IL 47 SRA report prepared by IDOT. These proposed rights-of-way and cross-sections may no longer be appropriate based on the development context zones identified by Corridor municipalities.

Tool:

- Cross-Section Alternatives

Planning Challenge #14:

As part of its new bicycle and pedestrian policy, IDOT will study the needs and appropriate accommodations for bicycles and pedestrians for a future reconstruction of IL 47. Municipalities are expected to take an active role in working with IDOT in providing these facilities. As local and regional bicycle plans are key components in the evaluation of bicycle needs on state routes, an overall plan to accommodate bicycles and pedestrians in the corridor should be developed.

Tools:

- Access Management Plan
- Collector Roadway Grid
- Connections Between Subdivisions
- Corridor Planning Council
- Cross-Access Agreements
- Frontage Roads and Rear Access Roads
- Limit New Signals
- Link Long Range Land Use and Transportation Plans
- Parallel Collectors
- Roadway Design Guidelines
- Transportation Plan
- Transportation Impact Study
- Truck Route Alternatives

Planning Challenge #15:

Municipal plans do not identify where potential bus transit opportunities are desired or identify areas for compact-mixed land use that that would support transit along IL 47.

Tools:

- Complete Streets Policy
- Identify Locations for Growth Nodes
- Transit Plan

Planning Challenge #16:

There are no plans to accommodate bicycles and walking on IL 47. IDOT will accommodate bicycles and pedestrian in the right-of-way when it is feasible, but municipalities are expected to take an active role in providing facilities. An overall plan to accommodate bicycling and pedestrians in the Corridor should be developed.

Tools:

- Bicycle Plan
- Bike Lanes/Sidepaths
- Complete Streets Policy
- Multi-Modal Level of Service (LOS)
- Pedestrian Crosswalk
- Pedestrian Plan
- Site Design Guidelines

Section 6: Active Living/ Healthy Population

This section presents issues associated with land use and transportation planning that should be considered in creating an environment that is conducive to active lifestyles. In many newer developments, the transportation system and land use are not conducive to walking and bicycling. Planning challenges associated with creating a built environment that facilitates physical activity along with tools to address the challenges are presented at the end of the section.

The importance of physical activity has been understood for many years. Yet, many Americans have difficulty achieving the activity necessary to maintain a healthy lifestyle. The Journal of the American Medical Association published ten imminent public health concerns and related challenges to counteract those concerns, of which one is for individuals to integrate physical activity into daily life¹. Walking and bicycling for transportation can be an easy way to incorporate regular activity into one’s life, if these modes are accommodated by the built environment.

The roadway system should be planned to accommodate all users, not just vehicles. After all, roadways are in public right-of-way and should not isolate those who do not drive. This is especially important when one considers that nearly one-third of Americans do not drive due to age, income, disability, or by choice.

Suburban land use practices have been influenced by age-old zoning and development regulation that work against active lifestyles. Communities have separated land use, increased distance between buildings, moved buildings away from the roadway, and paid little attention to providing bicycle and pedestrian facilities. Land use practices should promote closer proximity of pedestrian generators and encourage roadway connectivity. Site design practices should incorporate comfortable walking environments and promoting building orientation and pedestrian facilities that connect to sidewalks along the roadways.

Land use and transportation should be undertaken in a comprehensive and coordinated manner. Land use planning efforts are often undertaken separately from transportation planning. Land use planning is conducted at the municipal level and focuses on individual properties and site layout. Meanwhile, transportation planning that primarily happens at the regional and state levels has limited interaction with municipal land use planners. Land uses and transportation facilities influence one another and should be planned for in a comprehensive manner.

Roadway Design Guidelines

In the last half of the twentieth century, transportation practices and policies focused on motor vehicle travel with less regard for public transportation, walking, and bicycling. A case in point can be made from the IL 47 SRA Report, prepared in 1995. As seen from the cross-sections shown in **Figure 5.5: IL 47 SRA Cross-Sections (IDOT 1995)**, little attention was paid to bicycle, pedestrian, and transit facilities.

Roadway systems should have variable designs depending on roadway function to accommodate all users; ranging from local streets meant to carry low volumes of traffic at slow speeds, to higher volume, higher speed roadways that carry regional traffic. For instance, a roadway with higher traffic volumes and speeds necessitates greater separation or buffer between pedestrians and motorists. Buffers can be provided by parkways, on-street parking, and bike lanes. Likewise, bicyclists require more separation from moving traffic as the volumes and speed of a roadway increases. Separated bike lanes or sidepaths, where the bike lane is buffered from the roadway by a barrier or planting strip, may be appropriate on regional arterials. More robust pedestrian crossing treatments, such as high-visibility crosswalk markings, center medians, and pedestrian countdown signals, are also appropriate and may be necessary to ensure safety on streets with high volumes and speeds.

Roadway design guidelines also should vary based on the adjoining development context. Some streets will be more suitable to pedestrian and bicycle traffic than others. However, a balance should be reached so that the network as a whole can accommodate all modes safely and conveniently.

Design guidelines for vehicle movement are well established. However, it has only been in the last decade that greater attention has been paid to the guidelines for pedestrian and bicycle facilities. Municipalities should consider adopting roadway design guidelines that address all forms of transportation. National and state guidelines and standards are available and can be utilized in this effort. Still, it is important for municipalities to consider guidelines that are applicable to specific local conditions.

Land Use

Active living can be encouraged through land use practices that decrease travel distances through proximity of land use, higher density and mixed-use development. The National Household Travel Survey (NHTS) found that increased land use density yields a higher percentage of the population that achieves the recommended goals for daily physical activity.²

Retail commercial and industrial land uses will locate where it is economically beneficial to the business. As municipalities plan for these land uses, locating residential land in proximity to employment centers should be considered. Such a practice can improve the jobs/housing balance and reduce commute times. In addition, a mix of land uses, as opposed to zoning districts that separate land uses, can shorten the distances between residences and commercial districts, entertainment venues, or employment centers. Denser environments with mixed uses support physical activity by bringing destinations closer together. The compact development patterns also are often accompanied by transportation facilities that better accommodate pedestrians and bicyclists.

Facilities that tend to generate bicycle and pedestrian travel, such as parks and schools, can be located close to residential neighborhoods to encourage these modes. Ample opportunity for recreation at parks or trails should also be ensured for all residents. This may include new facilities to fill in gaps in the park system or improving connections from residences to existing parks and trails.

¹ Koplan, Jeffrey P. MD, MPH, David W. Fleming, MD. Current and Future Public Health Challenges. *Journal of the American Medical Association*, October 4, 2000 – Vol. 284, No. 13

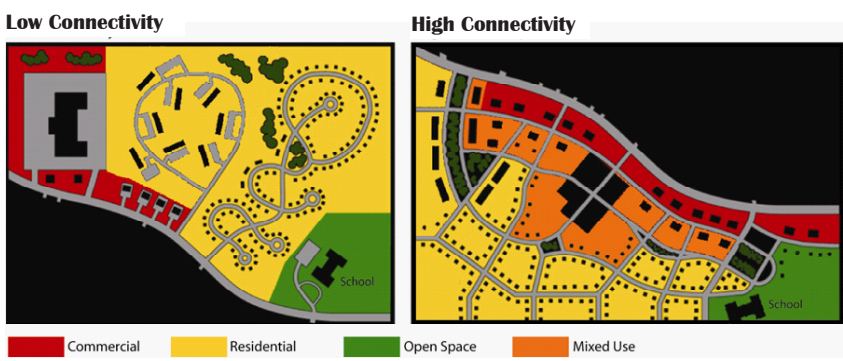
² Litman, Todd. “If Health Matters: Integrating Public Health Objectives into Transportation Planning.” *Victoria Transport Policy Institute*, June 13, 2006.

Roadway Connectivity

Land use planning also affects roadway connectivity. Walking and bicycling are more sensitive to distance than driving. Land use proximity can affect the viability of walking and bicycling as an alternative to driving.

Figure 6.1: Land Use Patterns and Roadway Connectivity shows two examples of a neighborhood with different roadway networks. They demonstrate two ways in which neighborhoods can be laid out to provide low or high roadway connectivity. In areas with low connectivity, a trip may be seen as too long or intimidating unless made by vehicle. Low roadway connectivity also puts a greater strain on the arterial road, as it forces a greater amount of traffic onto that one roadway. The arterial strain is relieved in networks with higher connectivity. The neighborhood with high connectivity provides more direct routes between destinations and makes walking and bicycling more convenient. As an example, a trip to school in the neighborhood with low connectivity requires traveling on the main arterial, whereas in the neighborhood with high connectivity, the school can be accessed by local roads and the overall route is shorter. The latter route is likely perceived as safer and more pleasant to a pedestrian or bicyclist.

**Figure 6.1:
Land Use Patterns and
Roadway Connectivity**



Site Design Guidelines

Site design guidelines can promote alternative forms of transportation by encouraging building orientation and facilities that promote bicycling and walking. Facilities should be provided to accommodate a pedestrian or bicyclist from the roadway to building entrance. Convenient bicycle parking should be provided close to building entrances.

The site layout, especially the building orientation towards the roadway, can have an important affect on the ability to use sidewalks. Sites where buildings front the roadway are more inviting to pedestrians. In order to provide good access for all users, parking lots should not be located in between a roadway and the entrance to a building, and instead should be accommodated behind the development. The buildings provide something to look at and also create a buffer between a pedestrian zone and vehicle zone. If a parking lot does separate a building from the roadway, safe access (such as a sidewalk) should be provided through the lot to the building entrance.

Right-of-way landscaping, signage, and streetscape are additional site design considerations that can enhance the pedestrian environment and encourage walking.

Municipalities should consider adopting site design guidelines that encourage building orientation, site layout, and amenities that encourage active living. Establishing a set of design guidelines would help municipalities negotiate with developers and create the desired atmosphere for their communities.

Planning Challenges and Tools

The previous section presented issues associated with creating a built environment that is conducive to more active living and a healthy lifestyle. The planning challenges associated with creating an environment that promotes active living lifestyles are presented below. Tools to address these planning challenges are listed and additional detail can be found in the **Toolbox for IL 47**.

Planning Challenge #17:

Roadways often have been designed without regard for the movement of pedestrians, bicyclists, or transit. As public facilities, the roadway network should routinely balance the needs of all potential users.

Tools:

- Bicycle Plan
- Complete Streets Policy
- Cross Section Alternatives
- Multi-Modal Level of Service
- On-Street Parking
- Pedestrian Crossings
- Pedestrian Plan
- Roadway Design Guidelines

Planning Challenge #18:

The roadway network in the vicinity of IL 47 does not always provide direct connections between destinations. Increased roadway connections will reduce travel distances and encourage walking and bicycling as modes of transportation.

Tools:

- Connections between Subdivisions
- Collector Roadway Grid
- Traditional Neighborhood Design

Planning Challenge #19:

Land use development does not always support the residential densities, site design, and mixed-uses that encourage bicycling and walking. Municipalities should identify growth nodes that would encourage mixed-use and densities supportive of bicycling and walking. Site design standards should be used to further promote active lifestyles.

Tools:

- Clustering Development
- Identify Locations for Growth Nodes
- Mixed-Use Development
- Schools Located within Walkable Distance
- Site Design Guidelines
- Streetscape
- Transit-Oriented Development
- Update Comprehensive Plans

Section 7: Stakeholder Involvement Process

This section summarizes the stakeholder involvement process conducted for this planning effort. The stakeholders in the Corridor include McHenry County, Kane County, the Illinois Department of Transportation (IDOT), the Illinois Tollway, the Regional Transportation Authority (RTA), Metra, Pace, and the following municipalities who have current or future land use jurisdiction along IL 47:

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

Steering Committee

This Plan was made possible by the Illinois Tomorrow Corridor Planning Grant Program grant secured by McHenry County, Kane County, and the City of Woodstock. These three agencies formed the steering committee to represent the needs of both Counties and the City of Woodstock. Throughout the planning process the consultant team met with the steering committee to review deliverables and revise content for all public and stakeholder outreach activities.

Municipal Meetings

Meetings and phone conferences were held separately with each municipality to review the smart growth principles of the project, and identify objectives and preliminary planning challenges with respect to the Corridor. The objectives of this Plan were derived from the smart growth principles, the municipal meetings, and the agency workshops. The meetings also helped to formulate the planning challenges that are presented in this Plan. A municipal meeting summary is provided in the **Appendix D: Stakeholder Participation**.

The concept of development context zones was introduced and preliminary definitions for each development context zone were suggested. Discussions with municipal representatives revealed which development context zones were appropriate and recommended for further refinement.

Illinois Department of Transportation Meeting

A meeting was held with IDOT at the beginning of the planning process and included representatives from Kane County, and McHenry County. The background and purpose of the Plan was discussed.

The issues that were discussed included municipal concerns over future right-of-way needs, lane widths, design speed, non-motorized transporta-

tion, transit, parking, access management, and various traffic calming and traffic control measures. A summary of this discussion is provided in the **Appendix D: Stakeholder Participation**.

Agency Workshop I

Corridor stakeholders participated in an agency workshop consisting of a presentation and two break-out sessions. Workshop participants included representatives from IDOT, Metra, the Illinois Tollway, the Regional Transportation Authority, Kane County, McHenry County, and the municipalities.

The first half of the workshop was designed to build consensus on the existing and desired development context zones for IL 47. The Existing Development Context Zone map was reviewed and was considered an accurate reflection of the existing condition by the participants. No significant changes were recommended. Workshop participants were in general agreement on the key issues pertaining to desired development context zones. There was strong support for the use of smart growth principles and complete streets in each of the desired development context zones. Revisions were recommended to redefine or modify the desired context zone definitions.

During the second half of the workshop, the attendees were asked to identify strategies that they felt would be helpful to promote Complete Streets, compact, mixed use development, and connectivity.

Agency Workshop II

The purpose of the second agency workshop was to review the planning challenges and the toolbox. Participants included representatives from IDOT, Metra, Pace, the Illinois Tollway, the Regional Transportation Authority, Kane County, McHenry County, and the municipalities. 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. A summary of the second agency workshop is contained in the **Appendix D: Stakeholder Participation**.

Planning Challenge and Tools

Planning Challenge #20:

Regional coordination and education in the use of the planning and development tools is one to the most important challenges in addressing the impacts of growth.

Tools:

- Corridor Planning Council
- Education of Elected Officials, Public and Community
- Support Regional Planning
- Toolbox for IL 47

Section 8: Toolbox for IL 47

In order to promote the smart growth principles for the IL 47 Corridor Plan, various strategies or “tools” are recommended. McHenry County, Kane County, and the municipalities may use these tools alone or in combination depending on community preferences to achieve the following objectives:

- Keep Traffic Moving
- Coordinate Local, Regional and State Decision Making
- Improve Economic Development
- Encourage Growth Nodes that Promote Transit and Walking
- Protect Natural Areas
- Promote Placemaking
- Strengthen Existing Developed Areas

Tools are listed below by objective and may be applicable to more than one objective. In the following pages, each tool is listed in alphabetic order with a detailed description, strategies for implementation and additional resources, if applicable.

Objective: Keep Traffic Moving

As growth occurs, congestion and travel times will increase on IL 47. This will most affect areas where growth historically already has occurred. In order to keep traffic moving, roadway improvements must anticipate and keep pace with growth. This objective includes tools aimed at keeping automobile traffic moving as well as providing for additional modes of transportation including walking, bicycling, and the use of transit. This includes creating a network of streets to decrease overdependence on a single thoroughfare, providing alternative routes to destinations along the corridor, and providing active transportation facilities, such as sidewalks, trails, and bicycle facilities. These tools include:

- Access Management Plan
- Bicycle Plan
- Bike Lanes/Wide Shoulders/Sidepaths
- Collector Roadway Grid
- Connections between Subdivisions
- Cross-access Agreements
- Cross Section Alternatives
- Frontage Roads and Rear Access Roads
- Limit New Signals
- Pace Development Guidelines
- Parallel Collectors
- Shared Driveways

Objective: Coordinate Local, Regional and State Decision Making

Decisions regarding land use and transportation should be coordinated not only within a particular municipality but also among them. These decisions must also be coordinated with county, regional and state agencies. This toolbox provides an opportunity to coordinate local and regional planning efforts through the following tools:

- Corridor Planning Council
- Education of Elected Officials, Public and Communities
- Intergovernmental and Boundary Agreements
- Linking Long Range Transportation and Land Use Plans
- Regional Trail System with Local Connections
- Support Regional Planning Efforts
- Transportation Plan

Objective: Improve Economic Development

Economic vitality is a cornerstone for every community. Access to IL 47 is an important component of economic development as it brings goods and shoppers to adjacent municipalities. These tools include:

- Alternative Funding Sources
- Business Development Districts (BDD);
- Density Incentives and Bonuses
- Enterprise Zones
- Façade Improvement/Signage Grants
- Hotel/Motel Tax
- Incubator Programs
- Industrial Revenue Bonds
- New Markets Tax Credits
- Payments in Lieu of Taxes (PILOT)
- Property Tax Abatements
- Recovery Zone Economic Development Bonds
- Recovery Zone Facility Bonds
- Regulations for Adjacency Requirements
- Sales Tax Increases
- Sales Tax Rebates
- Special Service Areas (SSA)
- Tax Incentives
- Tax Increment Financing (TIF)
- Transportation Impact Study
- Utility Connection Fee Waivers/Reductions

Objective: Encourage Growth Nodes that Promote Transit and Walking

Planning for growth allows a municipality to better control it. Promoting healthy, active alternatives to driving (such as walking, bicycling and the use of transit) should be promoted along the corridor. Clearly identifying areas as appropriate for growth provides the municipality; property owners and developers clear expectations. The following are the primary tools for addressing this objective:

- Clustering Development
- Design Speed/Lane Width
- Form-based Codes
- Health Impact Assessment
- Leadership in Energy and Environmental Design (LEED) Certification
- Locate Governmental Buildings and Community Facilities within Built-up Areas
- Multi-modal Level of Service (LOS)
- Mixed-Use Development
- On-street parking
- Parking Requirements that Discourage Excessive Spaces
- Pedestrian Crossings
- Plan for Future Transit
- Planned Unit Development (PUD)
- Process to Expedite Plan and Permit Approvals for Smart Growth
- Regional Trail System with Local Connections
- Schools Located within Walking Distance
- Traditional Neighborhood Development (TND)
- Transit Oriented Development (TOD)

Objective: Protect Natural Areas

A key component of smart growth is the active preservation of natural areas. This includes areas designated for groundwater recharge, prime agricultural land, floodplain, and wetlands. Protecting natural areas allows for the preservation of a municipality’s most valuable assets and helps to reduce overall development costs by directing development toward appropriate areas. This reduces the strain placed on transportation, drainage, sewer, water, and electrical infrastructure. These tools include:

- Agricultural Preservation
- Clustering Development
- Conservation Easements
- Density Incentives and Bonuses
- Development Incentives for Preserving Open Space
- Impact Fees
- Parkland/Cash-in-lieu Dedication Ordinance
- Parks Master Plan
- Partner with Non-governmental Agencies to Acquire Open Space
- Transfer of Development Rights
- Update Comprehensive Plans
- Update Zoning Ordinances, Building Codes, and Regulations

Objective: Promote Placemaking

Placemaking means encouraging and promoting areas that are unique, have an identity, and are memorable. Historic communities along the corridor have actively maintained their sense of place. Developing areas should follow suit by focusing on the attributes that make them unique. This often means encouraging compact, mixed-use developments to create a sense of place. The following are the primary tools for addressing this objective:

- Anti-Monotony Ordinance
- Design Guidelines
- Directional and Wayfinding Signs
- Gateway Treatments
- Hybrid Zoning
- Identify and Preserve Historically Significant Structures
- Identify Cultural Assets
- Improve Landscaping
- Landscaping Bond
- Median Design/Landscaping
- Parking Requirements that Discourage Excessive Spaces
- Public Gathering Places and Plazas
- Roundabouts
- Sign Ordinance that Discourages Billboards
- Streetscaping

Objective: Strengthen Existing Developed Areas

Existing developed areas have their own set of challenges and appropriate tools to address these challenges. It is important to plan for these areas and dedicate resources to ensure that they remain a viable part of the community.

These tools include:

- Adaptive Reuse
- Complete Streets Policy
- Facade Improvement Program
- Infill Development
- Leadership in Energy and Environmental Design (LEED) Certification
- Overlay District
- Teardown Regulations
- “White Elephant” Ordinance

Access Management Plan

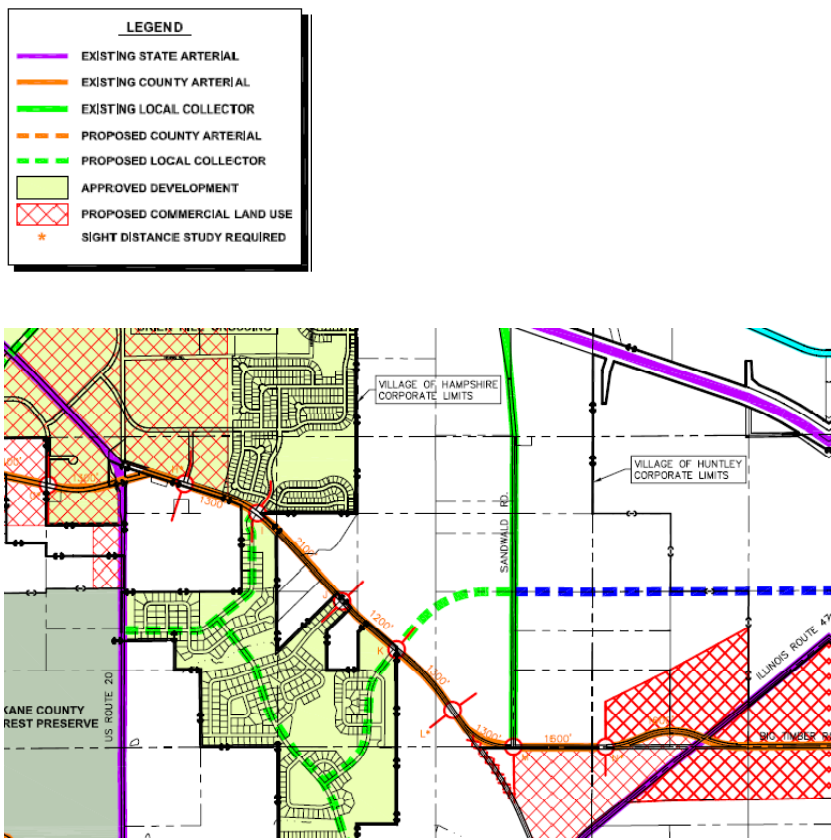
Establishing a plan for access management accommodates traffic while attempting to reduce the number of access points along major roadways. This improves safety and traffic flow for both automobiles and pedestrians. Access management decreases the incidents of accidents, increases efficiency, and improves the look and character of the corridor.

Implementing a comprehensive access management plan requires coordination with IDOT and begins with classifying roadways into a hierarchy. Transportation professionals should evaluate traffic signal spacing, geometric design, restrictions on driveways and median openings. All modes of transportation (pedestrians, bicycles, private automobiles and commercial trucks) should be considered. Creating an access management plan before development occurs provides clarity to private property owners and can help to ensure successful implementation.

Additional resources

Transportation Research Board: www.trb.org

Institute of Transportation Engineers: www.ite.org



This access management plan addresses access points and restrictions on access for properties adjoining the major roadway.

Adaptive Reuse

Adaptive reuse is a technique of reinventing existing buildings for new uses. Warehouses, factories, schools and churches are among the types of buildings that have been given a new life through adaptive reuse. This provides environmental as well as economic benefits. In many cases, retrofitting a building is less expensive than the combined cost of demolition and new construction. Keeping materials out of the landfill means less waste and is more sustainable. Using existing structures preserves the character and integrity unique to individual communities.

A successful strategy begins with a thorough building inventory. Categories in the inventory may include buildings of historical significance, buildings with the most potential to be reused and buildings that are most threatened with demolition. Private property owners can be encouraged to adapt existing buildings through incentive zoning, an expedited permitting process and financial incentives.

In this before and after sequence, adaptive reuse of a historic streetcar building in Royal Oak, Missouri is shown.



The “before” photo illustrates the building as functionally obsolete, however, the structural integrity of the building and historical significance continue to be intact. It is this integrity and historical character that make this building an attractive location for a new use.



The “after” photo illustrates the building after adaptive reuse. Modifications to the building’s windows and entryways have occurred, but the historical character and unique architectural features remain. The building now houses a successful wine market for the town.

Agricultural Preservation

Scattered development often occurs on the fringe of a metropolitan area on prime agricultural land. The same thing that makes it prime agricultural land, soil quality and flat terrain, is the reason that make the land cost effective for development. Agricultural preservation can curb scattered development and encourage the development of growth nodes and strengthen existing developed areas.

Agricultural land preservations should be distinguished from open space protection. The purpose of protecting agricultural land should be to protect commercial viable farms and agricultural land which incidentally provide open space.

The implementation of agricultural land preservation programs, projects and policies are best implemented and enforced when they are done so at the local level with technical and financial support from state and federal sources. Success in agricultural land preservation employs a coordinated package of techniques, including:

- Require that infrastructure (i.e. sewer and water) not be extended into agricultural areas.
- Adopt agricultural zoning ordinance that would limit non-agricultural development to densities and development patterns that are consistent with continuation of agriculture.
- Adoption of transfer of development rights programs and purchase of conservation easements.
- Support state legislation that taxes the conversion of prime agricultural land to non-farm use.
- Taxation strategies should be developed to discourage the conversion of agricultural land to other uses.
- Agricultural land should be protected and preserved in large contiguous blocks in order to maintain a “critical mass” of farms and agricultural land.

Related Tools

Agricultural Zoning, Conservation Easements, Transfer of Development Rights, Tax Incentives

Additional Resources

American Planning Association Policy Guide on Agricultural Preservation:
<http://www.planning.org/policy/guides/adopted/agricultural.htm>

Westmoreland County Agricultural Land Preservation Program:
<http://www.planning.org/policy/guides/adopted/agricultural.htm>

Alternative Funding Sources

Overreliance on one type of funding for a municipality, typically tax (predominately property or sales) dollars, limits the ability to achieve goals and operate at current levels. By identifying alternative funding sources, it is possible to diversify the funding for proposed projects and capital improvements. Completing a thorough analysis of existing revenue streams allows a municipality to measure itself against peer communities to evaluate new funding sources. Specific examples include the introduction of new taxes, user fees, grants, Tax Increment Financing (TIF) and bonds.

Additional Resource

National League of Cities: www.nlc.org

Alternative Intersection Design

Intersection design can be used to slow travel speeds in desired areas as well as manage congestion. The Institute of Transportation Engineers and the American Association of State Highway and Transportation Officials provide guidance on intersection designs beyond the simple stop, yield, and signal controlled designs. There are many alternatives that can be used, but each requires that analysis be performed at the intersection or intersections where these changes are desired. This toolbox includes three alternatives: channelized right-turn lanes, signal controls that allow for simultaneous movements, and roundabouts.

A channelized right-turn lane can be helpful in locations where the majority of traffic is making a right turn. This is most common at highway onramps, but may also occur in rural areas where a roadway grid includes the occasional jog. Care should be taken in designing channelized right-turn lanes to ensure that the lines of sight for the motorist clearly include oncoming traffic as well as pedestrian crossings.

Intersections and signals can be designed to allow for overlapping or simultaneous movements. The most common of these is allowing right turns to overlap with the adjacent left turns (see figure A-1), which almost always is permitted where left-turn arrows are provided. Another option is allowing merge movements where turning volumes, downstream capacity, and intersection design makes this possible (see figure A-2)

A roundabout is a traffic control device in the form of a raised island that is usually landscaped and located at the intersection of two streets. It is used to reduce traffic speeds and accidents in locations where stop control cannot keep pace with traffic flow but where travel speeds or traffic volumes do not require the use of a traffic signal.

Roundabouts provide traffic control in addition to providing communities with the opportunity to establish a sense of place. The use of roundabouts must be coordinated with IDOT but may be constructed either directly on IL 47 or on roads intersecting IL 47 as a gateway to a village center or development node. Communities wishing to construct roundabouts should analyze traffic movements where the roundabout is desired to determine their feasibility. Currently, one roundabout exists near IL 47 at the intersection of Damisch and Reinking Roads in Pingree Grove.

Additional Resource

Kane County Roundabout Guidelines: www.co.kane.il.us

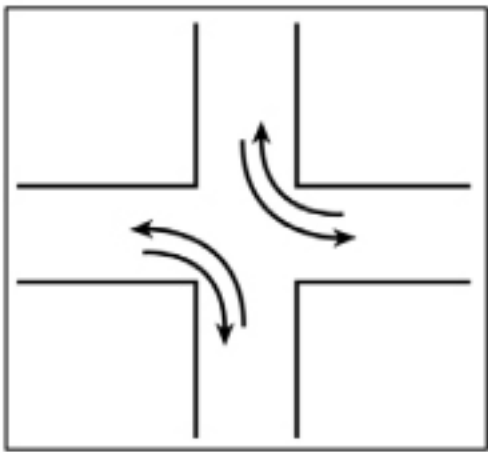


Figure A-1 - Overlapping and simultaneous movements.

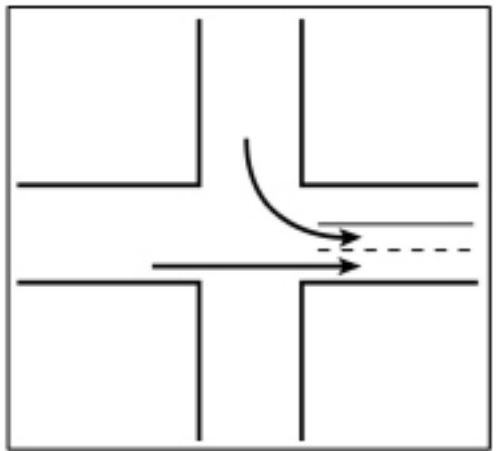
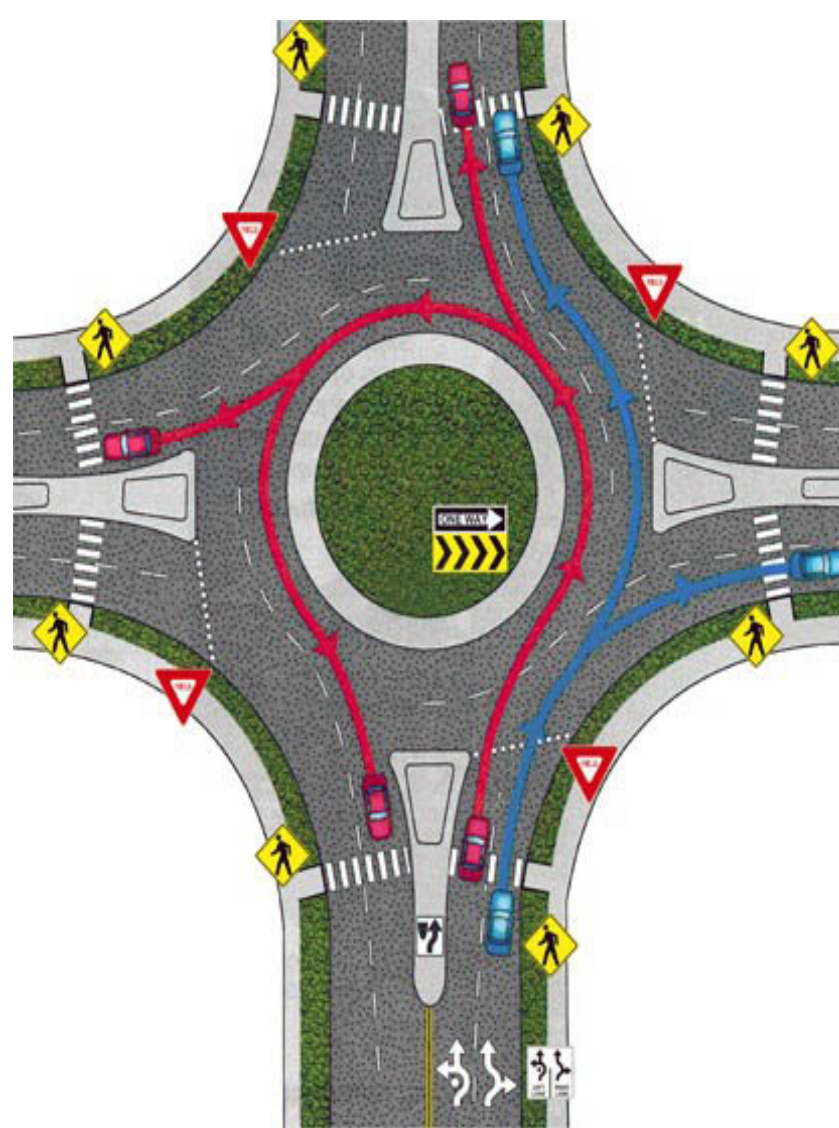


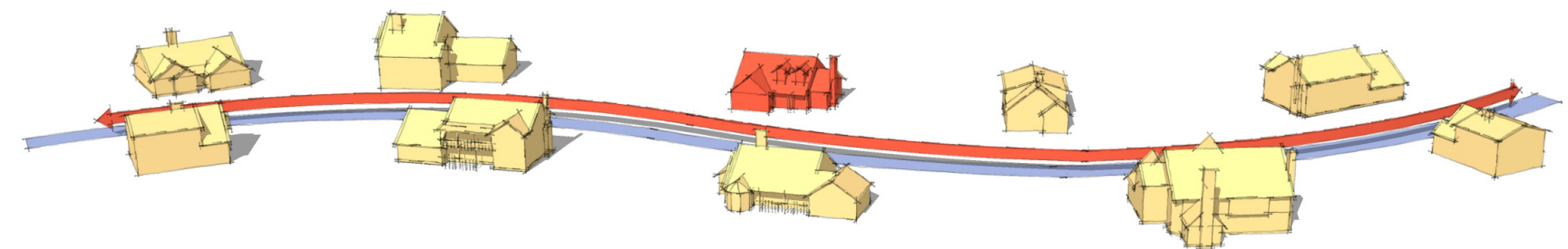
Figure A-2 - Allowing merge movements where possible.



The photo above and diagram below detail a typical roundabout.



Anti-monotony ordinances may benefit from graphic representations such as this.



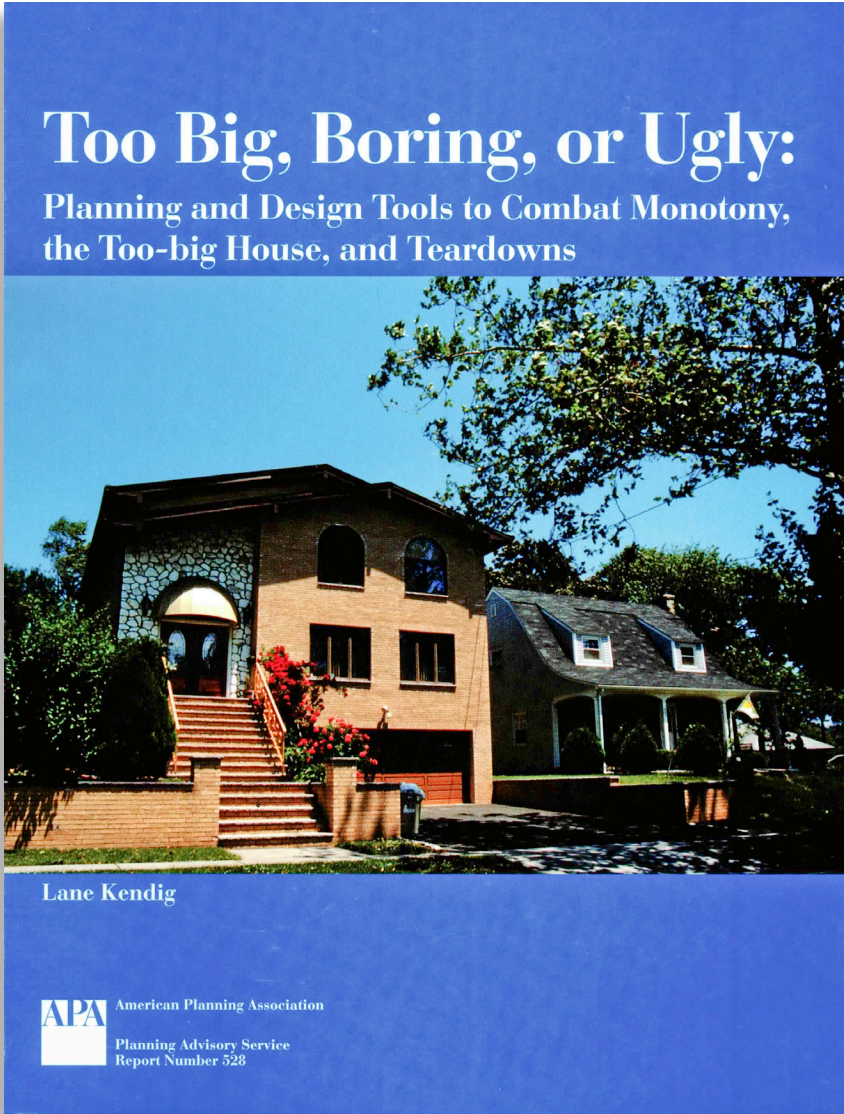
Anti-Monotony Ordinance

Enacting an anti-monotony ordinance can help to preserve the unique character of an individual municipality through the use of design standards for development (primarily residential). An anti-monotony ordinance requires variations in the design and massing of homes to avoid a “cookie-cutter” result where every home looks the same. This type of regulation is authorized for home rule municipalities. Municipalities must draft them carefully to avoid being overly vague in language or to apply them in any inconsistent manner which could result in legal action.

An anti-monotony ordinance typically addresses specific features of a home that should be varied and usually imposes a distance requirement for repetition. For example, the ordinance can dictate differences in roof lines, the placement of windows, garages, and entrances and can specify a distance (measured in lineal feet) where these home features cannot be repeated.

Additional Resource

APA PAS Report: Too Big, Boring, or Ugly: Planning and Design Tools to Combat Monotony, the Too-big House and Teardowns



This PAS (Planning Advisory Service) Report, published by the American Planning Association, provides planning and design tools to combat monotony, excessively large homes and the teardown phenomenon.

Best Management Practices

Best Management Practices (BMPs) are a set of guidelines established to prevent or reduce the amount of pollution entering the water system. These may take the form of regulations, methods, measures, practices, procedures or similar structures for minimizing adverse impacts on neighboring land or water systems. It is important to avoid a “one size fits all” approach by understanding a community’s unique soil, rainfall, and land management conditions.

One such example is Kane County’s BMP Guidance Manual created to supplement its Stormwater Ordinance. The document provides technical guidance for implementation of the ordinance’s goals and objectives. In the manual, various BMPs are defined, suitable applications are presented and benefits and limitations are discussed.

Additional Resources

International Stormwater BMP Database: www.bmpdatabase.org

Kane County: www.co.kane.il.us/kcstorm



Bicycle Plan

A bicycle plan helps municipalities identify locations for bicycle facilities. It also is helpful in coordinating bicycle facilities concurrent with roadway improvements. On-street bicycle facilities are becoming more important as people look for alternatives to driving as a form of transportation. A bicycle plan typically begins with an inventory of existing conditions including routes and ridership. Once these are established, a plan can address proposed routes, types of pathways (e.g., on-street, dedicated bike lanes, trails), bicycle parking, implementation and funding. Planning for bicycles facilities should be coordinated with adjoining municipalities for the purposes of creating a regional bicycle network. Providing connections to regional trail networks extends the reach of the bicycling network as a form of transportation that goes beyond local and recreational transportation. State funding opportunities, including the Illinois Bicycle Path Program and the Recreational Trail Program are available when trails are planned and connected to a larger, regional trail network.

Local bicycle facilities can be provided through a private developer. Municipalities can require these as a condition of subdivision or site development. A bicycle plan is a useful tool to inform developers of municipal desires and how the overall bicycle network should be connected. The bicycle plan also will provide an opportunity to decide on future construction and maintenance issues. In State of Illinois rights-of-way, IDOT may require the municipalities to construct and maintain bicycle facilities.

Related Tools

Pedestrian Plan, Transportation Plan, Transit Plan

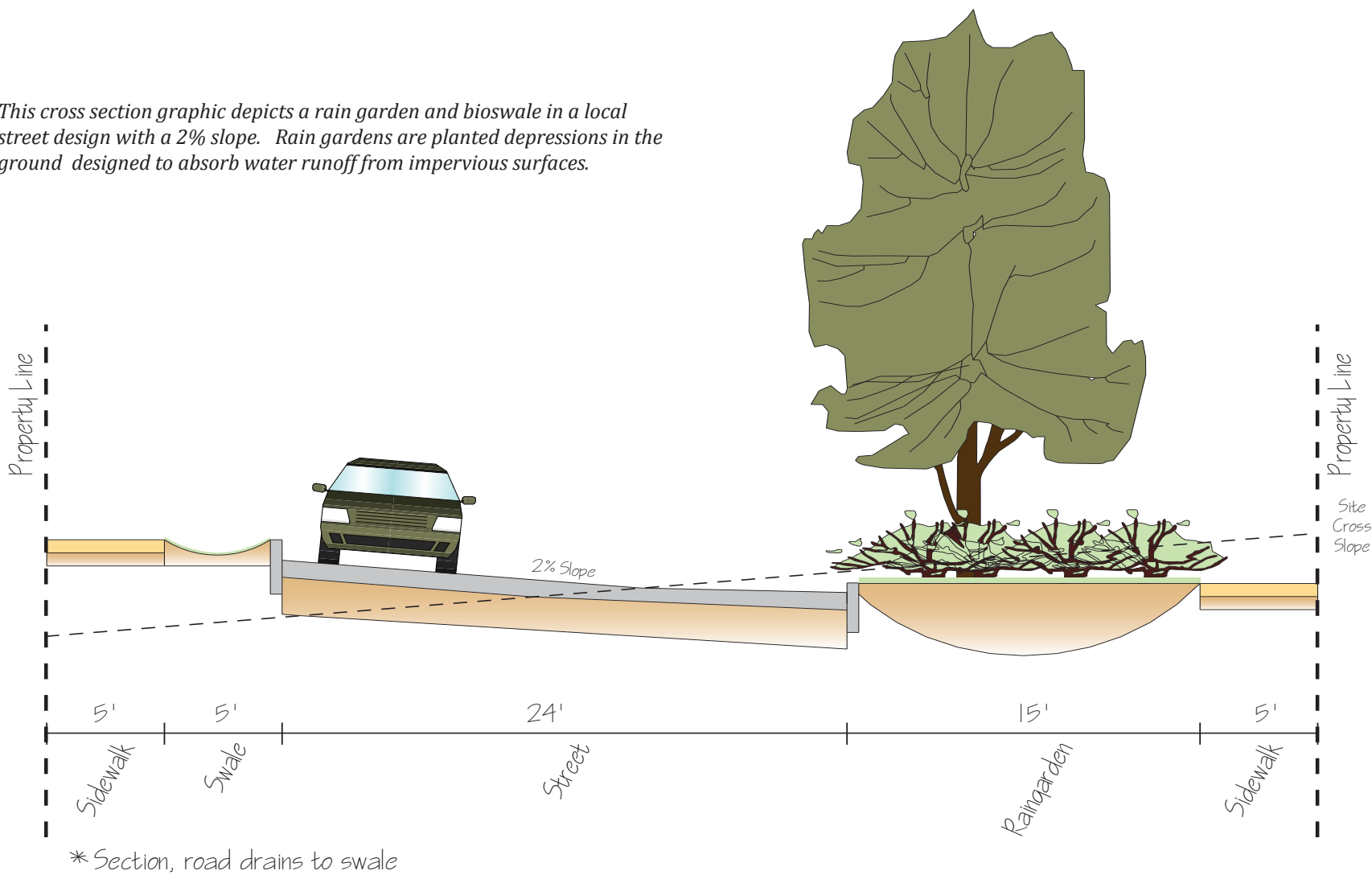
Additional Resources

American Association of State Highway and Transportation Officials: www.transportation.org

National Park Service: www.nps.gov

Illinois Department of Natural Resources: <http://dnr.state.il.us>

This cross section graphic depicts a rain garden and bioswale in a local street design with a 2% slope. Rain gardens are planted depressions in the ground designed to absorb water runoff from impervious surfaces.



Bicycle Facilities

Accommodating bicycles along IL 47 and elsewhere in the Corridor can be done in a variety of ways. Three of the most commonly accepted standard facilities are bike lanes, wide shoulders, and sidepaths. Bike lanes are adjacent to automobile lanes and are striped and marked exclusively for bicycles. Wide roadway shoulders also are adjacent to automobile lanes, may not be striped but can be marked as a bicycle route. Sidepaths are separated from automobile lanes by a strip of land.

Sidepaths often are viewed as the most desirable because they are fully separated from roads and minimize conflict with automobiles. However, where sidepaths are not feasible, on-street bicycle facilities are an effective alternative that can be used to develop a bicycle network. When compared to sidepaths in developed areas with frequent roadway crossings, on-street bicycle lanes are more appropriate than sidepaths because they do not intersect driveways, thereby reducing the number of potential conflict points. However, traffic volume, travel speeds and the number of intersecting roads and driveways are all important considerations to consider when deciding upon the appropriate type of bicycle facility to install. Clearly identifying bicycle facilities through the creation of a network can encourage bicycling as a complementary mode of transportation as opposed to solely recreational.

Related Tools

Bicycle Plan, Transportation Plan

Additional Resource

Guide for the Development of Bicycle Facilities. American Association of State Highway and Transportation Officials. 2004



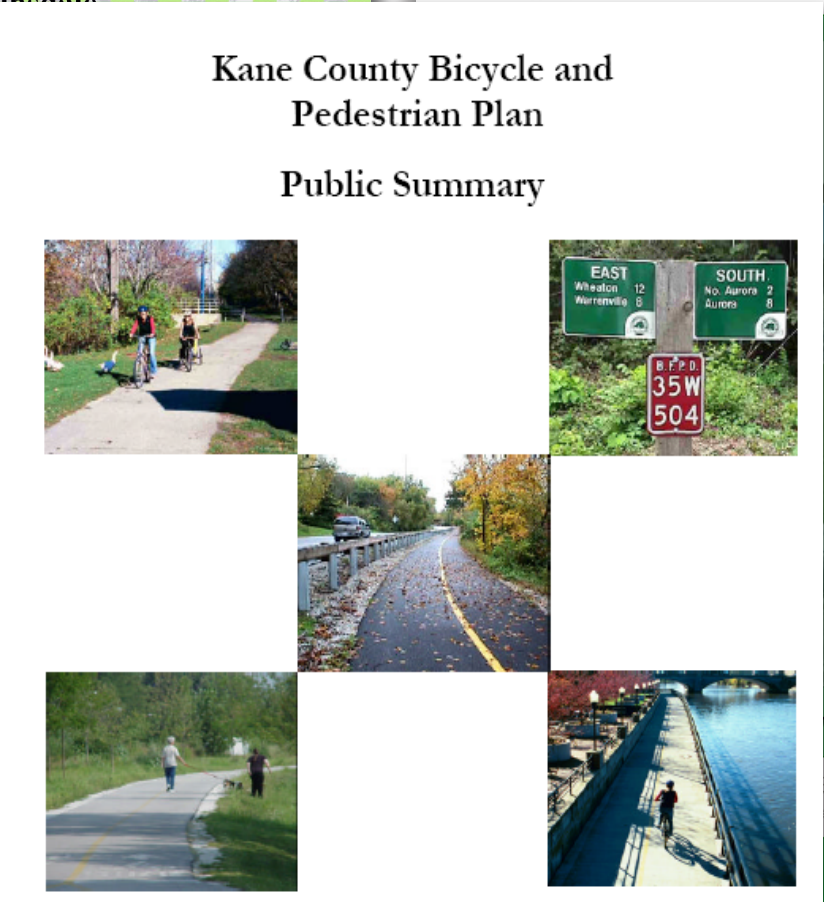
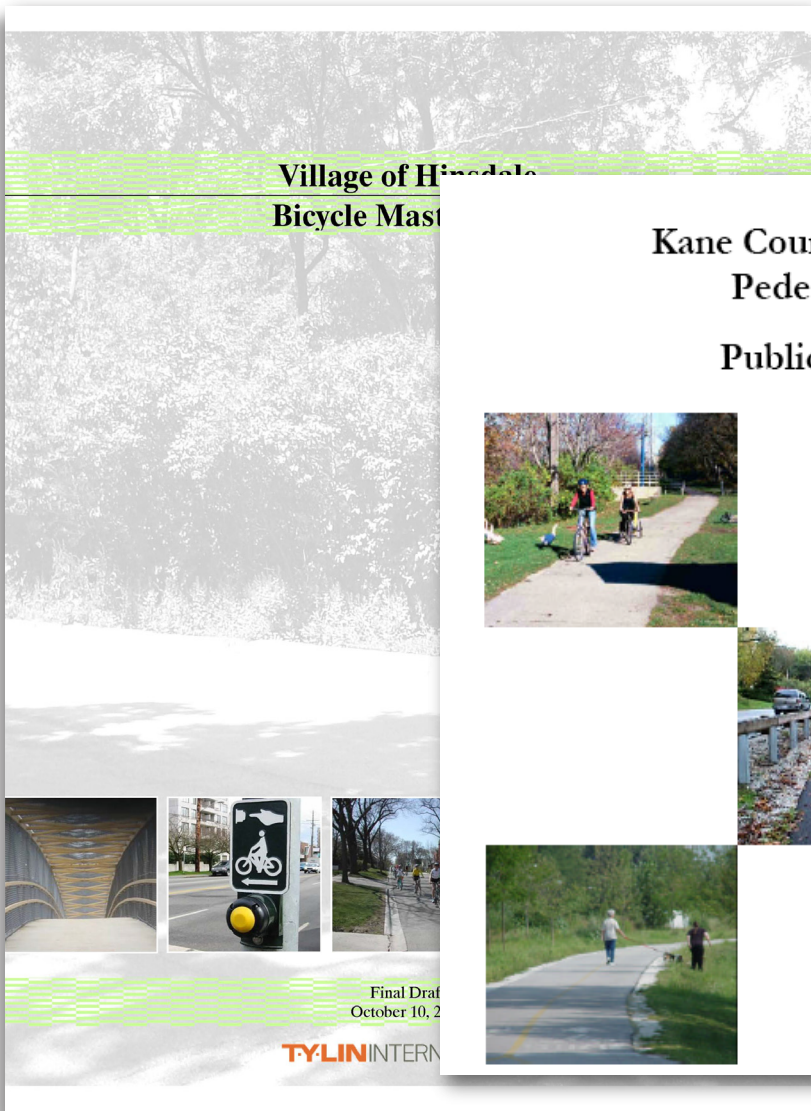
A bike lane is striped for exclusive use by bicycles.



Wide Shoulders are appropriate for sparsely populated areas.



A sidepath is separated from the roadway.



Business Development Districts

A Business Development District (BDD) allows a municipality to levy up to an additional 1% retailers occupation tax, 1% hotel tax, and/or 1% sales tax within a designated district. A municipality can also form a Business District Development and Redevelopment Commission to oversee development and redevelopment within the district.

Similar to a TIF district, a BDD has a maximum life of 23 years; however the eligibility requirements are not as stringent. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district.

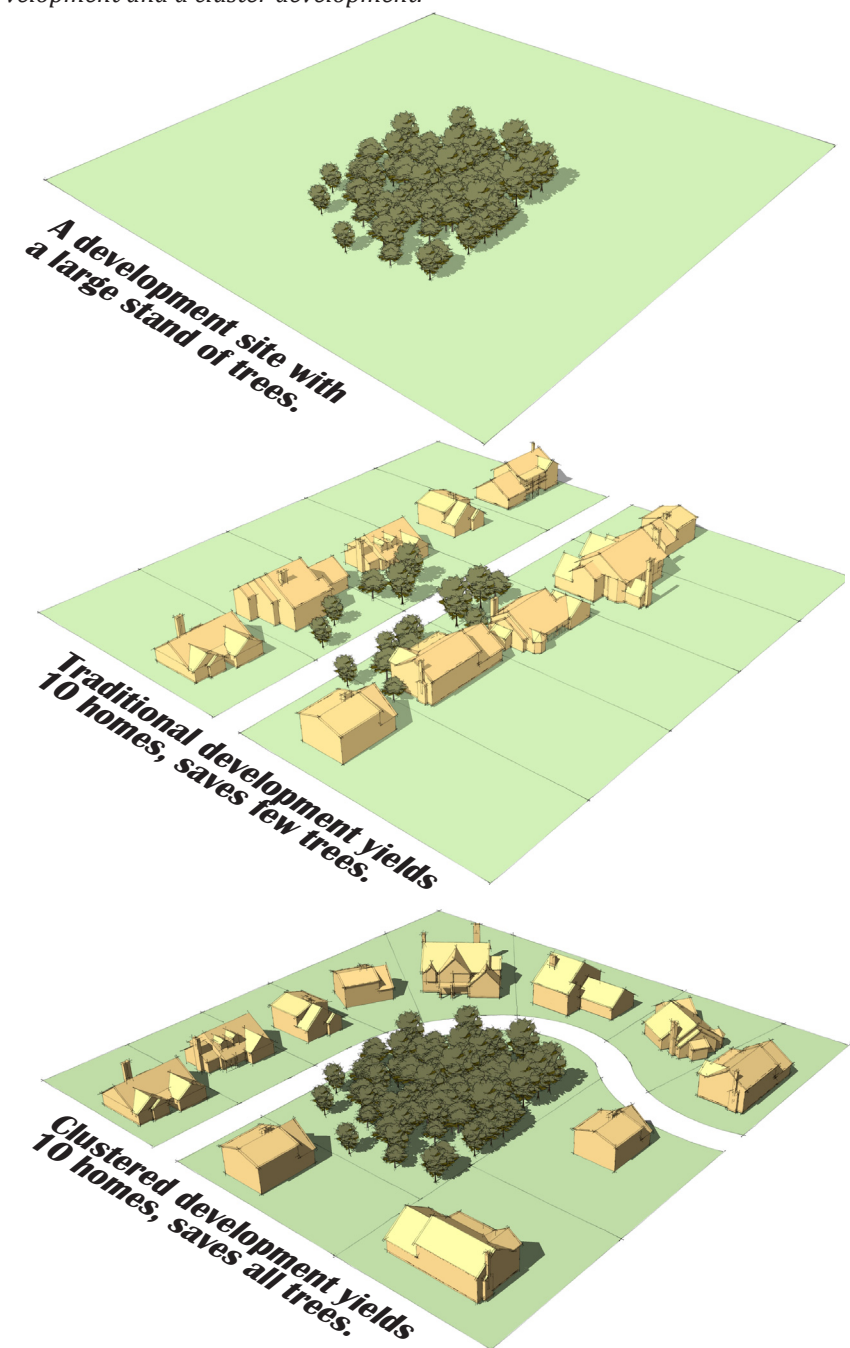
BDD funds can be used for a multitude of things including infrastructure improvements, public improvements, site acquisition, and land assemblage. Given the limited amount of funds that a BDD is capable of generating, a BDD is well suited to fund small scale improvements and property maintenance programs.

Clustering Development

Clustering development concentrates buildings and improvements in specified areas of a site to allow the remaining land to be preserved for open space. They are encouraged in areas that are environmentally sensitive or potentially unstable because they allow a developer to cluster all of the permitted number of units in a stable part of the site, potentially resulting in smaller lot sizes, different lot frontages and setbacks. Natural features, including significant existing trees and vegetation, topography, wetlands and unique drainage characteristics, should be protected and incorporated into the planning and design of a cluster development. Such open space may be desired in order to preserve environmentally sensitive areas, create common area open space, or recreation areas.

A zoning ordinance amendment would be necessary to allow cluster zoning.

The illustrations below highlight the differences between a traditional development and a cluster development.



Comprehensive Plan Updates

In the State of Illinois, there is no requirement for communities to adopt comprehensive plans. Those that do, however, have better access to state funding for planning projects under the Local Planning Technical Assistance Act. Updating the comprehensive plan in regular intervals allows a municipality to plan for growth and change rather than react to them. As the guiding document for all municipal planning activities, having an updated comprehensive plan clarifies the goals and objectives of the community and makes decisions more defensible.

Corridor Plan Updates

Planning at a corridor level can assist in addressing specific concerns, goals and objectives and provides a chance to integrate land use and transportation planning. As part of the corridor planning process, the timeline for updates should be clearly identified. The timeline will be dependent on the specific goals identified, the management plan for the corridor and available funding.

Additional Resources

Illinois Department of Transportation: www.dot.il.gov

National Scenic Byways Program: www.bywaysonline.org

Complete streets policy guidance from the National Complete Streets Coalition.



**NATIONAL
COMPLETE STREETS
COALITION**

let's complete america's streets

HOME | GET INVOLVED ▾ | COMPLETE STREETS FUNDAMENTALS ▾ | CHANGING POLICY ▾ | FEDERAL POLICY ▾ | NEWS & BLOG ▾ | WHO WE ARE ▾



TAKE ACTION
on federal policy

POLICY ELEMENTS

Complete Streets Policy

Adoption of a complete streets policy is a formal recognition of a municipality’s commitment to incorporating all transportation modes in the development of transportation infrastructure.

Historically, the design for improvements to an SRA like IL 47 have focused on maximizing roadway capacity, improving motorist safety, and minimizing automobile congestion. However, the needs of other uses (bicyclists, pedestrians and transit users) are gaining prominence as important components to an effective, efficient transportation system. Nationwide, the promotion of a balanced approach that considers all potential uses and specifically promotes bicycling, transit use and walking has been identified as the pursuit of Complete Streets.

The Complete Streets movement recognizes that while arterial roads are crucial routes in a regional transportation network that must serve automobiles, they also are home to millions of residents, employees, and visitors. Municipalities should coordinate with IDOT to ensure all users are accommodated in future engineering for IL improvements.

Related Tools

Collector Roadway Grid, Roadway Connectivity

Additional resource

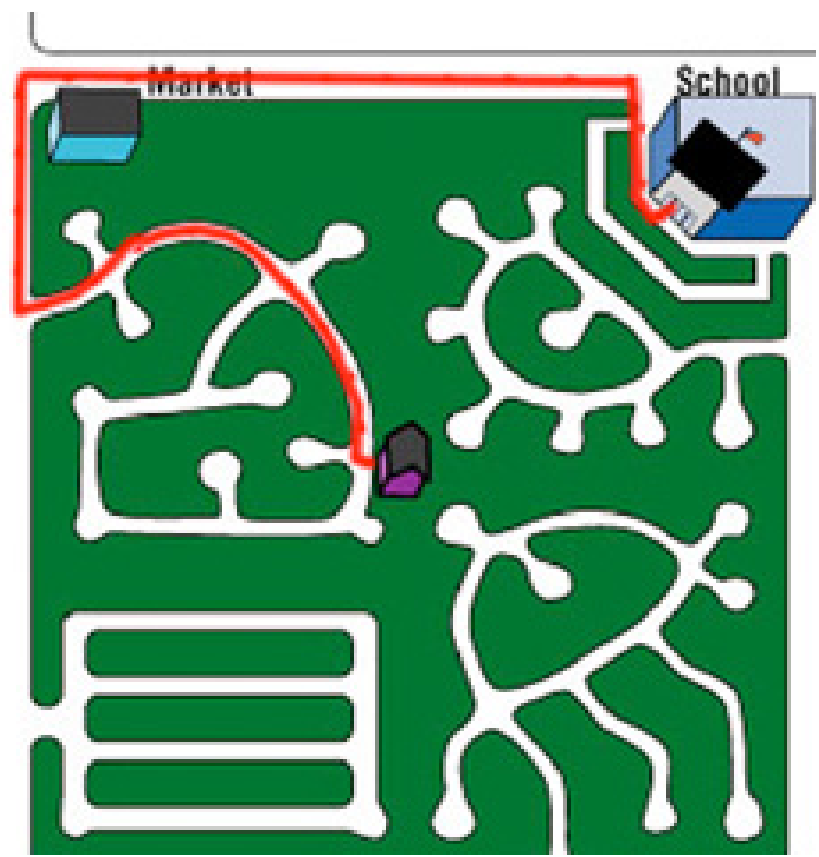
National Complete Streets Coalition: www.completestreets.org

Connectivity (Roadway)


Creating or enhancing vehicular and non-motorized connections between subdivisions promotes walking and bicycling by reducing the need to drive short distances. It also allows vehicles to make short trips without having to use IL 47 and other main roadways. Roadway connections between subdivisions should be required. Gated communities should be restricted. Streets with cul-de-sacs should be prevented unless the topography does not allow an alternative. Dead-end streets only should be allowed at the edges of subdivisions where future adjacent development is planned.

Related Tools

Collector Roadway Grid, Complete Streets Policy



Developments that rely heavily on cul-de-sacs do not allow for connectivity. This increases travel times and encourages reliance on the automobile.



Improved connectivity and shorter travel distances result when cul-de-sacs are discouraged and a connected roadway is encouraged.

Collector Roadway Grid

A roadway grid should be planned at the intersection of major roadways where developments with heavy traffic are expected. This type of land use could include commercial, industrial and high density residential areas. The roadway grid will take the congestion strain off of IL 47 or other major roadways. Municipalities should plan for such a system in advance of development. Planning for this roadway grid should be included in the comprehensive plan or as part of the official map process. Subdivision ordinances and other development codes can also address the need for the grid based on type of land use and proximity to major intersecting roads.

Related Tools

Complete Streets Policy, Roadway Connectivity



Promote collector grid in development areas.

Context Sensitive Solutions

Context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions (Joint AASHTO/FHWA Context Sensitive Solutions Strategic Planning Process Summary Report, March 2007). The use of context sensitive solutions has been adopted by IDOT for use on transportation projects and also can be adopted by counties and municipalities wishing to improve decision making in order to achieve complete streets. A formal adoption of the commitment to context sensitive solutions can help municipalities to build infrastructure projects and work with developers to ensure that the needs of a municipality are met with respect to its automobile, pedestrian, transit, and bicycle facilities.

Related Tools

Complete Streets Policy, Cross Section Alternatives

Additional Resource

Context Sensitive Solutions: www.contextsensitivesolutions.org

IDOT CSS Homepage: www.dot.state.il.us/css/home.html

Conservation Easements

Conservation easements are placed (voluntarily) on private property in order to protect a natural feature or environmentally sensitive area. The easement does not convey ownership but rather prohibits certain activities (e.g., subdivision or development) within the identified area in order to preserve it. This easement exists in perpetuity but does not restrict the property owner's right to live on or use their land in any manner consistent with the easement. Conservation easements must be conveyed to an organization or agency to ensure it is maintained and enforced. While maintenance fees are required, tax benefits may be available to the property owner.

A land trust or similar organization can assist in creating a conservation easement program by identifying targeted areas and educating property owners about the benefits.

Additional Resources

The Nature Conservancy: www.nature.org

Openlands: www.openlands.org



The above photographs were taken in Glacial Park in McHenry County, Illinois. A part of the McHenry County Conservation District, the park contains restored prairies, oak savannas and wetlands.





The Route 120 Corridor Planning Council (CPC) is a collaborative effort between Lake County and ten communities to address the Route 120 Corridor. The primary goals for the Route 120 CPC are to complete a feasibility study that leads to a federally-eligible Phase I study; build consensus for a recommended alternative; and secure agreement on land use in the corridor.

Corridor Planning Council

Many of the tools in this Illinois 47 toolbox would be best developed through a Corridor Planning Council. The implementation of many of the tools in this toolbox can best be accomplished through municipal and regional coordination. Creation of a Corridor Planning Council can provide leadership in achieving corridor-wide objectives through a collaborative approach. Issues ranging from access management guidelines, bicycle planning, land use coordination, and infrastructure planning are appropriate for discussion and agreement for agencies that are part of a Corridor Planning Council. Participating agencies can share best practices and resources. This type of cooperation often provides improved access to funding for corridor improvement projects. Kane and McHenry County are in the best position to provide a leadership role in forming the Corridor Planning Council. The counties are directly involved in the regional transportation planning process. The counties work directly with IDOT, regional agencies, and the municipalities.

The Corridor Planning Council could address those planning challenges that require regional coordination, such as land use coordination, access management, alternative truck routes, design guidelines, a connected local roadway grid, and regional economic development.

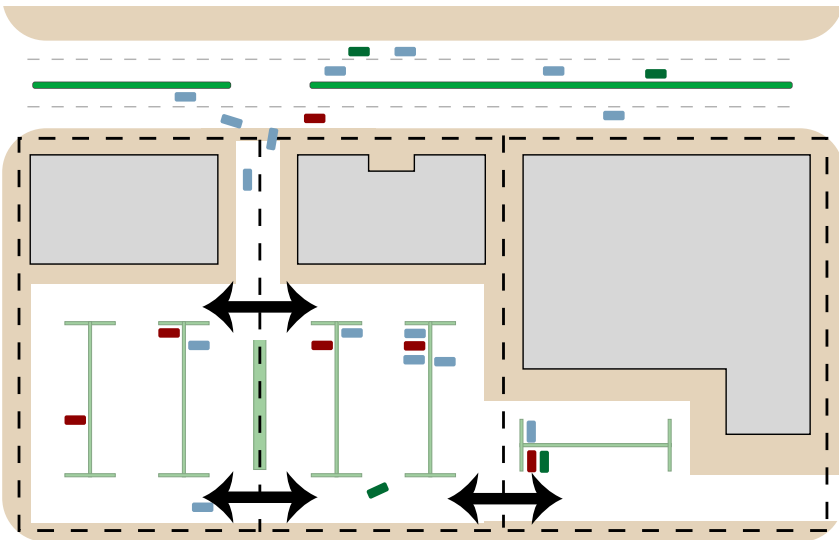
Related Tools

Transit Plan, Transportation Plan, Link Long Range Transportation and Land Use Plans

Additional Resource

Route 120 Corridor Council: www.120now.com

Allowing movement between parcels reduces short trips along the adjacent roadway.



Cross-access Agreements

As part of the development approval process, a municipality may choose to require a cross-access agreement from a developer. This ensures that, once built, automobile and pedestrian traffic can access individual developments internally rather than returning to the adjacent roadway, thereby helping to reduce congestion on a major roadway like IL 47. Site plans should demonstrate connectivity to adjacent parcels even if the neighboring sites are currently undeveloped to accommodate future development.

Cross-access agreements can be implemented as a condition of subdivision or planned development approval process. The access management plan provides a useful tool to inform developers of the need for cross-access agreements.

Related Tools

Access Management Plan, Frontage and Rear Access Roads, Shared Driveways

Cross Section Alternatives

The cross sections contained in the IDOT Strategic Regional Arterial report may no longer reflect the needs of the municipalities through which IL 47 travels. To ensure that roads are built to accommodate the needs of all users of the transportation network, the cross section of the roadway should be consistent with the needs of the planned land use and development context adjacent to the roadway. To be consistent with the goal of providing complete streets, alternatives for cross sections should provide space for improved pedestrian, bicycle, and transit facilities.

Municipalities should examine the planned land uses in their comprehensive plan to ensure that the existing and proposed roadway network can handle future transportation needs. Accommodation of local transportation needs will vary by municipality so roadway cross section needs should be coordinated among several adjacent municipalities and counties to ensure that the cross section that is chosen is appropriate in the regional context.

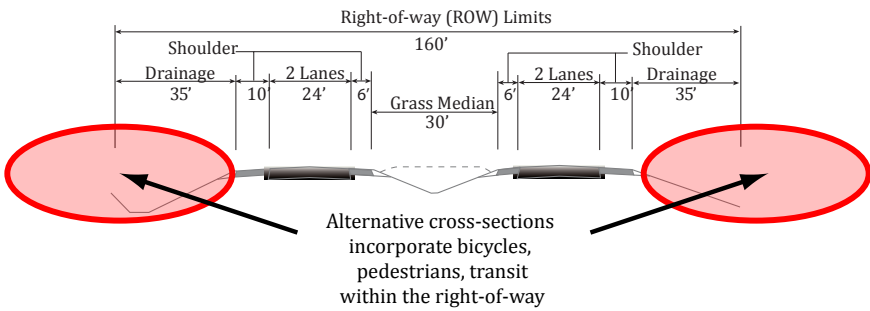
Related Tools

Context Sensitive Solutions, Bicycle Facilities, Streetscape

Additional Resource

Institute of Transportation Engineers: www.ite.org

Developing alternatives for cross sections should incorporate space for pedestrians, bicycles and transit.



Cultural Assets

Cultural assets are often the least tangible but most important assets of a community. These include the places, spaces and people (past and present) that have made significant contributions to the cultural identity of a place. Cultural assets contribute to a sense of place and are an important consideration in economic development (e.g., arts districts, walking tours). A cultural audit can be performed in order to identify cultural assets and to develop a strategy to preserve and enhance them.

Additional resource

Partners for Livable Communities: www.livable.com

Density Incentives and Bonuses

As a way of achieving a desired public benefit, a municipality may choose to offer a density incentive or bonus to a developer. This allows a development to exceed the maximum density requirements set forth in the zoning code in exchange for the provision of a desired amenity. Typical benefits include the provision of affordable housing, parkland, landscaping, or plazas.

Oftentimes, density incentives go hand in hand with conservation design or cluster development. Density incentives may be provided for a number of reasons, including the provision of public access to open space or the provision of open space that exceeds minimum standards in terms of size or amenity. A density bonus is a zoning tool. Specific conditions under which a bonus may be granted should be clearly identified in the zoning ordinance.

Development Incentives for Preserving Open Space

As a reward for providing the public benefit of open space, a municipality may choose to afford specific development incentives on a project by project basis. Typical examples include reducing the lot area minimums, increasing density, and increases in floor-area ratio (F.A.R.) This arrangement is subject to meeting specific standards and open space must remain permanently free from development.



A conventional development typically gives little regard to the existing natural features of a site, and as a result conforms little to the site's natural features. As shown in the above illustration, in exchange for sensitivity to existing environmental features and preserving open space, a developer could construct more units than what would typically be allowed in the site's zoning district thanks to a density incentive.

Design Speed/Lane Width

Reducing roadway travel speeds can make areas more walkable. Narrowed travel lanes can reduce travel speeds, and provide more space for pedestrian and bicycle facilities and streetscape where constrained right-of-way conditions exist. Municipalities may pursue this strategy wherever reduced travel speeds are desired. This may be especially important in the historic municipalities. The American Association of State and Highway Transportation Officials (AASHTO) supports the design of reduced travel lane widths of 11 feet for arterials such as IL 47 where reduced speed is desired.

Related Tools

Complete Streets Policy, Streetscape

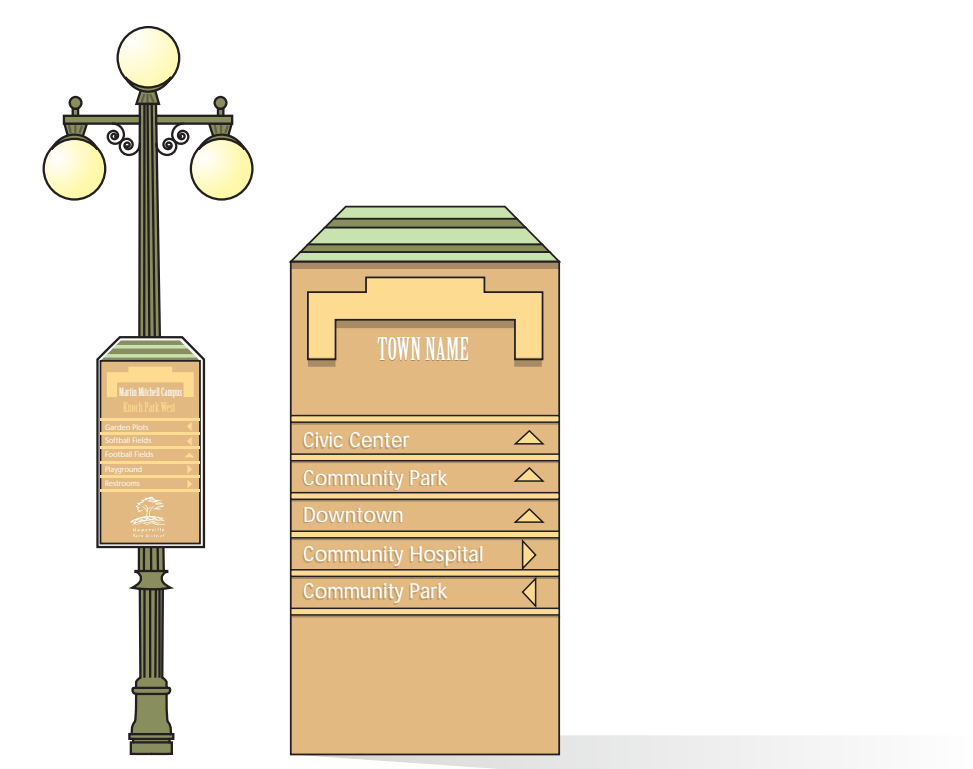
Additional resource

Association of State and Highway Transportation Officials: www.transportation.org

Potts, Harwood, Richard. Relationship of Lane Width to Safety for Urban Arterials. Transportation Research Board. 2007.



The graphic to the left identifies areas along IL 47 where narrow travel lanes (no larger than 11 feet) may be appropriate for the purpose of reducing speed.



The above illustration is a sample wayfinding system designed for the Martin Mitchell Campus in Naperville, Illinois. The wayfinding signage was designed from a common theme that took cues from the Martin Mitchell Mansion, and will help tie together all of the components of the campus. It considers both pedestrians and motorists.

Directional and Wayfinding Signage

Directional and wayfinding signage are on-premise signs that create a sense of place by assisting with pedestrian and automobile traffic flow through a site or to specific sites. Wayfinding signage helps to establish an identity for an area and can enhance a community’s branding efforts. Examples include exit/entrance signage, district maps and kiosks.

Communities may develop a comprehensive signage plan to present a unified look to visitors and residents. Wayfinding is especially appropriate for downtowns, special districts and campuses.

Related Tools

Promote Placemaking, Streetscape, Strengthen Existing Developed Areas, Façade Improvement/Signage Grants, Design Guidelines, Gateway Treatments,

Additional Resource

Project for Public Spaces: www.pps.org

Education of Elected Officials, Public and Communities

Educating the public at large is an ongoing effort and requires a commitment on the part of relevant municipal agencies. Before, during and after any specific planning project, an education effort can assist greatly in improving the public’s understanding of the goals and objectives and improves the success of the project. For example, educating the public about the benefits of mixed-use development to overcome challenges. Wide use of the internet provides the opportunity to communicate via the municipal website; it should be updated often. In diverse communities, outreach efforts may include offering translation services or separate meetings conducted in other languages.

Education of elected officials begins with their first day in office. Copies of all relevant regulatory documents should be provided to elected officials (e.g., the Comprehensive Plan and the Zoning Ordinance). In addition, consider providing workbooks and “Planning 101” workshops on important planning topics. Technology such as visual imaging can better express and clarify a community’s preferences. Educating the public at times other than in the face of a controversial development helps to reduce citizens’ resistance to change.

Enterprise Zones

Local governments can create Enterprise Zones to encourage the development of new businesses within designated areas of their community. Businesses choosing to locate in these areas receive incentives such as tax breaks and relief from planning regulations. Enterprise Zones are currently limited to communities in which depressed areas are found (Illinois Enterprise Zone Act (20 ILCS 655)). The only Enterprise Zone currently within the Corridor study area is located in the City of Elgin (EZ 5).

Form-based Codes

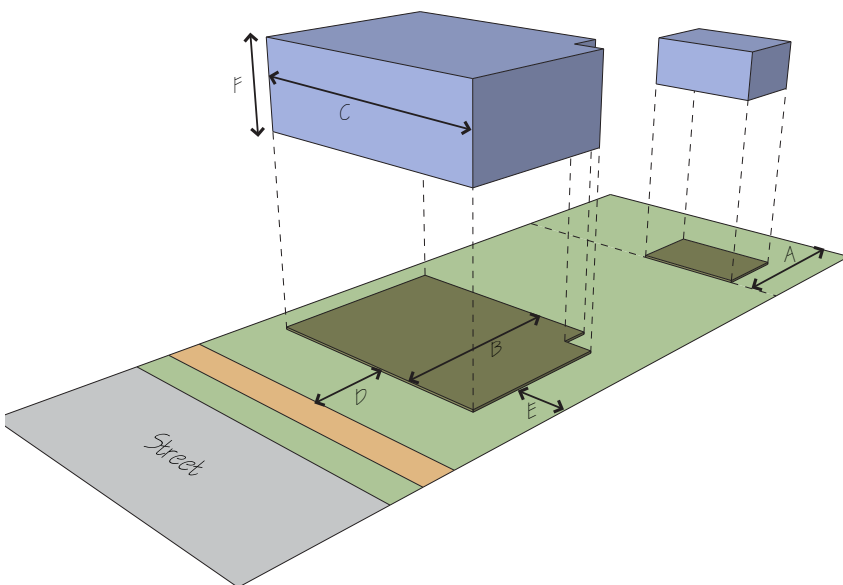
Rather than conventional zoning which regulates development strictly according to land use, form-based codes regulate based on building form. Form-based codes value neighborhood scale, parking standards and pedestrian access over the resulting land use. This is achieved by specifying development standards by regulating the “building envelope”—the size, density, intensity, height, and setbacks that determine a building’s ultimate shape.

For most communities, using a form based code requires a rewrite of their existing zoning ordinance. Attention must be paid to transitioning to this new system and dealing with nonconformities. One such example is the SmartCode, developed by the firm of Duany Plater-Zyberk and Company. SmartCode is a model ordinance and available for use without charge or licensing fees.

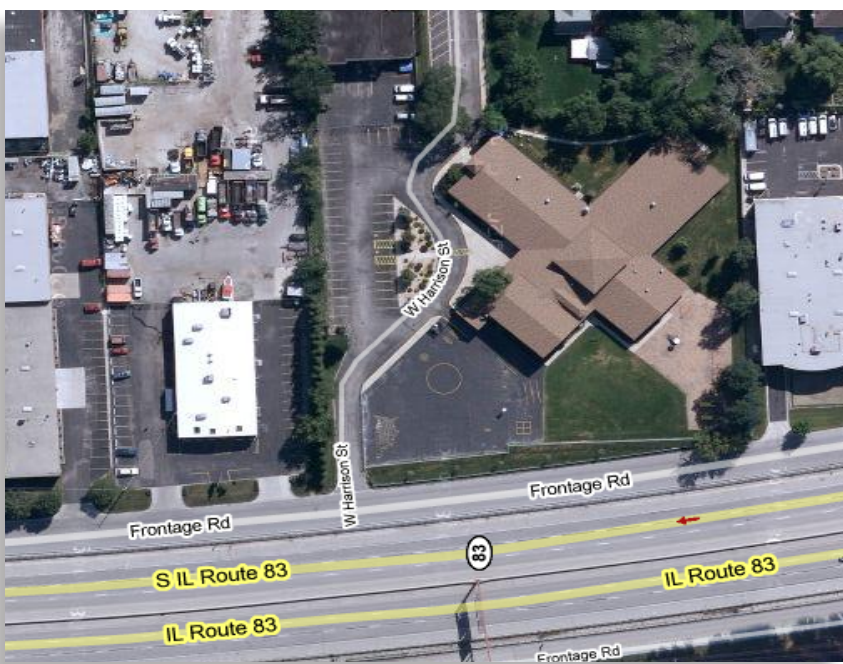
Additional resource

Form Based Code Institute: www.formbasedcodes.org

SmartCode: www.smartcodecentral.org



Form-based codes rely heavily on graphics to represent allowable form, density and intensity.



Frontage Road Example: This DuPage County frontage road allows access to adjacent parcels without inhibiting traffic flow on IL 83.

Frontage & Rear Access Roads

A frontage road is a local access right-of-way that runs parallel to a major roadway in order to eliminate the need for multiple access points. When sited along the back end of a parcel, this is known as a rear access road. These access roads reduce congestion on the principal roadway. Frontage and rear access roads are constructed as part of the development and subdivision process and are intended to serve as local access to development, thereby preserving the main roadway for longer-distance travel. As part of a successful access management plan, frontage and rear access roads should be developed as part of the overall transportation network.

Related Tools

Access Management Plan, Shared Driveways, Clustering Development, Transportation Plan

Façade Improvement Program

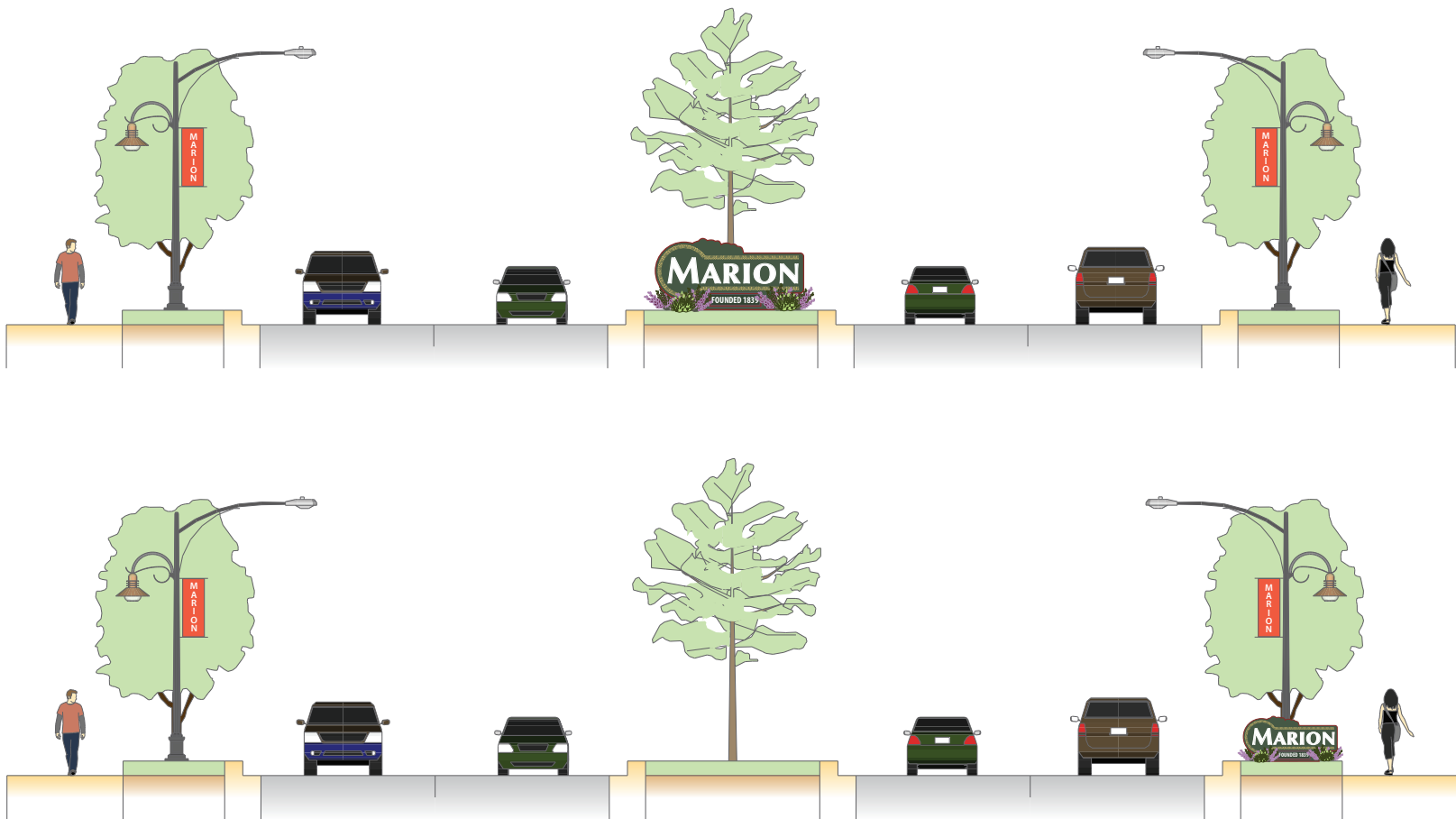
A façade improvement program provides financial and technical assistance to owners that invest in the aesthetics of their property. This program is targeted at existing buildings in areas that may look dated or run down. Such programs are often credited with sparking revitalization in downtowns and commercial corridors. Programs may be funded through Community Development Block Grant funds, Tax Increment Financing (TIF) districts, or Special Service Area (SSA) districts. Façade improvement programs typically operate as a matching grant or as a rebate program payable once construction is complete. One example is the Village of Elburn. Elburn created a facade improvement program for their Old Town Elburn Business District and will match 50% of the cost of eligible improvements up to \$5,000.

Additional Resource

National Trust for Historic Preservation’s Main Street Program: www.mainstreet.org



Rear Access Road Example: A rear access road is provided to service the intense commercial development. This reduces the need for multiple curb cuts along the main road.



Gateway Treatment Illustration: The illustrations above are taken from the City of Marion, Iowa’s Comprehensive Plan. Sample locations for gateway signage were identified as urban design and community character components. The signs were highlighted with attractive landscaping and lighting, and their prominent location along the roadway allows them to be highly visible to motorists traveling through a corridor.

Gateway Treatments

Gateway treatments bookend the entry and exit points of a destination. Banners, lighting, landscaping, streetscaping, and signage are typical elements of a gateway. These elements are used to highlight a downtown or a special district. Gateway treatments create a sense of place to celebrate the unique character of an area. They are an essential part of a community’s identity and branding.

Growth Node Identification Location

The municipal comprehensive planning process can be used to identify where growth nodes should be promoted. Many factors can be used to identify these locations which are included in this toolbox. These factors include:

- Major intersections in the roadway grid
- Pre-determined signal locations
- Commercial areas
- Major employment centers
- Related Tools
- Collector Roadway Grid, Transportation Plan, Access Management Plan

Hybrid Zoning

Hybrid zoning meshes the best of conventional (land use-based) zoning and form-based zoning to allow flexibility in the review process. Applicable design standards may be applied differently to different districts. For example, creating a hybrid zone for a downtown would not strictly regulate the types of uses allowed but would dictate the form of the buildings through the use of graphics, illustrations and an established design review process. This could allow the introduction of residential uses into a downtown that previously did not have them without impacting the commercial nature of the downtown. Implementing hybrid zoning requires a rewrite of the zoning ordinance and a revised zoning map.

Impact Fees

Within the framework of a budget and a capital improvement program, an impact fee ordinance allows a municipality to assess a one-time fee for new infrastructure made necessary by a proposed development. This reduces the burden on general taxpayers by requiring that growth “pay for itself” and ensures that new development is supported by adequate facilities. The two legal tests to consider are a “nexus” or direct relationship between the proposed development and the resulting infrastructure needs and determining “rough proportionality” which requires that the amount a developer pays is proportionate to the development’s impact or use.

Impact fees are allowed through state enabling legislation for home rule municipalities. For example, an existing two lane bridge may require widening due to a proposed development. An impact fee is a mechanism to assess the proportionate cost of the bridge widening to the new development.

Additional resource

Overview: www.impactfees.com

Improve Landscaping

Creating a unified look for an area has both environmental and economic benefits as well as safety. Plants play an important role in maintaining air quality, mitigating noise, light, and dirt, conserving natural resources and reducing summer temperatures. Landscaping provides a screen for pedestrians from busy streets and can assist in reducing vehicular speed. In particular, street trees can create a sense of enclosure to create a “public living room” as they mature. Investing in landscaping also improves “curb appeal” which can attract customers to your businesses and businesses to your district. Studies have also shown that landscaping promotes a positive perception of an area which can deter crime like graffiti and can improve property values.



The above photos illustrate attractive landscaping along roadway corridors. Landscaped medians and parkways have a significant impact on the aesthetics, safety and environmental impact of a corridor. Their highly visible locations contribute to the beautification of a municipality, as well as separate lanes of oncoming traffic and reducing traffic speeds. They can be designed to collect and store stormwater as well. Investing in landscaping along major corridors improves “curb appeal”, which can attract businesses to the area, and customers to those businesses.

Incubator Programs

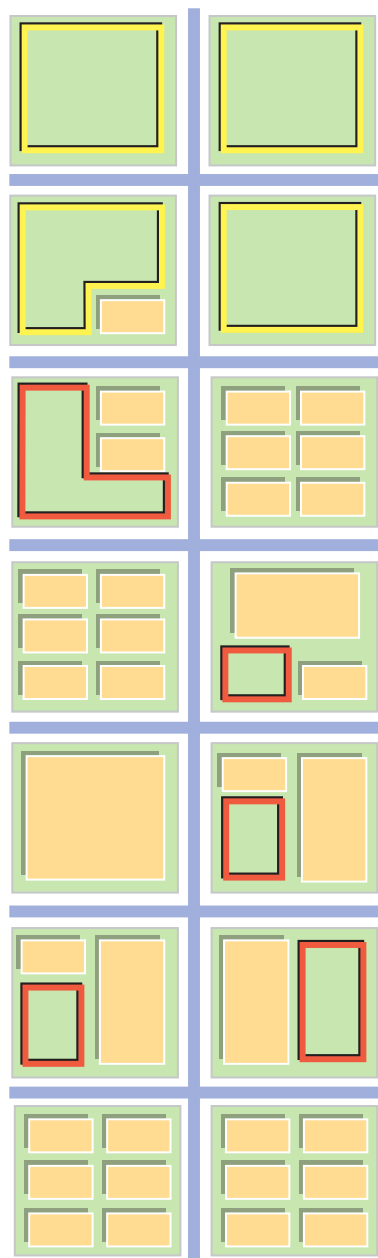
Business incubators provide low-cost space and specialized support services to small companies. Such services might include administrative consulting, access to office equipment and training, and assistance in accessing credit. Incubators are typically owned by public entities such as municipalities or economic development agencies who then subsidize rents and services with grants. In addition to job creation and generating activity, the goal is to have startup businesses grow and relocate to larger spaces within the city or village.

Industrial Revenue Bond (IRB) Inducements

Industrial Revenue Bonds (IRBs) offer a tax-exempt, low interest source of financing to manufacturing firms. A municipality will sell IRBs and then loan the proceeds to manufacturing businesses to finance capital investment projects. IRBs are unique in that although the municipality issues the bonds, the firm benefiting from the capital investment is to provide the interest and principal payments on the loan. The municipality is, in effect, lending its bond tax-exemption, but not its credit, to the bond issue. Municipalities typically place limits on the minimum and maximum size of the bond issue and the maximum size of the project being funded.

Infill Development

Adopting policies and incentives for infill development means encouraging development in existing areas rather than in undeveloped areas. This helps to relieve development pressure on agricultural land, maximizes investment in existing infrastructure, and can help to reinvigorate the older parts of a community. Creating new infill policies can be achieved through the development review process and/or through specific economic development incentives to encourage or require that development occur in existing areas. Specific examples may include a comprehensive plan update, a zoning ordinance amendment, the creation of overlay districts, or the introduction of administrative waivers or special tax incentives for proposed infill developments.



The adjacent graphic illustrates which vacant sites qualify as infill development areas. These areas are identified as priority development sites because they relieve development pressure on agricultural land, maximize investment in existing infrastructure, reinvigorate older parts of a community, and minimize sprawl. Vacant parcels that are physically removed from existing development are identified as secondary development sites that should only be developed once the infill sites are developed.

- Infill Areas: Priority Development Sites
- Undeveloped Areas: Secondary Development Sit
- Existing Buildings

Intergovernmental and Boundary Agreements

Intergovernmental agreements can be a key implementation technique in dealing with difficult growth management issues. This agreement is voluntary among participating jurisdictions and sets forth specific goals and policies to allow for more orderly growth. Local governments agree on the plans and measures. For example, an agreement between a city and a county may bind the jurisdictions to approve development only where infrastructure currently exists. In the same example, the local governments may opt to form a regional service authority to share resources and avoid duplication of services.

Landscape Bond

A landscape bond can be required by a municipality for construction projects to make sure that the final grading of the soil and germination of grass seed or laying of sod is completed as planned and in a timely manner. Typically, the Landscape Bond is required only if occupancy of the building is requested before the grading and sod can be completed due to adverse weather or other circumstances. The cost and time needed to complete the grading and sod or seed is estimated by the Contractor and verified by the municipality. When the work is inspected and approved, the municipality issues a check refunding the Landscape Bond. If the grading and grass is not completed in the time allocated, the municipality can withhold the bond and use it to complete the landscaping.

LEED Certification

Leadership in Energy and Environmental Design (LEED) Certification is a rating system developed by the U.S. Green Building Coalition (USGBC) to certify “green” buildings and developments. A green building is generally defined as one that is environmentally responsible and resource-efficient throughout a building’s life-cycle. From conception to construction, the building’s materials and maintenance allow for high performance and sustainability. The four levels are LEED-Certified, LEED-Silver, LEED-Gold, and LEED-Platinum. Beginning in 2009 after a two-year pilot program, the USGBC has created LEED-ND. LEED-ND is a Neighborhood Development Rating System which integrates the principles of smart growth, urbanism and green building at the neighborhood level. A municipality may enact a green building ordinance or may revise their development review process to encourage or require green building techniques.

Additional resource

U.S. Green Building Council: www.usgbc.org

Limit New Signals

It is recommended that municipalities discourage the placement of any new signal except in locations where major roadways intersect IL 47.

Signal placement is determined based on surrounding land use. It is recognized that there may be a need to place additional signals between major roadways. Signal placement should be coordinated with adjacent municipalities, IDOT, and the county (if the major roadway is a county highway). By selecting where signals should be placed in advance of development, municipalities can manage traffic flow and direct development toward desired locations. Access to IL 47 should be limited through the use of frontage roads and rear access roads.

Related Tools

Access Management Plan, Transportation Plan, Transportation Impact Study



Signal locations can be determined in advance of development to achieve goals and plan for appropriate access and circulation.

Linking Long Range Transportation and Land Use Plans

While most long range land use planning occurs at the local level, most transportation planning occurs at the regional or state level. Local governments can work with the Illinois Department of Transportation, the Chicago Metropolitan Agency for Planning, county agencies and each other to ensure that transportation and land use are better linked to planning activities. Specifically, these partnerships can create consistent policies and performance measures on a geographic or corridor basis. Identifying partners and using intergovernmental agreements may be one mechanism for implementation.

Additional resources

Federal Highway Administration: www.fhwa.dot.gov

Transportation Research Board: www.trb.org

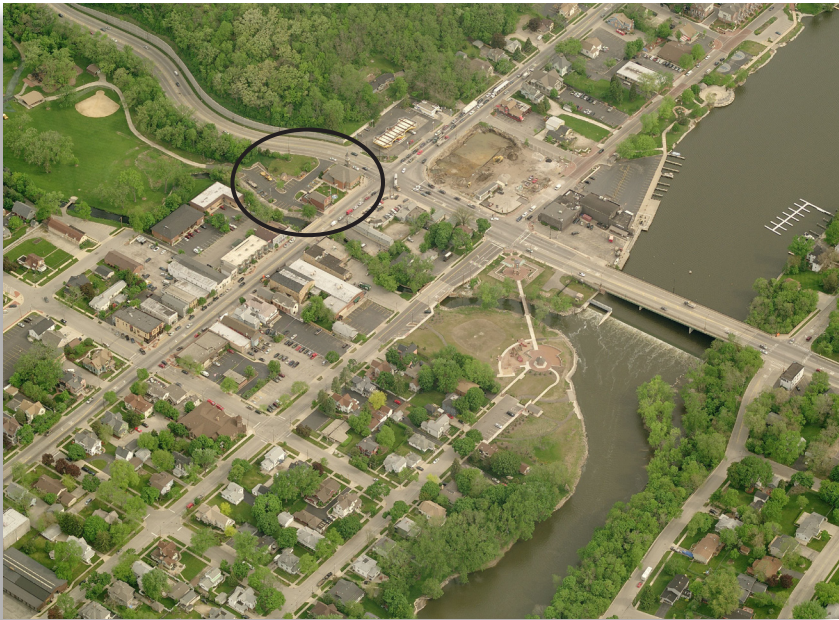
Locate Governmental Buildings and Community Facilities within Built-Up Areas

One way to leverage private investment to a downtown, Main Street, or a special district is to locate governmental buildings and community facilities within these targeted areas. This can provide important anchors and may help to accomplish economic development goals outlined in the comprehensive plan. Government employees and visitors doing business with the government provide a customer base which can attract restaurants and shops. Nighttime events such as board meetings and public hearings can bring activity in the evenings.

Local government can set a good example by siting their facilities in built-up areas such as downtown.

Median Design and Landscaping

Median design and landscaping can improve the appearance of the roadway where acquiring additional right-of-way may not be feasible. For example, landscaped medians can give the perception of reduced road width to achieve reduced travel speeds. Medians can play an integral role in branding through the use of streetscaping and gateway identifiers. The types of medians vary widely and can be chosen based on community preference and context. Medians also allow safe pedestrian and bicycle crossing by allowing a “refuge” when traversing wide roadways. Medians installed by IDOT are usually maintained by the local municipality. A landscape professional can assist in choosing the appropriate plant material to survive the harsh conditions and to ensure enough space is provided for trees and plant material to survive.



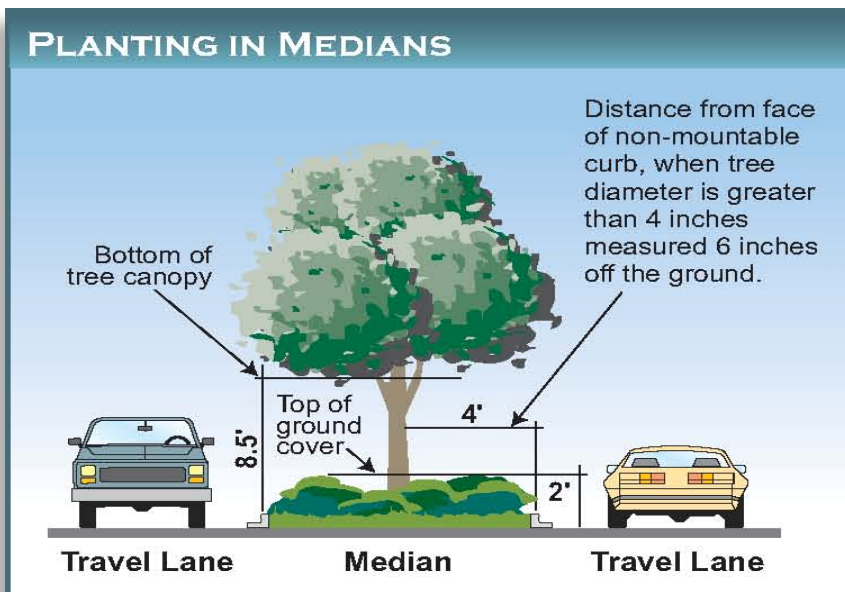
Old Location: Central Location, Serves as an Anchor



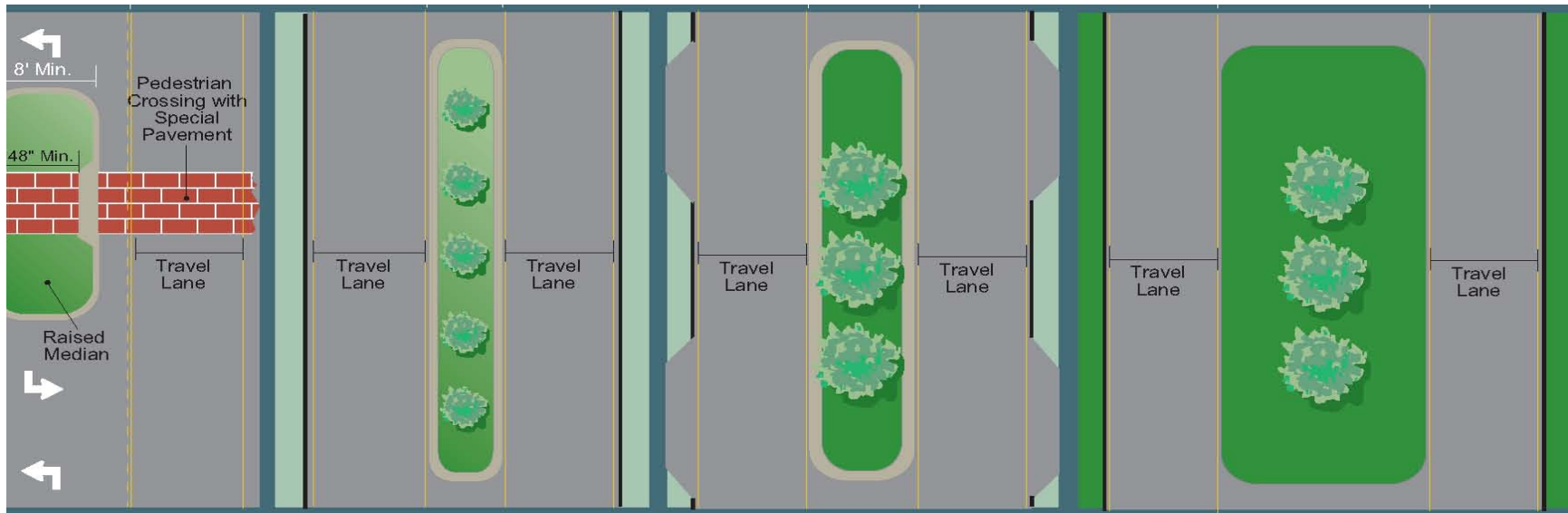
New Location: Removed from Pedestrian Access and Activity

These photos illustrate the old and new locations for the Algonquin, Illinois, Village Hall. The old location was in the center of the Downtown and had the potential to serve as an important anchor and generate activity for Downtown businesses. The new location is in the center of a residential area, removed from pedestrian activity, with no nearby businesses to benefit from the employees or visitors.

Despite the temptation, municipalities should resist locating civic facilities in new growth areas because developers provide them with land.



A conceptual median design from the Alachua County corridor Design Manual identifies landscaping options, median width and the required clearance from travel lanes.



Multi-Modal Level of Service

Level of service (LOS) is a term that is used to describe the performance of an intersection or roadway.

LOS is based on a scale of A to F. LOS A represents free-flow conditions. LOS F describes breakdown in vehicular flow. Conventional LOS only takes into consideration the flow of vehicles. It does not consider the LOS for bicycles, pedestrians and transit. A new emerging concept is to determine multi-modal LOS. Although it is a new concept, the opportunity to quantify roadway performance for all users can help to improve the transportation conditions at growth nodes.

Related Tools

Transportation Plan, Access Management Plan, Transportation Impact Study

Additional resources

Transportation Research Board: Multimodal Level of Service Analysis for Urban Streets. NCHRP Report 616. http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_616.pdf

Mixed-Use Development

The promotion of mixed-use development reduces dependency on the automobile, provides needed goods and services, and reinvigorates commercial corridors by encouraging compatible uses in a specific area or development. To appropriately plan for mixed-use development, communities should identify areas where mixed-use development is desired and make sure that the zoning encourages and allows it.

Mixed-use development can take a variety of forms. For example, a mix of uses may occur next to each other or stacked on top depending on appropriate density levels. Thus, a one-size-fits-all approach should be avoided. Providing prototypes, examples, and clear guidelines based on the existing development patterns in a municipality will help to achieve the goal.

It is important to note that there is a difference between multiple uses on a site and a mixed-use building.

Additional resources

The Urban Land Institute: www.uli.org

Smart Communities Network: www.smartcommunities.ncat.org



Mixed-Use projects have been successful throughout the region. These photos illustrate examples in St. Charles, Glenview, and Tinley Park, Illinois. All of these examples feature multi-story buildings with commercial and office uses on the ground floors and residential or office space above.

New Markets Tax Credits

The New Markets tax credit program is designed to facilitate investments geared toward job creation in lower income areas. This is a federal program administered by the U.S. Department of Treasury. Tax credits are provided to private investors contingent upon their investment in designated Community Development Entities (CDEs). The CDEs in turn must use proceeds to provide capital to projects located in census areas that meet the required criteria (there are currently 17 qualifying census tracts in Kane County). Development can include commercial, industrial or mixed use developments. The program benefits investors through the provision of tax credits and eligible municipalities benefit through the financing of development that would otherwise not be feasible.

On-Street Parking

On-street parking helps preserve community character, slows traffic on the road and serves as an important buffer for pedestrians and bicycles. On-street parking can be accommodated in a variety of ways depending on the roadway cross section and design speed. Typical examples include parallel, angle, or back-in angle parking. This maximizes space within the public right-of-way, making more space available for development and reducing the need to provide off-street parking lots. Generally, IDOT prefers to not encourage new on-street parking on State of Illinois roadways. However, municipalities that currently have on-street parking can maintain it. On-street parking also may be a viable option for other roads in the Corridor where village centers or growth nodes are desired.

Overlay District

An overlay district is a zoning mechanism which applies additional regulations to the base (or underlying) zoning district to address special land use circumstances or environmental considerations. Typical examples of overlay districts address historic preservation, signage, or floodplain management. Overlay zoning is enacted by ordinance. An overlay district could be established for parcels along a corridor that have unique challenges or environmentally-sensitive areas not present in other, similar areas. Overlay districts can strengthen existing developed areas by applying design guidelines to new development.

Pace Development Guidelines

Pace, the Suburban Bus Division of the Regional Transportation Authority (RTA), has prepared Development Guidelines to encourage the coordination of real estate development and transit service. The recommendations are designed to help municipalities and the development community accommodate transit service in their development plans. Key considerations include:

- Intersection and turning radii
- Bus turnarounds
- Bus stop placement, size, and spacing
- Land use considerations
- Site design techniques

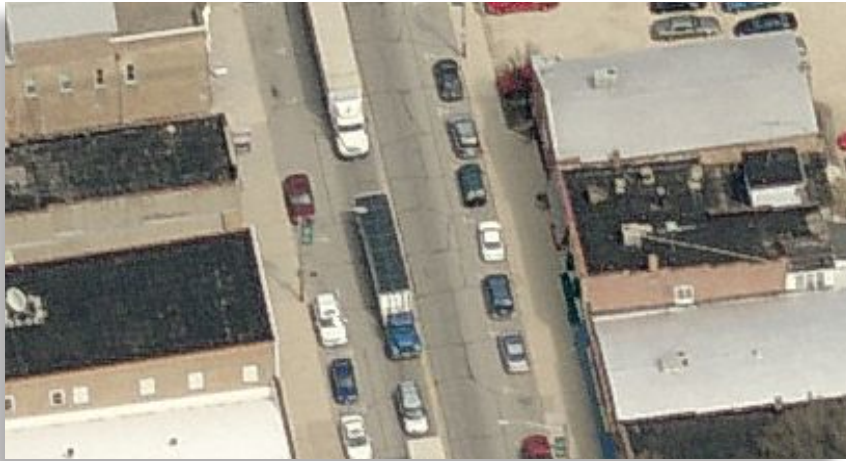
An example of a specific recommendation is that the transit vehicle turning radius should be considered when constructing roadways and intersections that will accommodate Pace transit vehicles. Pace recommends designing for a minimum 50-foot outside turning clearance to ensure proper maneuverability of all Pace vehicles.

Related Tools

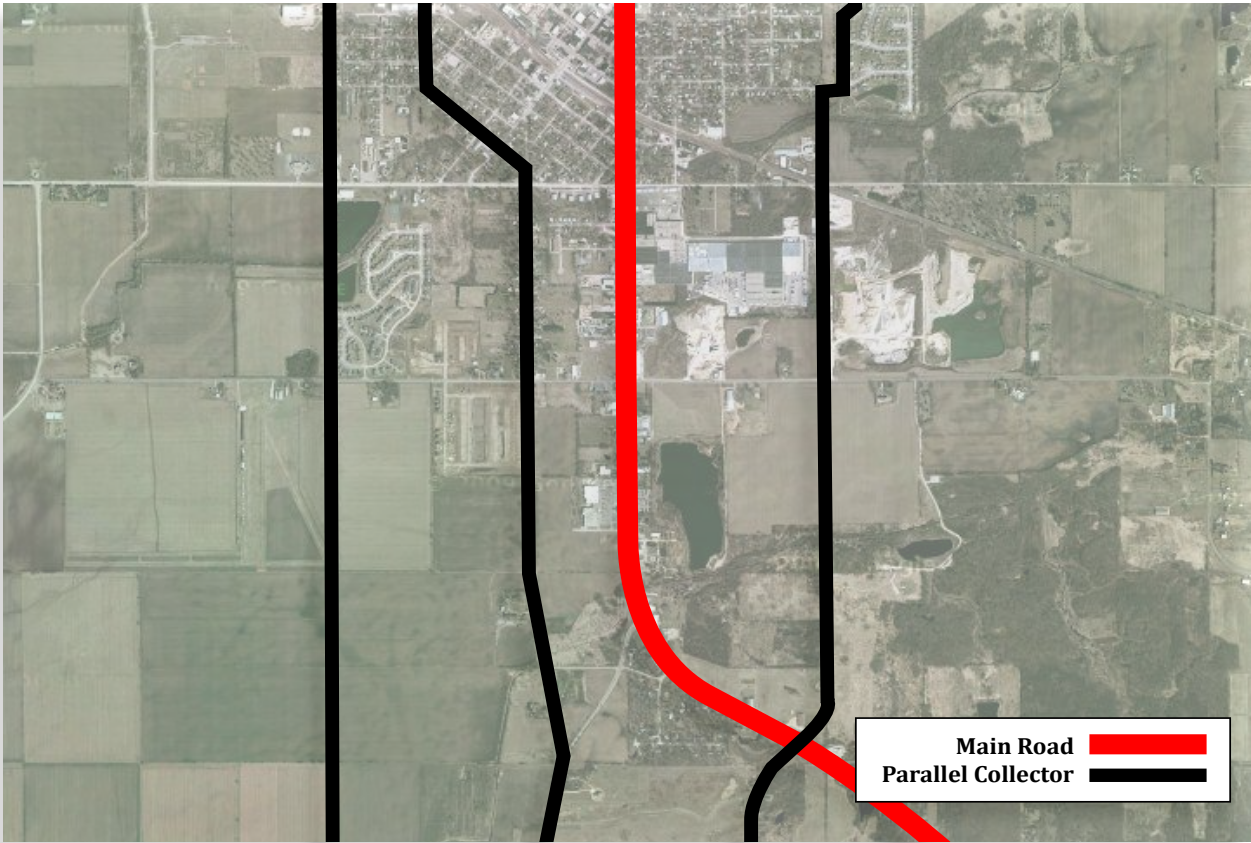
Transportation Plan, Complete Streets Policy, Cross Section Alternatives

Additional resource

Pace: www.pacebus.com/guidelines/guidelines.asp



On-street parking in downtown Hebron and Elburn. These photos demonstrate parallel, angle and back-in-angle parking options.



Parallel connectors help to relieve congestion on the major roadway by providing alternatives for short trips.

Parallel Collectors

Parallel collectors are an important component of a road network. They run parallel to major roadways, such as IL 47, and are located within one-quarter to one-third of a mile to provide alternatives to using the main arterial for short trips. Designating existing roadways or providing new parallel collectors can help to form a more complete network and provide alternative north-south movements.

Parking Requirements that Discourage Excessive Spaces

Most municipal parking requirements are based on outdated parking standards or have been influenced by “peak demand” which results in empty surface lots for a majority of the time. This leads to an inefficient use of land and discourages walkability. Municipalities can reduce the number of parking spaces by adjusting parking standards in their zoning ordinance.

For example, a municipality may enact maximum parking standards in addition to (or instead of) minimum parking requirements. Additionally, local governments can encourage private developers to enter into shared parking agreements to maximize the use of existing parking lots.

Additional resource

Whole Building Design Guidelines: www.wbdg.org

Parkland/Cash-in-lieu Dedication Ordinance

The requirement to dedicate parkland as part of a proposed development can be codified in a parkland dedication ordinance. New developments that are adding to the population of a community are responsible for helping to create parks to serve these new residents. Communities with a parkland dedication ordinance can also require a developer to contribute to a park fund in-lieu of providing land for parks. This helps to achieve goals for parkland per capita and to ensure that the parkland is distributed throughout a community in concert with a parks master plan.

Additional resource

Conservation Tools: www.conservationtools.org

National Recreation and Parks Association: www.nrpa.org

Parks Master Plan

Creating a parks master plan provides clear guidance for the location, timing and funding of park improvements. This includes forecasts for park needs and appropriate park uses. The plan serves as a long-range vision (10-20 year timeframe) for future development and programming. Typical issues include infrastructure and facilities, natural and cultural resource management, and general design concerns. The plan is conceptual in nature and is not intended to address detailed issues related to engineering or park operations.

Additional resources

National Recreation and Parks Association: www.nrpa.org

City Parks Forum: www.planning.org/cityparks

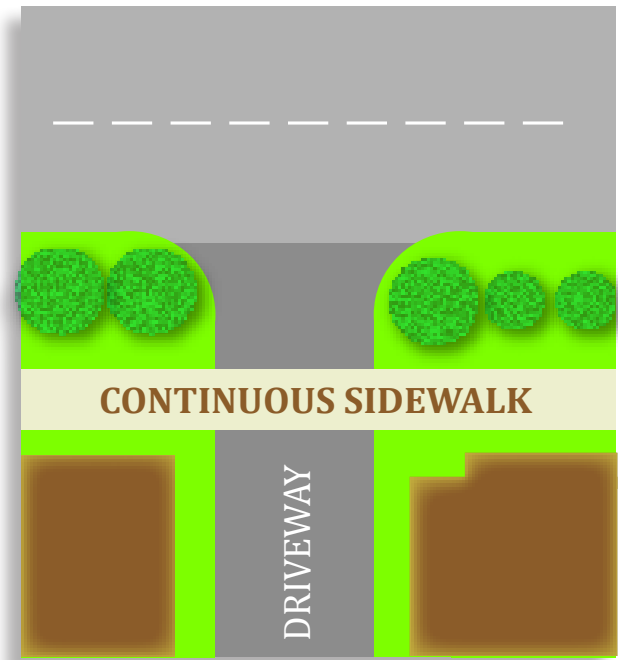
Partner with Non-Governmental Agencies to Acquire Open Space

Governments need not shoulder the responsibility for acquiring open space alone. Land trusts and similar not-for-profit organizations have been established to assist with the legal, political, and administrative issues around acquiring open space. One way these organizations can assist is to enter into a private covenant with property owners to ensure access to open space remains public and permanent. This allows the municipality to achieve open space goals without incurring additional cost.

Additional resources

Trust for Public Land: www.tpl.org

Openlands: www.openlands.org



A continuous sidewalk is important and should not be interrupted by driveways or other improvements.

Pedestrian Crossings

Pedestrian crossings should be clearly identified for those on foot, bicycle or in a car. Signalized intersections should be designed to clearly identify the intended crossing locations, provide adequate buffers and refuges from automobile traffic. Where crossings are wide, crossings should include a refuge island or median to minimize pedestrian exposure to automobile traffic. Various methods can be used to designate crossings at roadway intersections and midblock locations. The type of crossing can range in level of investment from simple pavement markings to overpasses/underpasses. Determining which type to use is dependent on roadway conditions and community preference. Pedestrian crossings at driveways also are of great importance in promoting walking.

Related Tools

Pedestrian Plan, Access Management Plan, Complete Streets Policy

Pedestrian Plan

A pedestrian plan identifies objectives to support a walkable environment. The extent to which the plan is created is up to the goals and funding priorities of each municipality. A pedestrian plan focuses on the relationship between the transportation network and land use, contains land use policy recommendations, and proposes capital improvement projects to help the municipality achieve the goals and objectives. The pedestrian plan can, in many cases, contain a plan map that shows the location of proposed capital projects. For some municipalities or agencies, a pedestrian plan may be part of a larger, municipal transportation plan. The proposed capital projects list can either be incorporated in a capital improvements plan or coordinated with private development.

Related Tools

Bicycle Plan, Transportation Plan, Transit Plan



Clearly identified pedestrian crossings for signalized intersections.

Payment in Lieu of Taxes (PILOT)

Payment in Lieu of Taxes (PILOT) is a tool similar to tax abatement. Municipalities can use PILOTs to reduce the property tax burden of a desired business for a predetermined period. In this instance, a local taxing body and a property owner will agree to the annual payment of a set fee in place of the property taxes. Payments are typically made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property. In addition, PILOT can also be a means of reducing the fiscal impact on a municipality of a nonprofit, institutional use or other non taxpaying entity locating to a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services. Provisions can be made to offset that negative impact by allowing the municipality to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

Planned Unit Development

A planned unit development (PUD) is a tract of land developed under single ownership or unified control, for which the otherwise applicable bulk, use, and design standards may be modified in order to allow for more flexible and site-specific planning. This flexibility often makes it possible to achieve certain economic efficiency in construction which can contribute to affordability. Additional goals may be achieved such as the preservation of open space and the provision of additional amenities.

The PUD approach provides a developer with the flexibility needed to promote innovative and creative land development that may not comply with a municipality’s zoning regulations. This can help to achieve stated goals such as mixed-use development or increased densities.

In general, the objectives of a PUD include:

- Stimulate creative approaches to the development of land;
- Provide a more efficient use of land;
- Preserve or enhance natural feature and provide open space areas;
- Design developments that are economically viable; and,
- Promote unified developments that are aesthetically pleasing without being monotonous.



The above photo is a Planned Unit Development called Prairie Crossing in Grayslake, Illinois. The PUD approach allowed developers with a unique and innovative design to realize their plan, subject to additional review by the municipality. Municipalities may request various items in return for granting ordinance relief, such as the preservation of open space, implementation of strict design guidelines, parkland dedication, etc.

Preserve Historically Significant Structures

Historically significant structures embody the unique character of a community and are often irreplaceable in terms of craftsmanship, materials and style. By identifying historically significant structures through an inventory process, it is possible to allocate resources to preserving those structures. Once inventoried, it is possible to develop a preservation plan and develop incentives to preserve locally significant structures.

Additional resources

National Trust for Historic Preservation: www.preservationnation.org

Landmarks Illinois: www.landmarks.org

Process to Expedite Plan and Permit Approvals for Smart Growth

Encourage smart growth development by enacting processes to expedite approvals for projects adhering to smart growth goals. Specifically this is possible by creating clear guidelines, objectives and checklists for developers to follow. Additionally, the zoning ordinance may be amended to include smart growth projects that qualify for “as of right” zoning if they meet certain requirements. Permit fees may be waived or review times shortened as low cost methods of implementation.

Additional resources

Smart Growth Network: www.smartgrowth.org

Environmental Protection Agency: www.epa.gov

Property Tax Abatements

Property tax abatement is a versatile tool that can be applied to address a wide range of community issues. Property tax abatements are typically used as an incentive to attract business and revitalize the local economy. Tax abatements can also be used to encourage private sector development to engage more sustainable ‘green’ development practices, facilitate historic preservation, or create affordable housing.

In the State of Illinois, municipalities and other taxing districts can abate any portion of a property’s taxes. The period of tax abatement on a given property can be no longer than 10 years and the total combined sum of abated taxes for all taxing districts cannot exceed \$4 million over that period. A taxing district can administer the abatement by one of two methods: 1) lowering the tax rate, 2) initiating a property tax freeze where the property is taxed based on a pre-development assessed value.

In some circumstances municipalities can also petition the County to lower a property’s assessment. For example, a commercial property could be assessed at a percentage equivalent to that of a residential property. This is an effective means of lowering a property tax bill, however, it should be noted that this method impacts all taxing districts and not just the district making the request.

Public Gathering Spaces and Plazas

Planning for public gathering spaces offers the opportunity to showcase community pride and create opportunities for interaction. As people have more choice of where to live, quality of life will be an important decision criteria. Public space as it relates to a municipality’s identity will play a big part. Programming plazas and public spaces with special events ensures active use throughout the year. This can be accomplished in partnership with a chamber of commerce or community organization.

Additional resources

Project for Public Spaces: www.pps.org

Whole Building Design Guide: www.wbdg.org/design/plaza.php



Public gathering spaces, like the ones illustrated in the photographs above, should be incorporated throughout all forms of development including commercial areas and residential areas. They may be in the form of pocket parks or public plazas, and should be enhanced with street furniture and attractive landscaping.

Recovery Zone Economic Development Bonds

The Recovery Act allows for municipalities to declare all or portions of the community, a “Recovery Zone”. Declaring an area a “Recovery Zone” authorizes a local government to issue Economic Development Bonds, a type of Build America Bond, to finance capital expenditures. Local governments receive a direct federal subsidy payment for a portion of their borrowing costs on the bonds. The criteria for declaring an area a “Recovery Zone” are fairly simple and straight forward. An area can be designated by a municipality for a number of reasons including “general economic distress”. Virtually every community in the country meets this requirement which includes: increases in unemployment, increases in foreclosures, decreases in home prices and an overall slowdown in economic conditions. The criteria are purposefully open in order to provide a mechanism for stimulating economic development.

Both Kane and McHenry Counties have declared themselves “Recovery Zones”. Municipalities do not need to designate any area along IL 47 as a “Recovery Zone” as the Counties’ designation includes the entire corridor. Municipalities within the Corridor can work with their respective County governments to issue Recovery Zone Economic Development Bonds on

their behalf. In 2009, Kane County received \$16.8 million and McHenry County received \$18.3 million in federal Economic Development Bonds through the Recovery Zone Financing Program. Elgin is the only municipality in the Corridor that has Recovery Zone Bonding authority.

Recovery Zone Facility Bonds

Under the American Recovery and Reinvestment Act of 2009, counties such as Kane and McHenry may issue Recovery Zone Facility Bonds to help businesses finance the acquisition, construction, and/or rehabilitation of property used in their businesses. Recovery Zone Facility Bonds are “private activity” bonds, the proceeds of which are exempt from the gross income of obligation holders for federal tax purposes. Eligible projects include professional, business, and medical office buildings; warehouses and storage facilities; commercial developments (including retail businesses, shopping centers, auto dealerships, and restaurants); agricultural facilities; and manufacturing facilities. Recovery Zone Facility Bonds promote economic development by allowing local businesses to borrow at interest rates that are substantially lower than those offered by conventional lenders.

Regulations for Adjacency Requirements

Municipalities facing growth issues should consider adjacency (also called concurrency) requirements to ensure that adequate infrastructure exists to support proposed development. Adjacency regulations require that the necessary transportation, water, sewer and similar facilities are in place at the time of development or within a specified time thereafter. This ensures good planning, reduces impacts on existing infrastructure service levels and minimizes the need to use development moratoria. Adjacency requirements for new development should be clearly identified in the comprehensive plan and specific policies should be adopted in practice.

Roadway Design Guidelines

Realizing the goals of the Complete Streets movement also creates the need for roadway design guidelines that provide for all roadway users. Municipal and county-level design guidelines typically contain recommended standards for use when designing new streets, reconstructing, or maintaining existing streets. Design guidelines include graphics that show street dimensions, the placement of facilities for walking, bicycling, driving, and the use of transit. Visual examples are provided to show how to work within existing right-of-way and constrained conditions. If they are adopted as guidance or official policy, these design guidelines provide prescriptive information for the planning, design, and construction of transportation infrastructure that can either be implemented by municipalities, county transportation agencies, or private developers.

Related Tools

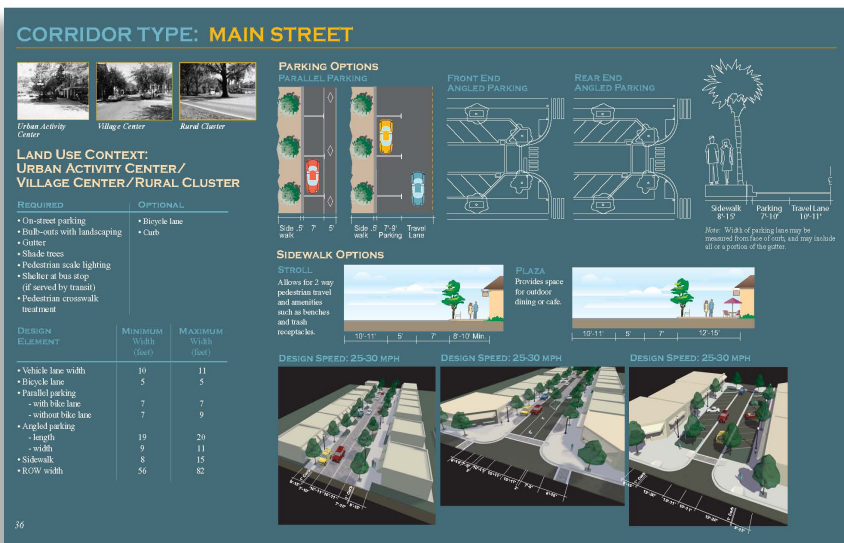
Complete Streets Policy, Transportation Plan

Additional Resources

National Complete Streets Coalition www.completestreets.org

Access Minneapolis Design Guidelines for Streets and Sidewalks www.ci.minneapolis.mn.us

State of Massachusetts Project Development and Design Guide www.vhb.com/mhdGuide/mhd_GuideBook.asp



Sales Tax Increases

A home rule community can institute an increase in the municipal portion of the sales tax without going to referendum. Increases are typically implemented in .25% increments, (but can be greater) and can be used for a variety of uses or to fund specific projects and programs. While exercising home rule authority in this manner can be a beneficial funding source, greatly exceeding the sales tax of neighboring communities can also result in shoppers turning to stores in communities with a lower rate.

Non home rule communities can institute up to a 1% sales tax increase but can do so only through referendum.

Sales Tax Rebate

A Sales Tax Rebate is a tool used by municipalities to incentivize businesses to locate to a site or area. The rebate is offered as a percentage of the municipal portion of the sales tax revenue generated by the establishment and is typically tied to bench marks such as the greater the sales volume, the greater the proportion of the rebate. Sales tax rebate percentages can range from 1% to 100% and are dependent on the goals and objectives of the local municipality. Businesses typically negotiate the timing of the rebate to trigger at build out and stabilization so as to maximize the benefit.

Schools located within Walkable Distance

Siting schools within walking distance of major residential areas promotes healthy living and reduces dependency on the automobile. This translates to a safer route for children and reduced emissions. Municipalities can achieve this by requiring the reuse of existing facilities before granting permission to construct on greenfield sites and by ensuring that comprehensive plan goals and zoning regulations encourage the proximity of new residential development and schools. Additionally, municipalities must ensure that the routes to and from school are safe and that adequate pedestrian and bicycle infrastructure exists.

Additional resources

Safe Routes: www.saferoutesinfo.org

EPA: www.epa.gov



The above aerial photograph illustrates a school within walking distance of the neighborhood around it.

Shared Driveways

Driveways should be discouraged along IL 47. However, in developed areas or where frontage roads are not feasible, shared driveways should be encouraged. A shared driveway is an entrance that serves two or more separate parcels or property owners. Shared driveways achieve the goals of reducing the number of curb cuts along a major roadway and increasing the amount of space available for parking, landscaping, or gross floor area (if permitted by development regulations). Promoting shared driveways can improve walking by reducing the number of driveways that intersect sidewalks.

Sign Ordinance that Discourages Billboards

Billboards are seen as visual pollution and can contribute to blight in a community. Aesthetic regulation has been defended in the courts as a

valid police power for municipalities and this applies to the regulation of billboards. Short of banning billboards, many municipalities have restricted the zoning districts where billboards can be constructed, introduced distance requirements between billboards and regulated the type (e.g., no digital) of billboard. Discouraging and restricting billboards contributes to improved community character and quality of life which can enhance tourism and assist economic development.

Additional resources

Scenic America: www.scenic.org

National Scenic Byways Program: www.bywaysonline.org

Site Design Guidelines

Design guidelines clarify a community's desire for its look and character. Design guidelines complement the comprehensive plan and zoning ordinance by recommending and encouraging standards for development through the use of text, photos, sketches and renderings in the design review process. In this way, specific guidance is offered to developers in order to maintain the distinctive qualities of a community. Design guidelines can be created as a stand-alone document or may be embedded in existing planning texts.

While design guidelines are advisory in nature, form-based codes achieve many of the same goals but with regulatory power.



The Village of Kenilworth adopted Design Guidelines to address building character, the pedestrian realm, parking and service areas, lighting and landscaping, and more. They include highly illustrative graphics and descriptive text to shape what the desired character is in the community.

Smart Growth Codes

Codifying smart growth may be the best way to address development concerns faced by a municipality. In addition to revising the zoning ordinance, it may also be appropriate to revise the municipal building code to ensure that there are not provisions that unintentionally encourage sprawl development. A commitment to compact, walkable neighborhoods means ensuring that modernizing older buildings is easier and cheaper than developing on greenfield sites.

Additional resources

Smart Growth Network: www.smartgrowth.org

EPA: www.epa.gov

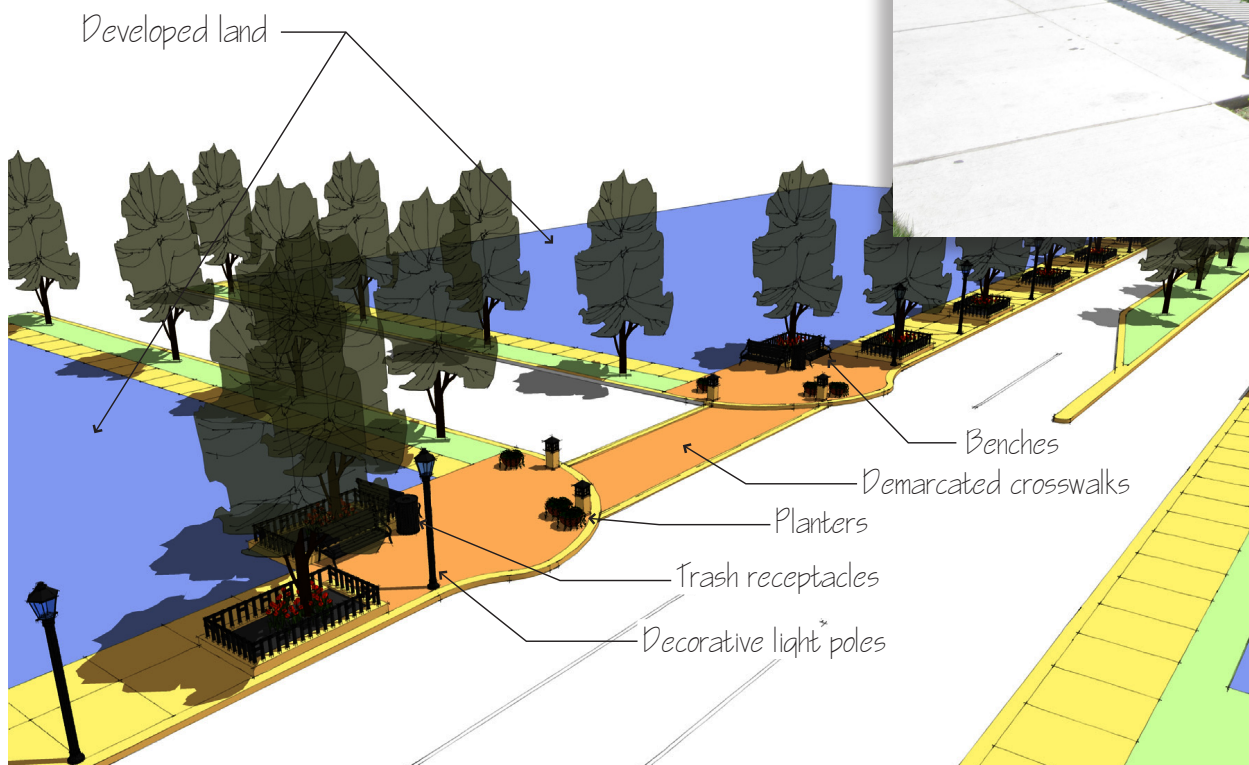
Special Service Areas

A Special Service Area (SSA) provides a means of funding improvements and programs within a defined, targeted area. In an SSA, a predetermined percentage, (dependent upon the amount of funding required) is added to the property tax of properties within the service area. The revenue received from the SSA is channeled back into projects and programs benefiting those properties. An SSA can only be established if a majority of both property owners and electors within the defined area do not object to its implementation. SSAs may be particularly useful in areas with a concentration of businesses fronting the Corridor.

SSA funded projects can include such things as marketing and advertising assistance, promotional activities and events, streetscape and signage improvements, and property maintenance services. SSAs can also be used to fund revolving loan funds or façade improvement programs.

Additional resource

International Downtown Association: www.ida.org



Streetscaping

Streetscaping can contribute to a sense of place through the strategic placement of banners, decorative light poles, benches, planters and trash receptacles. Installing a streetscape creates a unified look to highlight a downtown or special district. Streetscaping can be funded through capital improvement funds, TIF Districts or SSA Districts. Some municipalities have found creative funding sources such as selling commemorative pavers which residents and businesses purchase for the opportunity to have their name on it.



The illustrations on this page are taken from the Village of River Forest's Corridors Plan, and highlight the important streetscape elements that can be included along any major corridor, though the location and orientation of the different elements may vary.

Streetwall Creation

Creating a continuous streetwall (requiring a reduced front yard setback) is one method of promoting placemaking and improving walkability. After all, places are made by those who can experience them by walking around them. Montgomery is the only municipality within the Corridor that allows a 0' front yard setback which is ideal for creating a continuous streetwall. Conversely, larger front yard setbacks (i.e. Sugar Grove's 50'-100' requirement) discourage the creation of a streetwall.

Examples of how different front yard setbacks effect the creation of a continuous streetwall. In the adjacent photos, the first is a 0' front yard setback that creates a sense of place, and promotes walkability. The second example has a much larger building setback that does little to create a sense of place or promote walkability.



Support Regional Planning Efforts

Regional planning efforts address issues that transcend municipal boundaries. Local development decisions impact growth, congestion, environmental quality and quality of life in their own communities and beyond. It is crucial that individual communities support regional planning efforts from the initial goal-setting through assisting with implementation. The two-way delivery of information ensures that regional planning has the desired impact. This includes coordination with county planning agencies. As individual entities, and in their role as links to larger efforts, county planning agencies are an important resource for municipalities.

Additional resources

Chicago Metropolitan Agency for Planning: www.cmap.illinois.gov

Metropolitan Planning Council: www.metroplanning.org

Tax Incentives

Municipalities may enhance economic development efforts or support land use goals through the use of tax incentives for property or business owners. There are various tax incentives available at the local, county and state level that can be broadly categorized into property, income and sales tax. Authorization to enact a particular incentive program depends on state law and home rule status. Programs may take the form of tax abatement (for a specified period of time), tax rebates or may allow the issuance of revenue bonds. State level programs provide incentives for job creation, employee training, energy efficiency and infrastructure improvements. Additional programs are available for municipalities with TIF or SSA districts.

Additional resources

State of Illinois: www.illinois.gov

Illinois Municipal League: www.iml.org

Tax Increment Financing

Tax increment finance (TIF) is a powerful tool that several Corridor municipalities have used successfully. TIF utilizes future property tax revenues generated within a designated area or district to pay for improvements and incentivize further reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established is reinvested in the area. Local officials may then issue bonds or undertake other financial obligations based on the growth in new tax revenue within the district.

The maximum life of a TIF district in the State of Illinois is 23 years although the TIF district can be extended via approval from the Illinois state legislature. Over the life of a TIF district, the taxing bodies present within the district, such as school or park districts, receive the same amount of tax revenue that was generated in the base year in which the TIF was established. There are provisions that allow for schools to receive additional revenue.

TIF funds can typically be used for infrastructure, public improvements, land assemblage and in offsetting the cost of development – including but not limited to engineering, storm-water and other site related issues.

Each municipality would need to undertake a study to determine whether areas or projects are TIF eligible. Municipalities could use the provision of TIF funding to incentivize and attract desired development along or adjacent to the Corridor. A TIF District for example, could include IL 47 properties as well parcels on adjoining arterials.

Additional resource

Illinois Tax Increment Association: www.illinois-tif.com

Teardown Regulations

Many older communities are facing drastic changes in the look and character of their residential areas due to excessive teardowns. A teardown is defined as the practice of demolishing an existing structure with the intention of constructing a new (and usually) larger home. Too often these new homes are out of scale with existing neighborhoods and their development may sacrifice mature trees, backyards, affordability, and access to air and sunlight for neighboring properties.

Teardown regulations and tools have been used in many municipalities to combat the practice. Revising the comprehensive plan to determine where to accommodate growth and change is usually the first step. In addition, many municipalities are reviewing their zoning ordinance for areas appropriate for downzoning and areas for incorporation into a historic district. Communities caught off guard by a teardown trend have used temporary moratoria in order to review their regulatory documents and processes. The design review process can be used to ensure appropriate floor area ratios (FAR), lot coverage and setbacks are achieved when new development occurs in older areas.

Additional resources

National Trust for Historic Preservation: www.preservationnation.org

Chicago Metropolitan Agency for Planning: www.goto2040.org

Traditional Neighborhood Development

Traditional Neighborhood Development (TND) is a type of development that promotes compact, walkable, mixed-use neighborhoods. Also called “neotraditional” development, TND is based on development patterns of the early twentieth century that were not dominated by the automobile. The goal is to foster a sense of community by allowing residents to shop, work and play without having to use a car for every trip. This is achieved by maintaining a scale of buildings and streets that is pedestrian-oriented. TNDs have an identifiable center anchored by civic, community and/or commercial buildings. Affordability and diversity are encouraged through a mixture of housing types and prices.

Additional resource

Congress for the New Urbanism: www.cnu.org

Transit Plan

Municipalities can plan for future transit by identifying locations for future transit stops. Generally, bus stops are placed at signals and other places where pedestrians can cross the road. Development should be focused at transit stops (see Transit Oriented Development). In addition, sidewalks should be encouraged so that people can walk to the transit stop from the surrounding area. The identification of future transit stops will ensure that space can be provided for bus stop pads, shelters, benches, and other amenities. It may also be used to plan changes to the roadway cross section, including pull-off lanes for buses or curb bulb-outs for improved pedestrian crossings.

Related Tools

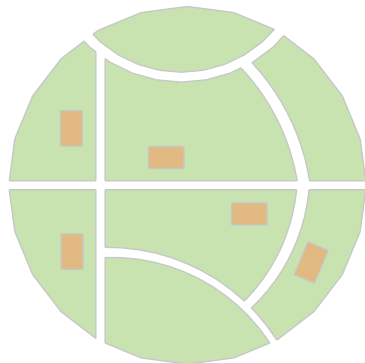
Bicycle Plan, Pedestrian Plan, Transportation Plan



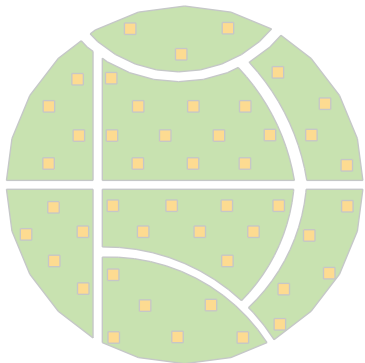
Plans for future transit can be supported by clustering development within 1/4 mile of a proposed transit station and by leaving right-of-way available for proposed bus stops and waiting pads.

Transfer of Development Rights

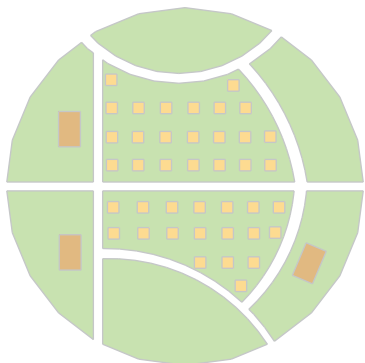
Transfer of Development Rights (TDR) is a legal mechanism to convey development rights from one parcel of land (“sender” or “donor”) to another parcel (“receiver”). The sending parcel typically has an element the municipality would like to preserve (open space, vistas, historic structures) while the receiving parcel is an appropriate site for additional density or height. The TDR process incentivizes both parcels to achieve the common goal. TDR can be accomplished within a municipality if they have agricultural zoning districts.



Undeveloped Land/Agriculture

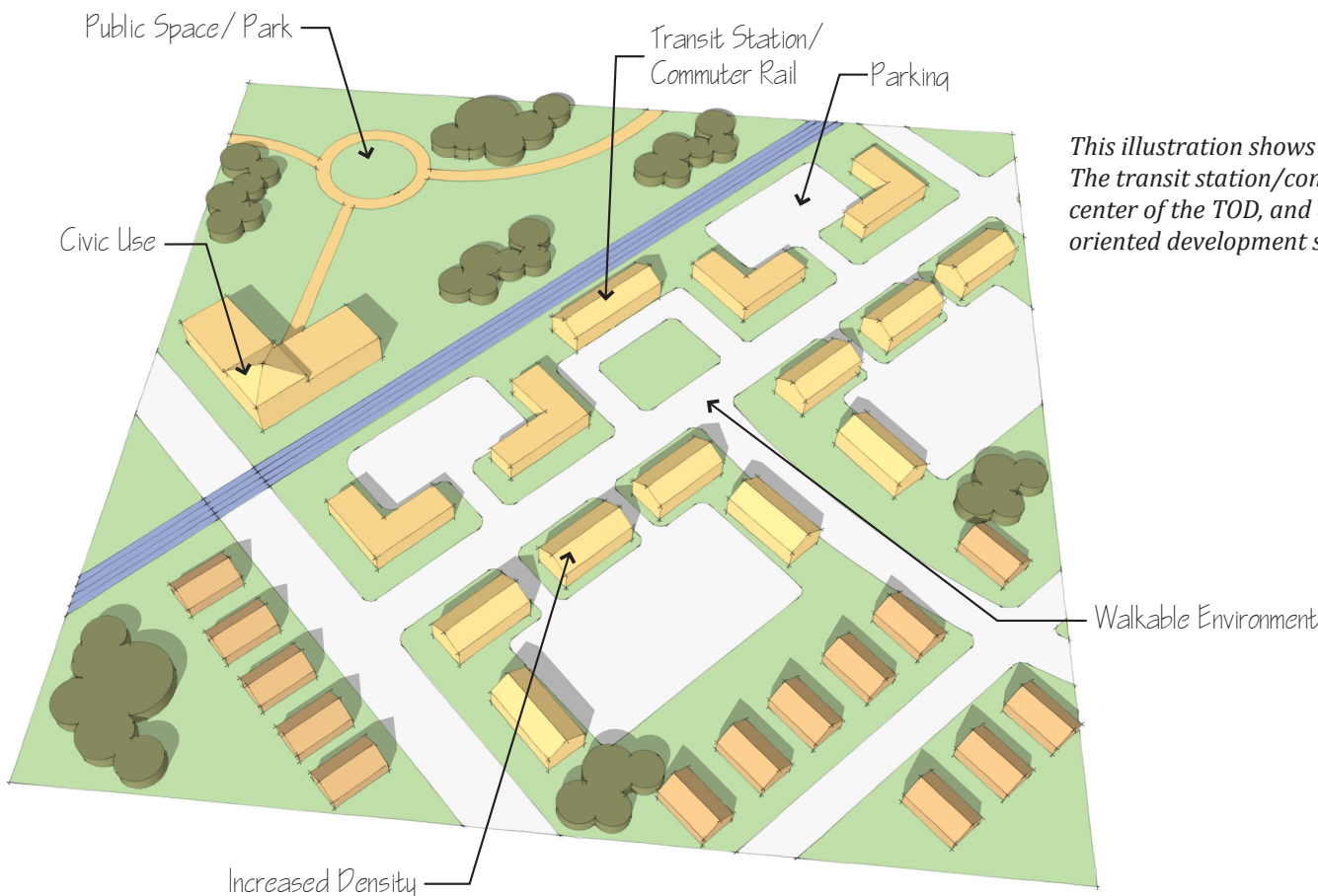


Standard Low Density Development



TDR Program in place: Higher density in certain areas, open space/agricultural preservation in others

This graphic illustrates how a TDR Program may affect development in an existing agricultural area.



This illustration shows a conceptual suburban TOD. The transit station/commuter rail functions as the center of the TOD, and dense, mixed-use, pedestrian-oriented development surrounds it.

Transit Oriented Development

Transit Oriented Development (TOD) prioritizes mass transit (bus or rail) as a mode of transportation. Uses in TODs are typically compact, dense and located in close proximity to transit facilities. This maximizes investment in transit infrastructure or anticipates the construction of new facilities. TODs enhance the convenience of traveling for pedestrians, bicycles and transit riders. Typical uses include a mix of housing types, convenience retail (such as coffee shops, dry cleaners and shoe repair), and public spaces. By containing a mix of land uses, often within the same building, a TOD seeks to create a sense of place while at the same time reducing the need to drive. A TOD is walkable, and clusters land uses within one-quarter to one-half mile of a transit stop or station. For residential land uses, density is expressed in dwelling units per acre. For non-residential land uses, gross floor-to-area ratio is used. For best results, these densities are maintained for all land uses within one-quarter to one-half mile of a proposed or existing rail or bus transit station. Suggested density ranges are shown in the table.

Density thresholds for areas around commuter rail stations vary widely across the Chicago metropolitan region and nationally. No specific density guidelines have been developed. Commuter rail TOD is increasing in popularity as a development pattern. It has become common practice for municipalities to work with transit agencies in developing transit oriented development plans that center on commuter rail stations.

Related Tools

Cluster Development, Mixed Use Development, Growth Node Location Identification

Additional Resources

Massachusetts Bay Transportation Authority: http://www.mbta.com/about_the_mbta/t_projects

Maryland Department of Transportation Office of Real Estate - <http://www.mdot-realestate.org/tod.asp>

Center for Transit Oriented Development: www.reconnectingamerica.org

Chicago Metropolitan Agency for Planning: www.goto2040.org

Transit Plan

A transit plan identifies the goals and objectives for improved existing or future transit service. By identifying the desired or likely locations for transit, municipalities, counties, or regional agencies can develop land use policies and coordinate the construction of transportation infrastructure to support planned transit service. A transit plan can be part of a transportation plan or can be a separate document. Transit plans may contain a map of proposed or potential transit service or provide only land use policy and site development guidance.

Related tools

Bicycle Plan, Pedestrian Plan, Transit Plan

Transportation Impact Study

A transportation impact study is undertaken at the time a development proposal is prepared to estimate the impact on an area’s existing roadway capacity. Once impacts are identified, a proposed development estimates the traffic impact that a proposed development would have on the existing transportation network. Upon establishing this connection, developers then would work with the municipality to pay for the infrastructure improvements that would be needed to adequately mitigate the traffic impact that is estimated. Transportation impact studies often are required by ordinance for developments that meet a minimum threshold, the definitions for which vary by community and region. Typical elements of a transportation impact study include site plans and maps, an analysis of trip generation and distribution, and site entry and exit information.

Related Tools

Access Management Plan

Additional resource

Institute of Transportation Engineers: www.ite.org

Transportation Plan

A transportation plan identifies capital investment priorities and policies that are necessary to help municipalities realize the goals presented in a comprehensive plan. Too often, a comprehensive plan is focused primarily on land use planning to comply with zoning enabling legislation, and does not focus on improving the connection between land use and transportation. Some of the clearest guidance provided in a transportation plan is a map of the proposed transportation network. This helps a municipality identify where transportation system capacity is needed to support the proposed land use plan in the comprehensive plan. Transportation plans also provide design guidelines for transportation infrastructure that is not just for roads. The map and design guidelines are provided for roads, sidewalks, bicycle facilities, traffic signals, truck routes, and transit stops. Adopting a plan with these components helps communicate the quality of private development of land use and infrastructure that is consistent with the goals of the municipality.

Related tools

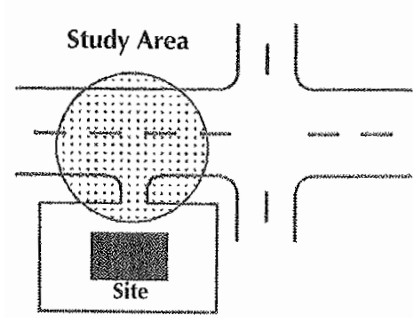
Bicycle Plan, Pedestrian Plan, Transit Plan

Truck Route Alternatives

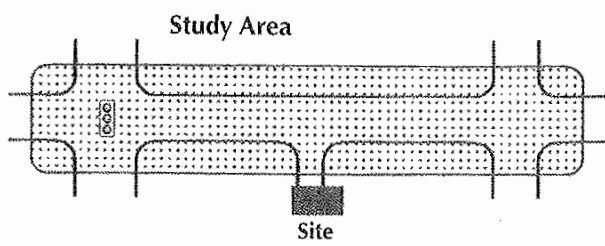
IL 47 is a designated truck route. When truck routes travel through the center of a municipality, the roadway’s capacity and efficiency are affected and truck routes may adversely impact adjacent land uses, particularly in areas where pedestrian activity exists or is anticipated. Municipalities can alleviate this conflict by providing a nearby collector or arterial roadway that is built to the design specifications of a truck route and offer these routes as alternatives to IL 47 in areas where it is used as the main street.

Related Tools

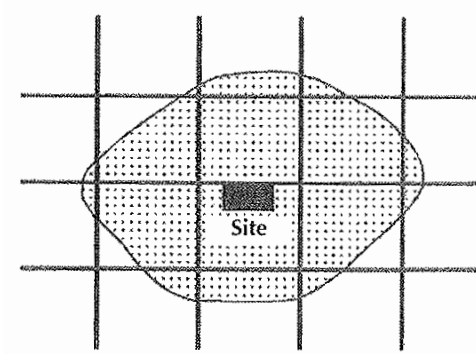
Access Management Plan, Collector Roadway Grid



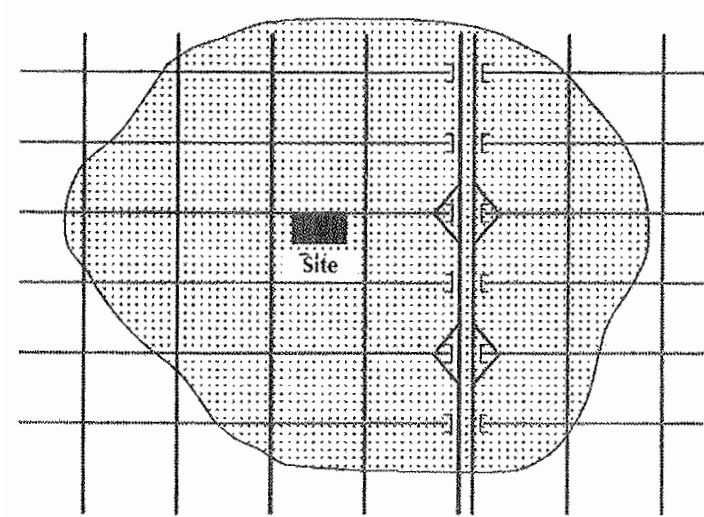
Access Location & Design Review: Evaluate driveway movements



Traffic Assessment: Evaluate adjacent intersections



Traffic Impact Statement: Evaluate nearby intersections



Regional Traffic Analysis: Evaluate subarea of the roadway system

Utility Connection Fee Waiver/Reduction

Municipalities and other service providers can utilize connection fee waivers or reductions as incentives to encourage desired design or development practices. A waiver or reduction of such fees at the outset of a development can significantly lower private-sector construction costs. It may behoove local governments to craft agreements that include ‘recapture provisions’ so that upgrade costs can be recaptured through fees paid by future benefiting users. In the case of a fee waiver or reduction being granted to attract a large employer, the local government could require full payment of any utility or connections fees if the new development does not meet certain thresholds regarding employment.

“White Elephant” Ordinance

Communities are using several techniques to combat “big box” blight when a large stand-alone or anchor retailer closes and leaves a vacant store. Even before a new big box is approved, some communities are preparing for their eventual demise. Conditions of approval may include a performance bond where the developer is responsible for paying for the demolition or maintenance of the property should it be vacated. Creative conditions of approval including requiring developers to submit plans for reuse in case of vacancy, requiring the vacating business to assist in marketing the property and limiting the use of restrictive covenants (that prohibit lease or sale to competitors) are also being employed. Additionally, communities are strengthening their property maintenance standards to address specific issues raised by vacant big box stores. Ordinances may also be enacted that limit store sizes or require an economic impact analysis for new proposals.

While a developer or property owner has financial incentive to fill a vacant space, other considerations such as keeping out competition may inhibit them from filling a vacancy in a timely fashion. A municipality may consider regulations to avoid a situation which may encourage blight.

Additional Resources

New Rules Project: www.newrules.org

APA PAS Report: [Meeting the Big Box Challenge](#)

Zoning Ordinances, Building Codes and Regulations Updates

Communities who find themselves frustrated that their desired goals are not being achieved through proposed developments may look to their zoning ordinance and building code. If out of date they can produce unpredictable and undesirable results. The introduction in recent years of new types of codes (e.g., form-based, smart codes) gives communities the option to revise their codes to achieve their goals.

Additional Resources

Smart Growth Network: www.smartgrowth.org

International Code Council: www.iccsafe.org

Appendix A

Corridor Character

An assessment of the Corridor was conducted to determine existing conditions in each municipality and in unincorporated areas. Existing land uses and character were documented, along with existing studies, plans, and reports provided by each municipal jurisdiction. Specific plans that have been reviewed include municipal comprehensive plans, downtown plans, corridor plans, and other planning documents that have recommendations for the Corridor.

Character Analysis

The following provides a summary of each municipality’s character, planning challenges to date, and future character along the Corridor. Planning challenges that are identified were based upon interviews conducted with municipal representatives as part of the planning process.

Unincorporated Kane County and McHenry County

Character:

The unincorporated areas in the Corridor consist primarily of agricultural land with single-family residential uses. These residences are farmsteads associated with adjacent agricultural uses and some residential county subdivisions. The agricultural land is actively farmed; however there are areas of wetlands, floodplains and wooded areas that remain in their natural state.

Future Character:

The future character of the unincorporated areas will be guided by the plans and policies of the counties and more importantly by municipalities as they annex land adjacent to their municipal boundaries. The State of Illinois permits municipalities in Illinois to develop long-range plans for unincorporated areas within 1.5 miles of their incorporated limits. Within these areas the comprehensive plans of the municipalities will establish the desired uses and guiding policies which will greatly influence the future character of the Corridor.

Village of Hebron (Historic Municipality)

Character:

Hebron is the northernmost municipality within the Corridor, situated in McHenry County near the Illinois/Wisconsin border. IL 47 serves as the primary north-south corridor travelling through Hebron. The Village of Hebron is one of the few municipalities where IL 47 acts as the main street in a traditional downtown.

Downtown Hebron is composed of traditional downtown storefronts along IL 47, with numerous pedestrian amenities and on-street parking, including parallel parking stalls along IL 47. Outside of the downtown, there is a limited amount of single-family residential and commercial development which transitions to agricultural land uses away from the downtown.

Challenges identified by Hebron:

A defining characteristic of traditional downtowns and Main Streets are buildings located at or near the front property line that form a continuous streetwall of active storefronts and display windows. This urban form, present in Hebron, limits the potential to widen IL 47 to accommodate increased amounts of traffic or future development.

The intersection of IL 47 and O’Brien/Vander Karr Road, an east-west arterial, may be considered a problematic intersection due to obtuse angles and poor sightlines/visibility.



Future Character:

The Village of Hebron’s Comprehensive Plan identifies three objectives: protect residential neighborhoods from incompatible adjacent development; preserve and provide open space throughout the village for passive and active recreation and to protect important environmental features; and carefully control development by maintaining high standards for compatibility.

While commercial land use is planned for the majority of the Corridor, intersections with O’Brien Road, IL 173 and State Line Road are recommended as more intense commercial centers. The comprehensive plan also identifies transportation recommendations for IL 47. This includes the realignment of the intersection with O'Brien Road as well as exploring a by-pass using an extended Johnson Road to the west. A bypass would allow IL 47 to remain the village’s main commercial corridor while diverting truck traffic away from IL 47 and the downtown area.

City of Woodstock (Historic Regional Center)

Character:

Woodstock is the county seat of McHenry County and is the largest municipality within the Corridor. A number of land uses are present along the Corridor within Woodstock, including office, commercial, open space, agricultural and residential. The northern areas of the municipality are comprised of primarily older industrial and commercial uses, along with a high concentration of single family homes. This area also includes some neighborhood convenience commercial uses and institutional uses, most notably the McHenry County Government Center located on the east side of the intersection of IL 47 and Ware Road.

Situated at the intersection of the heavily-trafficked roads of IL 47 and US 14 is an intense, but small commercial area where businesses compete to maximize their exposure to the high traffic volumes. In addition to this commercial node, several commercial strip centers, automobile service centers and car dealerships are located along the Corridor.

Challenge identified by the City of Woodstock:

The City of Woodstock has recognized that growing congestion along IL 47 is an issue for both the city and larger region. To address the traffic issue the city has been proactive in its local planning and infrastructure initiatives and is hopeful to widen roads, add new underpasses, and improve intersections with signals and turning lanes.

Future Character:

Woodstock has indicated a desire for the northern areas of the city to retain their residential developments and employment centers. The southern portion of the city is planned to develop with arterial mixed-use development and open space/agricultural land.

The city's vision is also articulated in its comprehensive plan and its zoning map. The zoning map indicates that the majority of parcels in the Corridor are classified into different business districts, with a small light industrial zone. Residential zoning districts of various densities are predominately north of McHenry Avenue. General business and office districts are also designated north of McHenry Avenue (IL 120).

The City's comprehensive plan calls for commercial uses between McHenry Avenue and Lucas Road with the exception of some parcels designated as neighborhood development and resource conservation areas. North of McHenry Avenue, land along IL 47 is planned to be primarily residential with the exception of a cluster of commercial and civic uses at the intersection of IL 47 and Ware Road where the McHenry County Government Center is located. Near this intersection, a mixed-use neighborhood development district is planned. The development will likely be sustained by the activity of the County complex and traffic along IL 47.



Village of Lakewood (Edge Municipality)

Character:

The part of Lakewood located in the Corridor includes a quarry located north of the intersection of IL 47 and Foster Road. The area between Conley Road and Pleasant Valley Road (IL 176) is located within the extra-territorial planning jurisdiction of the Village of Lakewood. In addition to the quarry, land uses in the Corridor consist of undeveloped and agricultural land, some of which is located in a floodplain or contains wetlands.

Future Character:

The Village of Lakewood desires a variety of land uses. In the south areas of the municipality, Lakewood has planned for open space and estate residential uses. Mixed use development (defined as largely single-family residential development with neighborhood retail uses clustered around a public space) is planned to the north. Some commercial and office use is indicated on its land use plan for the area to the north and south of Ballard Road, and also north of IL 176, where a regional retail center is envisioned for the area.

Village of Lake in the Hills (Edge Municipality)

Character:

Lake in the Hills is located in the southeastern portion of McHenry County with IL 47 serving as its current western boundary. Similar to other municipalities in the Corridor, the majority of the area within the Lake in the Hills planning area is comprised of undeveloped/agricultural land with some single family residential development scattered throughout. The residential neighborhoods that exist within this section of the Corridor are typical suburban subdivisions with large setbacks and limited direct access to IL 47.

Challenges identified by the Village of Lake of the Hills:

Currently, Lake in the Hills is considering either a mixed-use urban center or a strip commercial development along IL 47. The Village would like to improve the intersection of Ackman Road and IL 47 with signals and an intersection realignment.

Future Character:

The Village of Lake in the Hills hopes to promote the Corridor as a major commercial center with unified architecture, landscaping, public plazas and open space. Additionally, the village’s comprehensive plan states that streetscape enhancements are intended to run the entire length of IL 47 within the village to improve the appearance of the Corridor and strengthen its identity.

Contained in the village's comprehensive plan is an IL 47 subarea plan that encompasses more than 450 acres south of Conley Road, primarily east of IL 47. Only commercial uses are specified directly adjacent to IL 47.



Village of Huntley (Regional Center/Historic Municipality)

Character:

The Village of Huntley is located along the Kane-McHenry County line. IL 47 is the village’s primary north-south roadway. Along IL 47 there are a number of land uses including residential, commercial, open space, and agricultural land. IL 47 travels through Huntley’s traditional downtown past small, historic storefronts, older industrial uses, and historic homes. Vehicular traffic congestion is already a significant issue along IL 47, while pedestrians have not been appropriately accommodated in the design of IL 47 through Huntley.

Located south of downtown Huntley along the Corridor is a combination of open space, residential and commercial land uses. This includes the Del Webb’s Sun City development and a variety of large chain retailers. Situated at the interchange of IL 47 and I-90 is a regional shopping center, a car dealership, commercial strip centers, and a distribution center.

Challenge identified by the Village of Huntley:

A key issue in the Village of Huntley is concern that the roadway is too narrow within its downtown. Widening the roadway would affect more than 80 properties and would impact pedestrians and the character of the downtown.

Future Character:

The Village of Huntley’s zoning map designates three commercial districts along the Corridor: Regional Retail, Shopping Center, and Business. Both the Regional Retail and Shopping Center Districts surround the IL 47/I 90 interchange where the village envisions the emergence of a regional employment center. Other sections of the Corridor are envisioned to capitalize upon vehicular traffic volumes to create sales tax revenue for the village. There are plans to create a regional retail district on both sides of IL 47 at Kreutzer Road. While much of this land is currently vacant, infrastructure including roads, stop lights and electricity, has been put into place to accommodate future commercial development.

Downtown Huntley will remain in its current context, along with existing residential uses which surround it. North of downtown, “arterial mixed-use” developments are desired by the village along with a landscaped buffer to run the length of the Corridor through the village to protect its residential neighborhoods.



Village of Hampshire (Edge Municipality/Regional Center)

Character:

The Village of Hampshire has very few properties along IL 47 (west of IL 47, near the intersection with Reinking Road). This area of the Corridor is best described as rural, comprised of agricultural land.

Future Character:

Most of the Corridor within Hampshire and its planning area is planned for a mix of uses. Although this has been articulated by the village as “mixed-use” this mix of uses focuses retail development along IL 47 and less intensive uses on the periphery. Retail/commercial, residential, office, open space and institutional uses are all promoted by the Village in this area.

Village of Pingree Grove (Edge Municipality/Regional Center)

Character:

With recent annexations and development, the Village of Pingree Grove has grown from 100 residents to nearly 4,000 residents in 2008 (Village of Pingree Grove). The transformation from a small, historic village to a quickly growing municipality was facilitated by the conversion of agricultural land to residential development along IL 47.

Future Character:

The Village of Pingree Grove has plans for continued growth and development. The Village would like the intersection alignments of IL 47, US 20 and IL 72 improved. The Village plans to provide necessary shopping for its current and future residents within the Corridor and specifically desires a grocery store. The Village of Pingree Grove Land Use Plan shows a mix of retail and office commercial uses within the Corridor with some residential uses.

Also, there are preliminary plans for a future town center development off of IL 47, north of IL 72 (Higgins Road) and east of IL 47 that may contain a mix of uses such as a village green. Approximately two years ago an condominium development was constructed west of IL 47 north of IL 72. Currently, a commercial development is being constructed near the intersection of IL 47 and US 20.

In addition to the Village’s desires for expected growth, Kane County has designated two “Priority Places” within Pingree Grove. The County has defined a Priority Place as a location where the ten principles of smart growth for safe, healthy and livable municipalities is encouraged.

Village of Burlington (Edge Municipality)

Character:

Although Burlington does not front along IL 47, a small portion north of the Canadian National railroad tracks on the west side of IL 47 is within the Village’s extraterritorial planning jurisdiction. Land uses in this area include agricultural/undeveloped land and an unincorporated single-family subdivision.

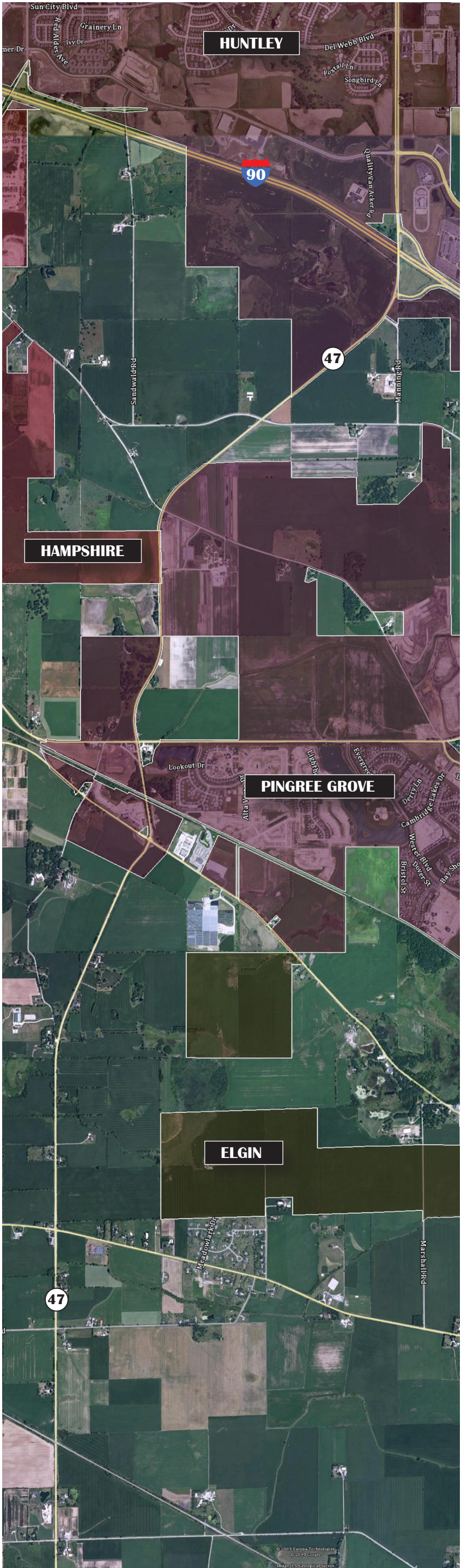
Future Character:

The Village has expressed a desire to maintain the existing character and single-family development type as the future character for the Corridor. However, this section of the Corridor also falls within the City of Elgin’s planning area which has a different vision for the Corridor.

City of Elgin (Edge Municipality)

Character:

The City of Elgin is situated east of IL 47, with its geographic center located along the Fox River and US 20 (Lake Street). The current character of this portion of the Corridor is primarily agricultural with some scattered single family homes within the vicinity.



Future Character:

The City of Elgin has established a boundary agreement with the Village of Burlington that places approximately 4 miles of IL 47 (from Plank Road south to Campton Hills) within Elgin’s jurisdiction. Should this section of the Corridor ever develop, it would be annexed and regulated by the City.

Articulating Elgin’s vision for the Corridor is its Comprehensive Plan and Design Guidelines (2005), which identifies three mixed-use nodes situated at major crossroads of IL 47. Between these nodes, the City has plans for employment centers, office parks, business parks and distribution centers with direct but limited access to IL 47. The land use plan also indicates a small portion of the Corridor to the south of Plank Road and the area surrounding the McDonald Road be developed with low density residential development.

The city is investigating traffic calming measures for the mixed-use nodes within the Corridor as well as bicycle/pedestrian trail connections between these nodes and the rest of the city.

Village of Campton Hills (Edge Municipality)

Character:

Incorporated in April 2007, the Village of Campton Hills is the newest municipality in the Corridor. The existing character of the Village is best described as a mix of agricultural areas and large-lot residential subdivisions, including a small residential subdivision that occupies the north-east corner of IL 47 and McDonald Road.

Challenge identified by the Village of Campton Hills:

The Village of Campton Hills and the Village of Lily Lake are growing toward each other and have no boundary agreement.

Future Character:

Until this new municipality adopts its own comprehensive plan and zoning ordinance, the Village has adopted the Campton Township Comprehensive Plan and the Kane County Zoning Ordinance with minor revisions. The Kane County ordinance identifies the majority of parcels within this portion of the corridor as agricultural, with some parcels zoned for estate residential and commercial uses.

The Village of Campton Hills has not indicated any specific plans for the section of the Corridor within its planning jurisdiction; however, initial discussions have indicated a desire for residential and commercial mixed-use development.

Village of Lily Lake (Historic Municipality)

Character:

The Village of Lily Lake is situated in central Kane County, adjacent to IL 64. Existing land uses in the area consist of agricultural land, residential homes, and a commercial development at the intersection of IL 47 and IL 64. Situated north of IL 64 is a viaduct for the Union Pacific railroad. North of the viaduct, within the heart of the Village, existing uses fronting IL 47 include Lily Lake Grade School, single-family residential, and a few commercial and light industrial uses.

Challenges identified by the Village of Lily Lake:

Issues with land ownership and acquisition have hindered IDOT from improving the intersection of IL 47 and IL 64. There is insufficient existing right-of-way to accommodate the widening of IL 47 through the downtown area. A boundary agreement between the Village of Lily Lake and the Village of Campton Hills is needed to foster planned and orderly growth.

Future Character:

In general, Lily Lake is supportive of smart growth principles, traditional



neighborhood design and connectivity for any future development within the Corridor. Future arterial mixed-use and compact mixed-use developments within the Lily Lake sections of the Corridor are anticipated to be built on the established principles of smart growth.

The Village has emphasized the importance of providing trail connections in future development to complement the Great Western Trail which runs through the municipality. To better guide growth and development within the Village of Lily Lake and its planning jurisdiction, including areas within the Corridor, the Village is updating its comprehensive plan.

Village of Elburn (Historic Municipality)

Character:

The Village of Elburn is centrally located in Kane County and is actively preserving its small town character. As in Hebron, IL 47 passes through the center of downtown Elburn and is the Village’s main street. Elburn contains traditional commercial downtown development with continuous street walls and storefronts along both sides of IL 47 north of the railroad tracks. Outside downtown Elburn, uses in the Corridor are generally comprised of residential and institutional uses to the north and suburban strip commercial to the south. The intersection of IL 47 and IL 38 contains a number of new suburban strip commercial developments characterized by buildings set back behind parking lots with sidewalks along the road.

Challenges identified by the Village of Elburn:

Local and regional growth has contributed to congestion along IL 47 as it passes through Elburn. This is exacerbated by an at-grade rail crossing with heavy freight rail traffic. The Village has indicated it does not wish to stop growth and development; rather, the Village intends to critically evaluate new development proposals to ensure that they are consistent with the long-term vision of the municipality with minimal impact on infrastructure, including IL 47.

A defining characteristic of traditional downtowns and Main Streets are that buildings are located at or near the front property line that and form a continuous street wall of storefronts and display windows. This urban form, while characteristic of a vibrant downtown that is walkable, limits the potential to widen IL 47 to accommodate increased amounts of traffic or future development. Therefore, the village has been working with KDOT and IDOT for an extension of Anderson Road to provide an alternative north-south route to IL 47 that includes and grade-separated railroad overpass.

Future Character:

The Village of Elburn has identified the intersection of IL 47 and Keslinger Road, south of the Village’s downtown, as a primary target for green space preservation. Improvements to Anderson Road are envisioned to help alleviate congestion problems within the downtown Elburn and provide an alternative to IL 47. Initial discussions and workshops have indicated a desire to maintain the traditional downtown, and promote mixed-use development along IL 47.

The Village has undertaken studies for the area surrounding the Metra station. In general, the studies promote TOD near the existing Metra station and a proposed Anderson Road extension and railroad overpass. Various groups and agencies such as the Urban Land Institute (ULI) and CMAP have worked with the Village to create concept plans for the TOD area.

Currently, an Elburn Station concept plan has been developed for the area surrounding the station and along Anderson Road. The concept plan builds upon the goal of creating a TOD and proposes mixed-use developments and multi-family residential properties near the Metra Station.



Village of Sugar Grove (Regional Center)

Character:

The Village of Sugar Grove is located along IL 47 in southern Kane County. Land use along this portion of the Corridor includes agricultural, residential, commercial, industrial, undeveloped and institutional, including Waubonsee Municipality College.

The historic center of Sugar Grove, south of US 30, includes a small concentration of mid-twentieth century commercial and residential development set back from the roadway behind parking lots and monument signs. New commercial development, with larger setbacks has been built at the intersection of Galena Boulevard and IL 47 and includes a grocery store, bank, gas station and other strip commercial development. Single-family residential development on large lots is located primarily to the west of IL 47.

Future Character:

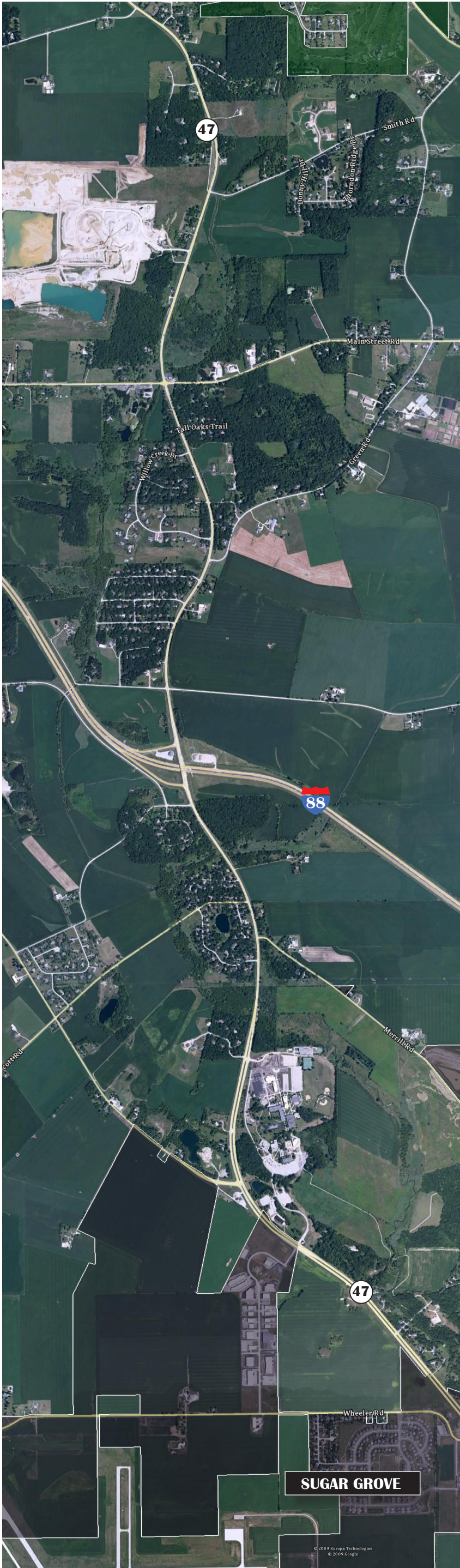
Initial discussions and workshops have indicated a desire by the Village for a mix of commercial, residential, compact mixed-use, institutional, open space, and agricultural uses in the Corridor to be consistent with the Village’s comprehensive plan. The timing of the build out for the land area within Sugar Grove will likely coincide with the completion of a full interchange at I-88 and IL 47.

Sugar Grove is projected to experience enormous growth, expanding from its current population of approximately 8,000 residents to 62,742 (CMAP 2030 Forecasts of Population). The Village views the completion of a full interchange at IL 47 and I-88 as an important factor in this growth.

New, compact, mixed-use development is desired at the southwest corner of IL 47 and US 30. Sugar Grove’s Zoning Map indicates that many parcels along the IL 47 Corridor are planned to accommodate commercial uses. Sugar Grove is zoned for agricultural uses at the north and south ends of the Village with residential parcels are scattered along IL 47.

Sugar Grove’s comprehensive plan includes open space requirements that are similar to those recommended in the Kane County Land Resource Management Plan. The transportation plan contained within the comprehensive plan indicates that additional capacity will be needed on IL 47 to accommodate growth. They recommend roadway widening, left-turn lanes, and coordinated traffic signals.

Also shaping the future character of the Corridor within the Village is Sugar Grove’s IL Route 47 Development Manual. This manual is used by the village to guide landscaping, signage, building orientation, parking lot design, and overall design and development guidelines for commercial uses along IL 47.



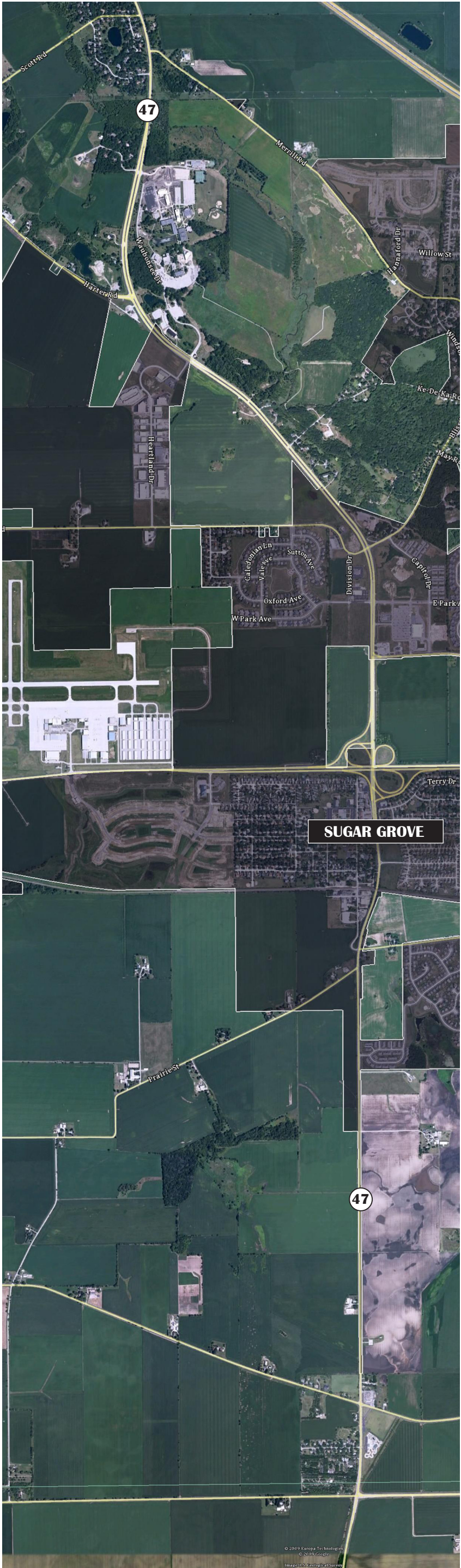
Village of Montgomery (Edge Municipality)

Character:

The Village of Montgomery is situated at the south end of Kane County and the southern end of the Corridor. IL 47 is the Village of Montgomery’s western planning boundary. Current uses primarily consist of agricultural land, with the exception of a small commercial development at Base Line Road.

Future Character:

Guiding the future character for the Corridor within the Village of Montgomery is its Western Corridor Subarea Plan, which builds upon the village’s comprehensive plan. The Village’s comprehensive plan designates retail uses for the area near the northeast corner of IL 47 and US 30 with a conservation area planned to buffer residential uses east along Jerich



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 unir	*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 Undesireable 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, which-ever 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’>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	Incenvetives 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, Sew-age 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.

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

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.

Community	Permitted	# of Districts	Potential Undesireable 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	Heliport, 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, Heliport, 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

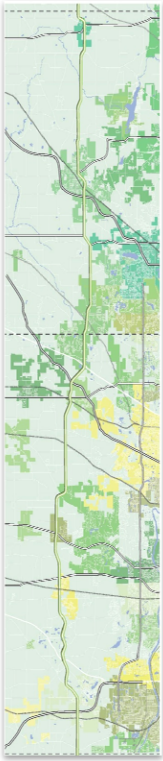

Appendix D: Stakeholder Participation

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)

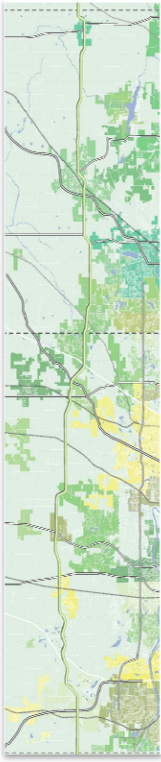

The purpose of the municipal workshop was to review the planning challenges and the toolbox of best practices. Agency representatives provided feedback on both the planning challenges and the toolbox, and were asked to suggest revisions, additions, or deletions to best reflect the needs of the municipalities. 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

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

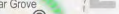
Documents collected:

- 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 liked the idea that the configuration of IL 47 could be something other than a typical major arterial.
 - 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

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.

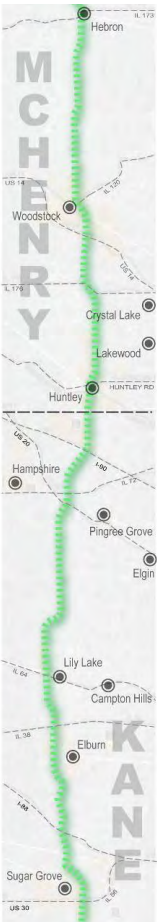
Prepared by: Craig Williams

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

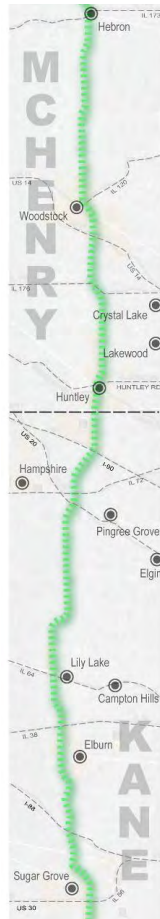
Prepared by: Craig Williams

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

<p><u>Jurisdiction</u> 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.</p> <p>The Facility Planning Area for utilities is conterminous with the Village planning area as shown in the Comprehensive Plan.</p> <p><u>Growth</u> They conducted a special census in 2008 and the population was 3,546. The Village is growing west towards IL 176</p> <p><u>Future Context</u> 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.</p> <p><u>Future Roadway</u> They are aware that IDOT has a Phase I study underway and that IL 47 will most likely be 4 lanes in the future.</p> <p><u>Project Objectives Discussion</u> 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.</p> <p>They recognize that commercial land use should accompany higher density residential land use to encourage bicycling and walking.</p> <p>There will need to be major consideration for getting people across IL 47.</p> <p>ROW identification needs are an issue – It is not clear as to how much ROW should be set aside.</p> <p>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.</p> <p>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.</p>	
<p><u>Other</u></p> <p>We will contact Ders Anderson of Open Lands about a grant application for an IL 47 sidepath from Woodstock to Hebron.</p> <p>Prepared by: James Considine</p>	



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

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

Project Participation

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

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

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

Municipal Jurisdiction

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

Project Issues Discussion

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


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.

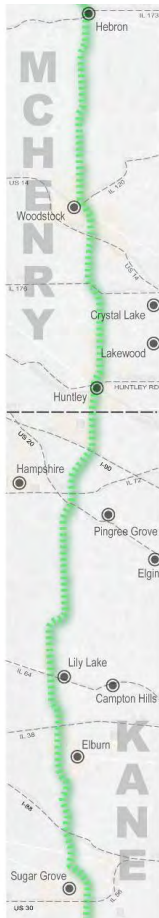
Prepared by: James Considine

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 Waubensee 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


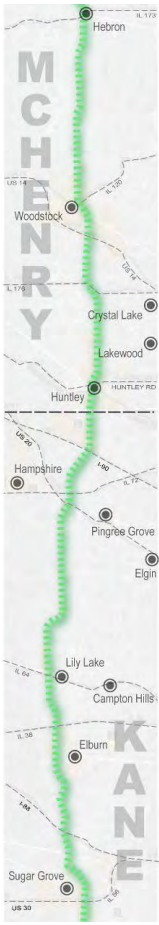
- Hannaford Woods Forest Preserve (north of Waubensee Community College)
- Bliss Woods Forest Preserve
- Blackberry Creek (runs through Hannaford Woods and Bliss Woods)

Areas of IL 47 Influence

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

Alternate Routes

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

Illinois IL 47 Corridor Study 	City of Woodstock Meeting January 23, 2009 a regional planning effort
	<p>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</p> <p>Background IL 47 in Woodstock faces major challenges and hurdles due to the developed nature of the community.</p> <p>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.</p> <p>IDOT Phase I studies are underway, however, they will continue on much longer than this IL 47 Corridor Planning Study.</p> <p>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.</p> <p>Information Provided Comprehensive plan circulation map and land use map</p> <p>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.</p>
Future Context <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> ○ Ware and Il 47 would be Assigned District – This area contains the County Courthouse Complex. ○ Charles Road and IL 47 would be Major Crossroads <p>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.</p> <p>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.</p> <p>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.).</p>	

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.


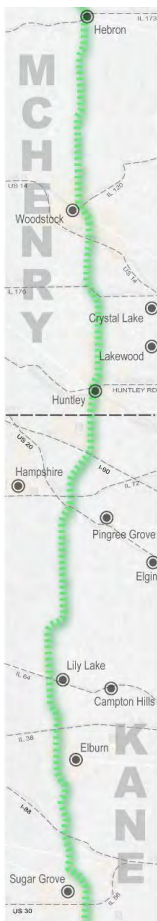
Project Objectives Discussion

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		
	<u>Attendance</u> 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		
	<u>Background</u> 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.		
	<u>Data Provided</u> 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.		
	<u>Municipal Participation</u> 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.		
	<u>Jurisdiction</u>		

<p>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.</p>
<p><u>Growth</u></p> <p>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).</p> <p>The downtown is called the Heritage District.</p> <p>The Goebbert’s property has the potential for future high-density developments, which someday may include a Village Square.</p> <p>The County identifies Pingree Grove as a priority place.</p> <p>One development, called the O&S Development, is waiting for the market to come around.</p> <p><u>Future Context</u></p> <p>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.</p> <p>The Village would like to see big box retail available in the corridor as well as residential and open space.</p> <p>The area around the IL 72 and US 20 connection could be a major crossroads.</p> <p>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.</p> <p><u>Future Roadway</u></p> <p>There is currently a three (3) lane cross-section at the trestle along IL 47.</p> <p>Connections to IL 47 are important. They are planning a frontage road in the future along IL 47.</p> <p>They would like to see the intersection alignment of IL 47, Highway 20, and IL Route 72 improved.</p> <p>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.</p>

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

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

The IL 47 Corridor

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

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.

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

Prepared by: Trevor Dick

a regional planning effort

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

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.

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.

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

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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

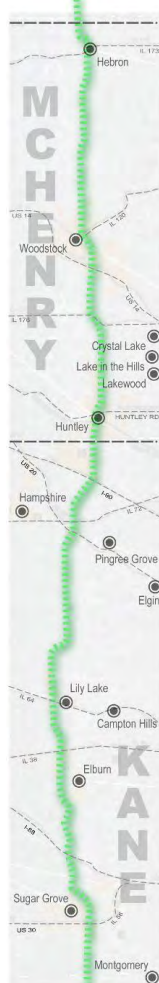
Municipal Participation

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

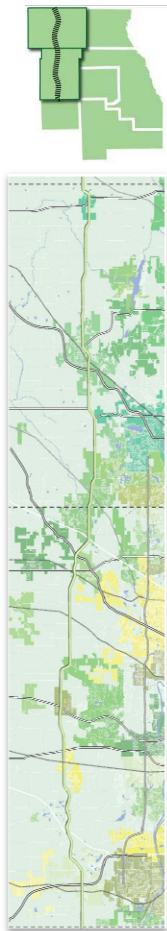
Prepared by Tim Gustafson

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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

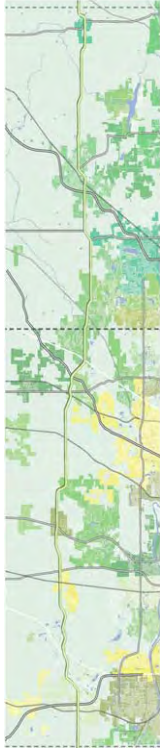

Steve Coffinbargar, Kane County Division of Transportation
Heidi Files, Kane County Division of Transportation
Chalen Daigle, McHenry County Division of Transportation
James Considine, T.Y. Lin International
Pat Pechnick, SEC Group

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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

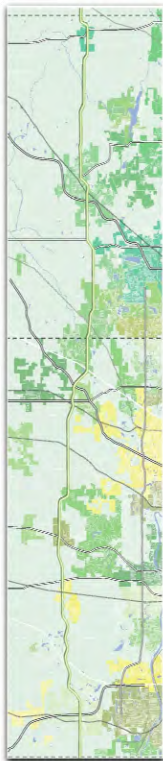
The IL 47 study has the potential to define the future context of the Corridor. That context will be a broad picture of the urban form in regard to the roadway. How might our efforts work to the benefit of IDOT?

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



Meeting Notes



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

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.

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.

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

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.

- 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.

- **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.

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- 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.


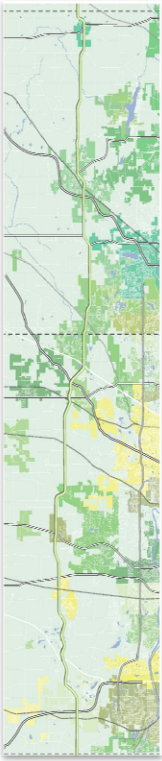
Roundabouts – The City of Huntley had expressed a desire for a roundabout as an entranceway to the City. IDOT indicated that they are accepting of such ideas and will consider them.

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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

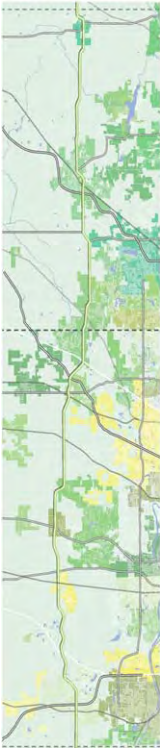

Regional Transportation Authority

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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

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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...

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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)

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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.

<ul style="list-style-type: none">• 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. <p><u>Break-Out Session II</u> During Break-Out Session II, Table 2 identified six (6) strategies to promote complete streets, compact development, and connectivity. Strategies identified include:</p> <ul style="list-style-type: none">• 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 <p>Additionally, Table 2 commented that compact development will preserve and allow additional open space.</p> <p><u>Table 3</u> <u>Break-Out Session I</u> 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:</p>	<ul style="list-style-type: none">• 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. <p><u>Break-Out Session II</u> During Break-Out Session II, Table 3 identified strategies to promote complete streets, compact development, and connectivity. Strategies identified include:</p> <ul style="list-style-type: none">• 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 <p><u>Table 4</u></p>
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<p><u>Break-Out Session I</u> During Break-Out Session 1, participants at Table 4 offered many comments and recommendations for change on the Desired Development Context Zone map:</p> <ul style="list-style-type: none">• 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. <p><u>Break-Out Session II</u> During Break-Out Session II, Table 4 identified strategies to promote complete streets, compact development, and connectivity. Strategies identified include:</p> <ul style="list-style-type: none">• 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 <p><u>Table 5</u> <u>Break-Out Session I</u> 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.</p>
<p>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:</p> <ul style="list-style-type: none">• 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. <p><u>Break-Out Session II</u> 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:</p> <ul style="list-style-type: none">• 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 <p><u>Table 6</u> <u>Break-Out Session I</u></p>

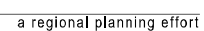
<p>Table 7 <u>Break-Out Session I</u> During Break-Out Session I, Table 7 commented on their surprise that most of the IL 47 Corridor was designated for land uses with built form, rather than the large agricultural areas currently in existence along the corridor. The table felt that agricultural land should not be viewed as vacant land due to its regional importance. Additionally, the table offered the following comments:</p> <ul style="list-style-type: none">• 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. <p><u>Break-Out Session II</u> During Break-Out Session II, Table 7 identified strategies to promote complete streets, compact development, and connectivity. Strategies identified to promote complete streets include:</p> <ul style="list-style-type: none">• 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:
<p>Table 6 offered several comments and recommendations during Break-Out Session I regarding the Desired Development Context Zones map, including:</p> <ul style="list-style-type: none">• 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 IL72and 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. <p>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.</p> <p><u>Break-Out Session II</u> During Break-Out Session II, Table 6 identified strategies to promote complete streets, compact development, and connectivity. Strategies identified to promote complete streets include:</p> <ul style="list-style-type: none">• 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

<ul style="list-style-type: none">• 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 <p>Table 8</p> <p><u>Break-Out Session I</u></p> <p>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:</p> <ul style="list-style-type: none">• 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. <p><u>Break-Out Session II</u></p> <p>During Break-Out Session II, Table 8 identified strategies to promote complete streets and connectivity. Strategies identified to promote complete streets include:</p> <ul style="list-style-type: none">• 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	
<p>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.</p>	



Agencies Participating

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



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

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?

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”.

<div><ul style="list-style-type: none">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.<div>Toolbox<ul style="list-style-type: none">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 <i>each community</i> 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.</div></div> <div>Table 4</div> <div><div>Planning Challenges<ul style="list-style-type: none">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</div><div>Toolbox<ul style="list-style-type: none">Everyone agreed that the toolbox was right on and very comprehensive.</div></div>
<div><ul style="list-style-type: none">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.<div>Table 5</div><div><div>Planning Challenges<ul style="list-style-type: none">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.</div><div>Toolbox<ul style="list-style-type: none">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.</div></div><div>Table 6</div><div><div>Planning Challenges<ul style="list-style-type: none">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.</div></div></div>

<div><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.<div>Toolbox<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.</div><div>Objectives<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.</div></div> <div>Table 7</div> <div><div>Planning Challenges<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</div></div>	<div><p>parking requirements are all variable within PUD, which also allows for a greater chance at mixed use.</p><div>Toolbox<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 20Everyone felt that the toolbox format worked well because they had options from which to choose</div></div>
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