



**VILLAGE OF SUGAR GROVE
KANE COUNTY, ILLINOIS**

ORDINANCE NO. 2014-1118D

**AN ORDINANCE APPROVING AN AMENDMENT OF THE VILLAGE COMPREHENSIVE PLAN
(TOLLWAY CORRIDOR)**

Adopted by the
Board of Trustees and President
of the Village of Sugar Grove
this 18th day of November, 2014.

Published in Pamphlet Form
by authority of the Board of Trustees
of the Village of Sugar Grove, Kane County,
Illinois, this 18th day of November, 2014.

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**AN ORDINANCE APPROVING AN AMENDMENT OF THE VILLAGE COMPREHENSIVE PLAN
(TOLLWAY CORRIDOR)**

BE IT ORDAINED by the Board of Trustees of the Village of Sugar Grove, Kane County, Illinois, as follows:

WHEREAS, the Village of Sugar Grove is not a home rule municipality within Article VII, Section 6A of the Illinois Constitution and, pursuant to the powers granted to it under 65 ILCS 5/1-8 *et seq.*; and,

WHEREAS, after due notice the Plan Commission held a public hearing on October 22, 2014 to consider the proposed Comprehensive Plan Land Use Plan amendment, similar in form and substance to the land use plan and text attached hereto; and,

WHEREAS, the corporate authorities have determined that amending the Comprehensive Plan Land Use Plan is in the best interests of the future growth and development of the Village; and,

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Sugar Grove, Kane County, Illinois, as follows:

SECTION ONE: COMPREHENSIVE PLAN LAND USE PLAN AMENDMENT

That the Village of Sugar Grove Comprehensive Plan previously adopted by the Village of Sugar Grove be, and it is hereby, amended by approving the land uses in the locations shown in Exhibit A, attached hereto and made a part hereof by this reference, and approving the written description of the land use recommendations in Exhibit B, attached hereto and made a part hereof by this reference, as an addendum to said Comprehensive Plan.

SECTION TWO: GENERAL PROVISIONS

REPEALER: All ordinances or portions thereof in conflict with this annexation ordinance are hereby repealed.

SEVERABILITY: Should any provision of this ordinance be declared invalid by a court of competent jurisdiction, the remaining provisions will remain in full force and effect the same as if the invalid provision had not been a part of this ordinance.

EFFECTIVE DATE: This ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form as provided by law.

PASSED AND APPROVED by the President and Board of Trustees of the Village of Sugar Grove, Kane County, Illinois this 18th day of November, 2014.

P. Sean Michels

P. Sean Michels,
President of the Board of Trustees
of the Village of Sugar Grove, Kane
County, Illinois

ATTEST:

Cynthia L. Galbreath

Cynthia L. Galbreath
Clerk, Village of Sugar Grove

	Aye	Nay	Absent	Abstain
Trustee Robert E. Bohler	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trustee Kevin M. Geary	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trustee Sean Herron	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trustee Mari Johnson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trustee Rick Montalto	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trustee David Paluch	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
President P. Sean Michels	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Exhibit A

(Land Use Plan)

Exhibit B

Sugar Grove Future Land Use Plan Tollway Corridor Amendment

The Tollway Corridor amendment changes the predominant land use in the Tollway corridor from Lorang Road on the west to Lake Run on the east from Single-Family and Estate Residential to Business Park in order to exploit the infrastructure investment embodied in the Reagan Tollway (I-88) and the imminent expansion of the IL 47 interchange, and to respond to changing dynamics in the office and industrial real estate market in the I-88 corridor. The land use plan amendment also removes Business Park land use from the south side of the Tollway thereby using the Tollway as a physical barrier between the residential uses and character of development lying south of the Tollway and the non-residential land uses north of the Tollway.

The land use categories used in the proposed amendment are consistent with the land use descriptions provided in the Comprehensive Plan, except as described below. The land use and transportation network recommendations of the 2004 Future Land Use Plan prevail except where the amendment recommends a different land use or transportation network improvement.

The key features of the Tollway Corridor amendment include the following:

- Open Space land use appears to be the dominant land use in the area north of the Tollway which is a result of mapping floodplain, open water, forested lands and wetlands and providing a realistic vision of developable land. Additionally, the Open Space land use recommendation accounts for locations of future storm water management facilities so that this function is incorporated in the open space system as an amenity, not a utility function, complementing the environmental features in the landscape.
- The Com Ed property and future substation at Bliss Road and I-88 are identified on the plan within the Business Park land use.
- The Corridor Commercial land use at IL 47 and Seavey Road may need to be thought of as flexible land use. The property on the west side of IL 47 could be commercial but there may be access and visibility challenges with these two tracts of land and an alternate land use such as Multiple Family may be considered here.

- With the exception of Seavey-Healy Road, Green Road, Norris Road, and Bliss Road, the thoroughfares shown in the Business Park land use on the plan are flexible and may be removed or relocated without materially affecting circulation in the Business Park.
- A 200-foot buffer is recommended along Green Road, Norris Road and Main Street to maintain the character of these corridors. Uses such as agriculture, farmsteads and large estate lots would be appropriate uses within this buffer. Wherever possible, storm water detention facilities are recommended as part of this buffer requirement. The buffer is generally shown as Estate Residential on the Land Use Plan amendment.

Land Use Recommendations

The Open Space land use shown on the plan represents environmental features such as wetlands, floodplain, open water and storm water management facilities and is ownership neutral and need not be publicly owned. However, the placement of storm water management areas adjacent the wetlands and floodplain provides the opportunity to create continuous and contiguous environmental corridors enabling landscape restoration and rehabilitation, and an extensive trail system to be developed in the midst of all the workspace in the business park. The Land Use Plan amendment assumes a regional or master planned approach to storm water management within the territory north of the Tollway. When the storm water management functions are organized in a coherent system, rather than the isolated bathtubs we are accustomed to, the open space benefits are multiplicative. The end result is a utility function transformed into an amenity. The actual amount of land devoted to storm water management may be more or less than indicated on the Land Use Plan but the concept remains.

The proposed storm water management system and environmental corridors permit connection of the County's various Forest preserves adjacent the study area: Blackberry Maples, Dick Young/Nelson Lake, and Lake Run. A trail along Seavey Road Run with a pedestrian bridge over the Tollway would provide a connection to the Hannaford Woods/Nickels Farm Forest Preserve.

The Business Park land use aims to achieve the type of development described in the Comprehensive Plan. The development blocks depicted on the plan can accommodate any Business Park building typology. Office buildings, office-warehouse, warehouse, corporate campuses, and manufacturing buildings will fit and block sizes can be varied depending on building footprints, as well. It is not unreasonable to expect a small

amount of commercial land uses to materialize in the Business Park land use to support the needs of employees and businesses in the Business Park land use area.

Where Business Park land uses are adjacent Green Road and Norris Road or Estate Residential land uses along these roads a significant transition yard, exclusive of parking and outdoor storage, should be provided. Uses such as agriculture, farmsteads and large estate lots would be appropriate uses within this buffer. Storm water management facilities could occupy these transition yards if topography permits. The buffer is generally shown as Estate Residential on the Land Use Plan amendment.

While not specifically identified in the amendment, it is conceivable that nodes of mixed-use development could appear in the Business Park land use in the future. These mixed-use development areas would need to be compact high density multiple-family and commercial uses usually in mixed-use buildings with structured parking and organized around intersections along the arterial roadways.

Road Network Recommendations

The amendment recommends the creation of a new arterial roadway, Seavey-Healy Road that would extend from Harter Road on the west to Orchard Gateway in Aurora on the east. This alignment replaces the disjointed connection in the current Comprehensive Plan Thoroughfare Plan and avoids a direct connect to Tanner Road. While outside the limits of the study area, the amendment also recognizes a planned re-alignment of Bliss Road and Fabyan Parkway at Main Street, along with the extension of Bunker Road to Bliss Road to provide convenient connection to the La Fox commuter rail station.

The thoroughfare plan, or road network, that is married to the plan shows re-connecting Seavey Road and Norris Road where they are separated by I-88. This is not a new idea since both re-connections were included in the Transportation Plan component of the 2004 Comprehensive Plan. Future land uses west of the Tollway are directly influenced by the realization of this improvement. Without reconnection of Seavey Road development of the territory west of I-88 for Business Park land uses is doubtful and the land use may remain agriculture well into the future. For the time being, the Future Land Use Plan recommends Business Park north and south of Seavey Road and west of the Tollway. Re-connection of Norris Road is not critical to the development of the Business Park land use but would provide a convenient alternative for crossing the Tollway for Village residents.

While the 2004 Thoroughfare Plan referenced an interchange at Bliss Road and I-88, the amendment shows the interchange. Access and circulation to the Business Park land uses north of the Tollway would benefit greatly by the presence of a Bliss Road interchange. This interchange also would benefit traffic volumes at the Orchard Road and IL 47 interchanges once it becomes operational.

On the south side of the Tollway the amendment recommends realigning Merrill and Denny Roads to converge on property via a series of roundabouts providing traffic calming and access to IL 47 at Scott Road.

Intersection spacing along Seavey-Healy Road and Bliss Road is between 1/3 and 1/2 mile intervals. The Plan assumes these thoroughfares will be classified as arterial roadways and will be treated as limited or controlled access thoroughfares and they are identified as divided highways on the Plan. The final design of the thoroughfares on the Plan will be determined at a later date.

Seavey-Healy Road and Bliss Road are assumed to be limited access arterial thoroughfares and a parallel thoroughfare is envisioned along these arterial roads to provide direct access to land uses along the arterial thoroughfares. It is also envisioned that these thoroughfares will be designed as parkways with copious amounts of landscaping and parallel off-street trails for pedestrians and bicyclists. An off-street path system along the primary thoroughfares would complement a path system that could be developed in the open space system represented on the Plan.

The road network in the Business Park land use is disconnected from Green Road, Norris Road and Seavey Road adjacent the Black Sheep Golf Club. This is accomplished by providing a road network in the Business Park land use that functions independently of these roads. The intention behind disconnecting these roads from the Business Park land use is to retain their present road cross section and character of development along the road frontages, e.g. agriculture lands, farmsteads, estate lots. Storm water detention facilities designed as wet prairies also could occupy the frontage of these roads where topography dictates. By segregating the Business Park land uses from these roads the potential for mixing Business Park traffic with local traffic is greatly reduced. And without direct access to these roads the Business Park land uses are not inclined to develop the frontage of these roads, thereby contributing to the preservation of the character of these roads.