

It has been a little over one month since word of rezoning hit our small section of the world. From onset realization of change people started asking questions and we starting hearing little snippets of how good this was going to be for Sugar Grove. It would Crown Developments Vision as amassed as much property they could possibly scoop up around the proposed I88 interchange expansion area.

Approximately 760 acres of prime real estate in Kane County. Crown has collected rural farms and homesteads over the past 17 years knowing they had a treasure. While this consumption was happening Crown promised a great mixed used development with all the amenities a small town could imagine....visions of grandeur danced in the heads of those that knew of the project. The biggest promise of all was that a diversified tax base would be possible and property values would once again soar.

Feeling optimistic ... I for one let my guard down and I put my faith in a bunch of promises. Shame on me!

As I started to dig into the details of the project and first came across the Sugar Grove Economic Corporations grand advertisement for Phase One of the Crossroads Corporate Center. With Flexible Site Plans Zoned for Warehouse/Distribution, Manufacturing, Light Industrial, Office, R&D, Data Centers, Medical Facilities, Retail and Commercial.

How in the world did this happen right under our noses? Who in the world advertises something that hasn't even been approved? No one has seen these plans yet the advertisement says over 4 million total square feet of space. Has anyone discussed the impact on a Village whose population is all of maybe 10,000 people. The Village of Sugar Grove is just seeing the light of day as it recovers from the collapse of the housing market and the downsizing of businesses.

Who rationally thought that a rural community would embrace such visions of an enormous shipping/distribution/warehouse development that would produce enormous amounts of truck traffic, noise and negative environmental impacts?

Questions swirled through my head night and day...countless hours of sleep lost because it was just inconceivable. We have a comprehensive plan ... this was not part of the plan.

In 2005 I sat on a committee for the Comprehensive Plan and worked with a company specializing in community planning. Big things were coming Sugar Grove's way and we needed to be ready to ensure there was tranquility and positive growth for our small town.

During those meetings we met with residents, business owners, civic leaders and anyone who wanted to have a say as to the future of Sugar Grove. The overall message of this comprehensive plan was community cooperation, responsible growth and the preservation of a way of life for the residents of Sugar Grove.

Right from the start ... the 2005 Comprehensive Plan (Page 2) it is stated that "This process has been designed to produce a Comprehensive Plan that will accommodate desirable new growth and new development and capitalize on the assets of the community, while preserving and protecting open space, the natural environment, and the unique "countryside atmosphere" of the community.

So... when I started reading the Petition 18-010 (page 5) or Crowns request for rezoning and found the during the Annexation of 2013 that the majority of the property was Zoned

Exhibit R

E1...Estate Residential, meaning 4 acre lots with a minimum width of 250 Feet...yet they had not contemplated using the land for such purposes. Stating that "E1 zoning classification is the most restrictive zoning classification and is used as a default zoning classification until the intended use of the property is determined."

How in the world does one see that as rational... it is basically a "bait and switch tactic" on the residents of Sugar Grove and it's surrounding neighbors.

As a committee member of the 2005 Comprehensive Plan I can say with certainty, that I asked and lobbied for Agricultural zoning which today is Phase 1 of Crowns overall plan. I argued that more farm land should be maintained but reluctantly agreed that if the owners saw fit to selling their land that the next best use for the property would be estate residential housing or E1. This would ensure the protection of delicate natural lands which border Merrill Road.

I trusted this plan so much so that when it came time for a larger home, due to the birth of our 3<sup>rd</sup> Child, I chose to live in that same area, because it was protected by this comprehensive plan. I had the option to move anywhere else but chose to stay in Sugar Grove because of the unique blessing of our over all rural nature and connected forest preserve. I had invest much of my time in helping foster a small town environment through many public endeavors such as this Comprehensive Plan, the Downtown Sugar Grove Redevelopment Committee and the implementation of the Sugar Grove Farmers Market. I had a vested interest in Sugar Grove and I wasn't about to leave this place that was so special.

To further back up my confidence in the strength of this Comprehensive plan, I knew Sugar Grove has adopted ordinances to protect the balance of our rural nature and impending development. Chapter One of Sugar Grove's Zoning Ordinance states "The village of Sugar Grove zoning ordinance is adopted with the purpose of protecting and promoting public health, safety, comfort and general welfare of the people".

It goes on point by point enforcing the above principles of balance, relationships, consistencies, prevention of undue populations, prevention of blight, providing adequate standards for the provision of light, air and open spaces.

The Kane County 2040 Plan titled "The Quality of Kane: Healthy People, Healthy Living, Healthy Communities - It's about quality of life." Is a document of some 237 pages. It outlines its intended purpose of balancing and preserving an area that is ripe for growth. Sparing you the time it takes to go through this very thorough document I can point to its key aspects by saying they Kane County is striving for the balance of rural communities with incoming economic development. Minimizing the impact of development on both the communities health and the over all natural assets of Kane County. Maintaining a 50% open space for agriculture and its continued role as a valuable asset in our economy.

On Page 57 of this 2040 plan, reference is made to the Illinois Route 47 Corridor stating the goals as the following : 1) Keep Traffic Moving 2) Coordinate local, regional and state decision making 3) encourage growth nodes that promote transit and walking 4) protect natural areas 5)promote placemaking 6) strengthen existing developed areas

This portion of the 2040 plan is then expanded into the Tool Box for IL 47 as published by the Kane County Department of Transportation. Again in a effort save time I will submit that document into evidence as well.

With all those guidelines being set forth it comes back to questions, has Crown Development sought input from Kane County and it's governing bodies? If so how does the County feel

about the proposed development of over 4 million square feet of warehouse space on prime agricultural land?

We know that there was a Kane-DuPage Soil and Water Conservation Land Use Opinion issued on December 3<sup>rd</sup>, 2018. In these reports it sites the following opinion “ the most current natural resource data indicates the following concerns for this site: Stream on-site, Wetlands, Floodplain. Soil Limitations, Aquifer Sensativity, LESA-Prime Farmland, Soil Erosion and Sediment Control, and Stormwater Management. Based on the information in this report, it is the opinion of Kane-DuPage Soil and Water Conservation District Board that this site is NOT suited for land change unless the previously mention concerns are addressed.”

How does Crown plan to evaluate these issues and minimize it's over all impact on this sensitive environment? Has an air quality study been done to fully understand what thousands of tractor trailers will do to the environment and the people who live in proximity to this compound? Where are all the results of the environmental impact study that has been done, since learning that it has been “terminated”?

As we keep asking ourselves these questions and hear some responses from our meetings with Crown Development team members, it seems the concerns outweigh the known facts.

We do know for sure is that Crown is asking for PDD designation and under that designation there is a listing of approximately 94 possible uses. Allowing for the plan to morph and change over time. No guarantee of anything. Our questions recently have been responses like “possibly, we can not say at this point”, “we will see what the market dictates” or “it could be a good thing for Sugar Grove”. Could be??? We have nothing concrete other than a plan for warehousing.

Although we know with certainty that the PDD designation is a must have for Crown. When asked at the meeting of Hannaford Home owners and Crown Representatives, it was clarified that this project does not advance without PDD designation. That same designation gives Carte Blanche approval for Crown to market this area anyway they see fit and unfortunately they chose to start promoting its development solely with the most undesirable use of Warehousing and Distribution.

Another fact we know to be true is that Crown seek the implementation of a TIF district. We know for a fact that the Village of Sugar Grove issued a resolution on December 4<sup>th</sup> 2018 accepting a proposal from S.B Friedman of Chicago to provide an eligibility study of this property.

Another piece of evidence that the Village intended to approve this TIF District is from the July 20<sup>th</sup> Village Board meeting where the “Resolution: Authorizing an Engineering Agreement for Water System Modeling Study to be done by EEL of Sugar Grove, “The total cost for the project is estimated at \$56,460.00. It is anticipated that the study would be funded through the expected new TIF district with backing by Crown Development”

We also confirmed with Crown representatives at the Hannaford Homeowners Meeting on January 14, 2018 that in no uncertain terms that this development would not happen without the implementation of a TIF District.

The designation of this area as a TIF district would see tax revenue tied up for no less than 23 years. This massive 700 acre plus development would put stressors on our infrastructure and public services, yet no financial support would be directed toward these services. It would be redirected toward the continued improvement and development of Crown Development's Project area.

In an effort to seek out an understanding from of our elected officials, we reached out to our Village President, Trustees and our State Elected Officials. Having receive responses of "thank you for expressing your concern" and "let see how this all plays out" doesn't fill me with optimism for a collaborative effort in working with changes to this plan with Crown Development. We have also been met with responses from Crown that through their working relationship with Village Official and Staff it has been determined that this is the best use for this property at this time. There are no negotiations available with this current plan.

I did however hear back from Senator Jim Oberweis who said he agreed with our concerns and that he believes that if a TIF district were to happen "school districts will lose future revenue and other property owners will have to pay even higher property taxes." He encouraged us to reach out again to our elected Village Officials.

With all of this being presented what I am asking here today is that you NOT grant Crown Development the PDD that it is requesting. There are too many questions laying open and the unknown impact of such a development has yet to be realized. More impact studies need to happen and most importantly is the need for open communication between Village representatives, Crown and residents of Sugar Grove and the surrounding communities.

I am clearly aware that Sugar Grove needs a diversified tax base and that growth will happen. But what I can not understand is the rush to scoop up the first offer that hits the table...there are far better solutions out there. Don't sell out your residents !!!!

Let's take the time to fully vet this proposal and get feed back on the positive attributes that create a sound, well thought through development that can enhance our little corner of the world.

Crown changed it's plans from the promises of a beautiful mixed use development that would benefit all of Sugar Grove and it's surrounding areas. The bate and switch tactics are not that of a good neighbor and we definitely are starting off on the wrong foot.

The people of Sugar Grove care about their personal livelihood, homes, schools, neighborhoods and businesses. We come first, development happens when it supports our quality of life...it is not suppose to negatively impact every aspect of our daily comings and goings. Our Village is our sanctuary from the rest of the mad world we live in, why do we want to destroy that sense of peace.

Janet Doherty  
526 Willow St  
Sugar Grove, IL 60554  
630-466-1126



\*State of Illinois )\*

\* ) SS:\*

\*County of Kane )\*

The foregoing instrument was acknowledged before me on this 23rd day of January, 2019, by PAUL J. FRESKE



January 23, 2019  
BYSTANDER STATEMENT

We would like to put into evidence that we attended a January 14<sup>th</sup> meeting at the Sugar Grove Community Center with representatives from Crown Development. Attached you will find the notes taken by Janet Doherty.

The representatives from Crown were Daniel Olsem, Vice President of Engineering and Construction and Jennifer Cowan, Director of Community Development.

The main point of emphasis from that meeting was the following statements.

Crown Development would not develop the land without a PDD designation and without the formation of a TIF District.

When asked again by resident Bill Lenert...so you are saying in order to stop this project we must stop the PDD Designation and the formation of a TIF District. In no uncertain terms Mr. Olsem said "Yes, that is what I am saying"

We below attest that we were present and heard the same statement.

Signed



Janet Doherty  
Laura K. Klish  
Laura K. Klish

Rachel Rockwell  
Rachel Rockwell  
Ryan F. Walter  
Ryan F. Walter  
B. Shyne Hale  
B. SHYNE HALE  
Michael D. Assene  
MICHAEL D. ASSENE

\*State of Illinois )  
\* )  
\*County of Kane )\*

SS:\*

The foregoing instrument was acknowledged before me on this 23rd day of January, 2019, by PAUL J. FRESKE

Jennifer Komen  
Geoff Kau



## Notes from 1/14/19 Meeting with Crown Development and Residents of Hannaford Farm

They hope to begin this project in this current year, 2019

Crown is requesting the Village zone this area as a PDD or Planned Development District. This would give Crown the flexibility to change direction as they see fit and to adapt to the over all economic climate changes. Therefore it is very different from a PUD, Planned Unit District in such that it would be much more restrictive on what and were they could build.

Their first action is Phase 1. This would be PDD Zone 5, which is the area that encompasses 188 to Merrill Road. This area was chosen because of existing city water and sewer access. More cost effective for Crown to begin immediately.

**Important to note that the Crown representatives stated that without PDD zoning they will not move forward on the development.**

Crown indicated that they were instrumental in getting the east bound ramps to 188 completed and worked closely with the Village to accomplish their goals.

On Zone 5 they propose 6 warehouse units with a total square footage of over 4 million square feet, over 900 shipping bays/docks and an 800+ additional trailer stalls. The buildings will have a height of 60 feet. Berms and and landscape material would surround the property being approximately 50 foot wide with a maximum of six feet tall.

It was asked what kind of restrictions would be put on tenants/owners of these warehouse units. Would there be any kind of hazardous waste? There was not a clear cut answer, other than "possibly" and those decision would be up to the Village Board. Special variances would be considered case by case.

Crown indicated that they would be doing the needed work on 47 that allows access to this site. This includes the extension of Denny Rd behind the properties on Wheatfield and follows behind the potential residential development along to Route 47. Round a-bouts would be installed to keep the flow of traffic moving. They also indicated that the only entrance to this facility would be via Denny Road. There will be no access points other than this to the warehouse district. In addition there are no frontage roads helping relieve any congestion of tractor trailers.

Merrill Road would be moved toward Thornapple Road, which is south of its current position. There was no guarantee of keeping truck traffic off Merrill. Additionally there will be a stop light installed at Merrill and 47.

There will be a Transportation Engineer at the meeting on Wednesday to answer questions regarding traffic flow.

The housing development would be zoned R2, with a target sale price of 400,000. Lot sizes would be considerably smaller than ours with the possibility of 170 homes being built. This land is approximately 10% of the over all phase one development. It would be a stretch to sell these homes as they back up to Denny Road and their backdoor neighbors would be the warehouses. It is a far stretch from the current zoning of Estate Residential which is 4 acre parcels. Asked why this is not even being considered...there is not an economic need for that type of housing and therefore it would not be profitable.

Open space is minimal and there would be a trail that would connect to our current trail. That trail would be 10 foot wide and would run along Denny Road, snaking around the warehousing space.

As far as Phase 2 of this development. There is space for more warehouse/industrial along I88 and the possibility of a 350 Multi Family Unit parcel. Paving of Seavy Road would happen along with road improvements for accessibility to the warehouses. There is the possibility of commercial on the north side, possibly a hotel. Again it was stated that this is not guaranteed and all development will be market driven.

The most glaring of all details was the persistence that this is what **Crown Development and the Village of Sugar Grove deems as best fit for our area**. On five occasions it was alluded to there has been an agreement between the Village and Crown. They have worked for a long time on this project and they are anxious to get it started. Proof of that anticipation is the fact that the Sugar Grove Economic Development Corporation has been soliciting would be buyers for this phase 1 of development. The Crown representatives indicated that there are already a few interested parties.

The next elephant in the room was **Crown's request for a TIF district**. Currently the Village issued a resolution back on December 4<sup>th</sup> starting the investigation into Tax Incremented Financing. This would reduce their tax rates and eliminate any immediate tax benefit to the community. Those taxes collected would be put back into the Crown Project. The Crown representatives indicated that **this project will not go forward without a TIF**.

Important things to consider. The meeting on Wednesday is a Planning Commission Hearing. Crown will layout their plans and take input and questions from residents. We need to Plan Commission members to reject this proposal outright. By doing this the Village Board would need a super majority in order to pass this plan.

Another important thing to remember. Just because the economic climate changed we do not have to accept this type of development. This area was promised to the Village in the Comprehensive Plan as Estate Residential. The insistence that Crown developed Stone Bridge in Aurora is of no comparison here. They are not willing to negotiating any changes.

When presented with the option of starting on the north side of I88, it was met with a hard "no". Not cost effective enough, we have already sunk a lot of money into this project and this is the only option we are offering. They are unwilling to consider what is best for the residents of Sugar Grove and Blackberry Township. They are profit driven like any good company should be. The problem is they took the risk of buying E1, Estate Residential land and they are not able to fulfill any of the promises they made along the way.

No restaurants, no shopping district, no public parks, no office buildings, no E1 housing. This beautiful product they built in other communities is no longer an option. It is not cost effective to even consider such amenities at this time. So instead is is agreed by our Village that this Warehousing District is the best use of the space currently. No consideration for our home values and our quality of life.

When asked if any environmental study or economic impact study has been done, again the answer was "no it hasn't been". If you think this is only going to be a problem for the neighbors adjacent to this project, you are wrong. Truck traffic will use Route 47 to get south to I80 in Morris and go north to I90 in Huntley. With the death of the proposed Prairie Parkway, Route 47 is thought to be its replacement.

These are my take always from the meeting last night and I am sure there is more that will come to me once I send this document. Please get your friends to the meeting on Wednesday Night at the Sugar Grove Library...a show of unity will hopefully send a loud message to our elected officials.

Thank you for taking the time to read through and I apologize if it is not perfectly synthesized ... the need to get this information to you is of utmost priority.

TIF support by Village

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## VILLAGE OF SUGAR GROVE BOARD REPORT

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**TO:** VILLAGE PRESIDENT & BOARD OF TRUSTEES  
**FROM:** ANTHONY SPECIALE, DIRECTOR OF PUBLIC WORKS  
BRAD MERKEL, PUBLIC UTILITIES SUPERVISOR  
**SUBJECT:** RESOLUTION: AUTHORIZING AN ENGINEERING AGREEMENT FOR  
WATER SYSTEM MODELING STUDY  
**AGENDA:** JULY 24, 2018 BOARD MEETING  
**DATE:** JULY 20, 2018

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### ISSUE

Should the Village Board approve a resolution authorizing an engineering agreement for a Water system modeling study.

### DISCUSSION

Throughout the last several years, Crown Development has been evaluating the feasibility of developing approximately 760 acres in the areas of the I-88 / Route 47 interchange. As Crown continues to their study, it has become apparent that beneficial development of the area is not currently possible due to the extraordinary costs. For this reason the Village has determined that a TIF District is likely. Additional studies of the area are warranted to determine the potential Water System Improvements necessary to make the site development viable.

The goal of the study is to determine the necessary water supply, treatment, storage and distribution system improvements to be constructed for the development to take place.

*Loan against*  
The total cost for the project is estimated at \$56,460.00. It is anticipated that the study would be funded through the expected new TIF district with backing by Crown Development.

### COST

The total estimated cost of the project is \$56,460.00. The costs associated with this project were not budgeted for FYE 19. The costs will be funded through the new TIF district.

## **RECOMMENDATION**

The Village Board approve **Resolution # 20180724PW1** authorizing an engineering agreement for a Water system modeling study.



**RESOLUTION NO. 20180724PW1**

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

**RESOLUTION AUTHORIZING EXECUTION OF AN ENGINEERING AGREEMENT WITH ENGINEERING ENTERPRISES, INC. FOR A WATER SYSTEM EVALUATION**

**WHEREAS**, the Village of Sugar Grove Board of Trustees find that it is in the best interest of the Village to engage the services of Engineering Enterprises, Inc. to provide professional engineering services for a Water System Evaluation, and to execute the attached agreement;

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

The Director of Public Works and/or his assigned are hereby authorized to execute a contract for a Water System Evaluation on behalf of the Village and to take such further actions as are necessary to fulfill the terms of said contract with Engineering Enterprises, Inc.

Passed by the President and Board of Trustees of the Village of Sugar Grove, Kane County, Illinois, at a regular meeting thereof held on the 24th day of July, 2018.

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

ATTEST: \_\_\_\_\_  
Cynthia Galbreath, Village Clerk,  
Village of Sugar Grove

	Aye	Nay	Absent	Abstain
Trustee Sean Herron	_____	_____	_____	_____
Trustee Mari Johnson	_____	_____	_____	_____
Trustee Ted Koch	_____	_____	_____	_____
Trustee Heidi Lendi	_____	_____	_____	_____
Trustee Rick Montalto	_____	_____	_____	_____
Trustee David Paluch	_____	_____	_____	_____
President P. Sean Michels	_____	_____	_____	_____



June 18, 2018

Mr. Walter Magdziarz  
Community Development Director  
Village of Sugar Grove  
601 Heartland Drive  
Sugar Grove, IL 60554

**Re: Water Service Evaluation for Crown Property  
Sugar Grove, Illinois**

Dear Mr. Magdziarz:

We have reviewed the letter regarding Water System Consulting for The Crossings Development for the Crossings Developed prepared by RHMG Engineers, Inc. and dated March 13, 2018. We offer the following comments:

**A. Water Demands**

**1. Existing Sugar Grove Water Demands**

- a. The Maximum Day Demand versus Average Day Demand ratio presented for 2016 appears to be lower than what the Village has historically experienced at times. The Village has observed Maximum Day Demand versus Average Day Demand ratios in excess of 2.7 during drought years in the past. The water use during a dry/drought year should particularly be analyzed before projecting future water use. Per the *Recommended Standards of Water Works*, adequate water shall be provided by calculations based on one in a fifty-year drought or the extreme drought of record, and should include consideration of multiple year droughts. Therefore, a minimum of five years of historic water use data shall be compiled and analyzed, but should also include 2012 given it was a dry year.

**2. Projected Water Demands for The Crossing:**

- a. In the type of development presented to date, fire flow requirements often govern the design of the Water Works System Improvements. Therefore, Crown Development shall provide anticipated maximum fire flow needs for any of the possible types of development/buildings that could be constructed within their property.
- b. Additional research and review is warranted on the anticipated demands for the Crown Property. It is our understanding that irrigation demand will be limited. However, in terms of the projected domestic demands, further consideration should be given to all potential land uses within the Crown Property. For example, data processing uses typically have a high water demand along with any restaurants. Once the water main and any other

improvements are constructed, we may otherwise be limited in terms of uses within the Crown Property. This is particularly concerning given the proposed flex zoning.

c. Back-up/source information for the proposed water demand assumptions shall be provided.

3. The proposed Flex Zoning can result in significantly different water use demands depending on the ultimate water use. Therefore, the recommended improvements need to be able to accommodate any of the potential land uses that would reasonably be foreseen at this site.

**B. Capacity of Existing Water System to Accommodate The Crossings**

4. Wells – Both Ultimate Source (Firm) Capacity and Reliable Source Capacity shall be reviewed upon further analysis of the Village demands. Ultimate Source Capacity was the only parameter that was analyzed by RHMG. Additional calculations are required.

5. Storage – Peak Hour Storage, Fire Flow, and Emergency Supply are three parameters which should be reviewed with respect to storage. The report analyzes Peak Hour Storage and Emergency Supply. However, an important distinction which needs to be made regarding Elevated Water Storage versus the Ground Water Storage is that the available ground storage is limited by the distribution pump capacities. This limit shall be taken into consideration when performing the analysis. Furthermore, the general proposed pressures may be adequate for the Crown Property, but additional study is warranted to understand how this conceptual change to the Village's overall Water Works System will impact other areas within the Village's planning area.

**C. Water Transmission Mains**

6. Additional evaluation is required to confirm there is adequate storage, supply and treatment. Furthermore, a hydraulic analysis is necessary to determine the following:

- a. Is there adequate distribution system flow and pressure at the anticipated point of connection for both domestic and fire flow requirements?
- b. Are any negative impacts anticipated on the existing distribution system as a result of the proposed development?
- c. Will the proposed water main within this development adequately distribute water and transfer water between wells, water treatment plants and storage tanks both under existing conditions, as well as the ultimate Village build-out. The water mains have a 50 to 100 year life, and the sizing of such water mains should be designed to adequately serve areas as they are built-out. Furthermore, consideration shall be given to redundancy within the system such that water service is maintained in the event of major water main breaks and regular maintenance of their municipal facilities (storage tanks, wells, and water treatment plants).

7. The Illinois Environmental Protection Agency promotes looped water mains not only for Hydraulic reasons, but also for water quality reasons. A proposed significantly long dead-end water main is not recommended. At a minimum, the Crown plan shall show how this water main will be looped within a reasonable timeframe.

Mr. Walter Magdziarz  
June 18, 2018  
Page 3 of 3

D. Capacity of Existing Water System to Accommodate The Crossings

8. Locations within the Crown Property were identified as a potential location for shallow groundwater supply. We recommend the Village continue to investigate the feasibility of shallow groundwater. At a minimum, one or two sites should be identified as potential locations of future shallow well(s). It shall be understood that field work, including resistivity testing and possible test well, would need to be performed prior to confirming the viability of any site that is selected.

As presented above, we feel it is in the Village's best interest to further analyze the proposed plan. We feel it is essential to understand the full impact of this development on the existing Village's Water Works System (both existing and master plan). Please find attached a proposal for the Village's consideration.

Please let us know if you have any questions or require additional information.

Respectfully Submitted,

ENGINEERING ENTERPRISES, INC.



Michele L. Piotrowski, P.E., LEED AP  
Senior Project Manager

Pc: Mr. Brent Eichelberger, Village Administrator  
Mr. Anthony Speciale, Director of Public Works  
PGW, JWF, DRB, TNP, EEI

**AGREEMENT FOR CONSULTING ENGINEERING SERVICES FOR A  
WATER WORKS SYSTEM EVALUATION – CROWN PROPERTY**

This Agreement, made this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_ by and between the Village of Sugar Grove, Kane County, Illinois, a municipal corporation of the State of Illinois (hereinafter referred to as the "VILLAGE") and Engineering Enterprises, Inc. of 52 Wheeler Road, Sugar Grove, Illinois, 60554 (hereinafter referred to as the "ENGINEER").

In consideration of the mutual covenants and agreements contained in this Agreement, the VILLAGE and the ENGINEER agree, covenant and bind themselves as follows:

1. **Services:** ENGINEER agrees to perform for the VILLAGE the work associated with the Water Works System Evaluation for the Crown Property as outlined in Attachment A.
2. **Direction:** The Director of Public Works, or his written designee, shall act as the VILLAGE'S representative with respect to the Services to be provided by the ENGINEER under this Agreement and shall transmit instructions and receive information with respect to the Consulting Engineering Services.
3. **Compensation:** The work items, estimated staff time, and projected fees for each work item are summarized within Attachment B. Based on this computation, the VILLAGE agrees to pay the ENGINEER for providing the Services set forth herein a fixed fee amount of \$56,460.

The defined work items and proposed fee structure does not include provisions for evaluating Waubensee Community College's connection to the VILLAGE Water Works System, or any interconnections with adjacent communities. If, at any time during the study period, the VILLAGE wishes to amend the contract to add any of these items, or any other items, then the contract may be amended in accordance with Section 10 of this agreement.

4. **Term:** The term of this Agreement shall be active through December 31, 2018, unless otherwise extended through written confirmation by both parties. The draft report shall be completed within 150 days of authorization to proceed and the final report shall be completed within 30 days of the receipt of the Village's draft report review comments. A general schedule is outlined in Attachment C.
5. **Payment:** Engineer shall invoice the VILLAGE on a monthly basis for Services performed and any costs and expenses incurred during the previous thirty (30) day period. The VILLAGE shall pay the ENGINEER within thirty (30) days of receipt of said invoice.
6. **Termination:** This Agreement may be terminated upon fourteen (14) days written notice of either party. In the event of termination, the ENGINEER shall prepare a final invoice and be due compensation calculated as described in paragraph 3 for all costs incurred through the date of termination.
7. **Documents:** All related writings, notes, documents, information, files, etc., created, compiled, prepared and/or obtained by the ENGINEER on behalf of the VILLAGE for the Services provided herein shall be used solely for the intended project.
8. **Notices:** All notices given pursuant to this Agreement shall be sent Certified Mail, postage prepaid, to the parties at the following addresses:

The VILLAGE:

Village of Sugar Grove  
10 Municipal Drive  
Sugar Grove, IL 60554  
Attn: Tony Speciale, Village Dept. of PW

The ENGINEER:

Engineering Enterprises, Inc.  
52 Wheeler Road  
Sugar Grove, IL 60554  
Attn: David R. Burroughs, P.E.

9. Waiver: The failure of either party hereto, at any time, to insist upon performance or observation of any term, covenant, agreement or condition contained herein shall not in any manner be constructed as a waiver of any right to enforce any term, covenant, agreement or condition hereto contained.
10. Amendment: No purported oral amendment, change or alteration hereto shall be allowed. Any amendment hereto shall be in writing by the governing body of the VILLAGE and signed by the ENGINEER.
11. Succession: This Agreement shall ensure to the benefit of the parties hereto, their heirs, successors and assigns.

IN WITNESS WHEREOF, we have hereunto signed our names the day and year first above written.

VILLAGE OF SUGAR GROVE:

ENGINEERING ENTERPRISES, INC.:

\_\_\_\_\_  
Village President

\_\_\_\_\_  
Senior Project Manager

ATTEST:

ATTEST:

\_\_\_\_\_  
Village Clerk

\_\_\_\_\_  
Secretary

**ATTACHMENT A – SCOPE OF SERVICES**  
**WATER WORKS SYSTEM EVALUATION - CROWN PROPERTY**  
Village of Sugar Grove, Kane County, IL

**Introduction**

Throughout the last several years, Crown Development has been monitoring and evaluating the feasibility of developing 760+ acres in the general vicinity of the proposed Route 88 and Route 47 interchange. As Crown continues to explore such opportunities and begin potential annexation negotiations with the Village, additional study is warranted to determine the potential Water Works System Improvements necessary to make the development viable.

The goal of this study is to determine the necessary water supply, treatment, storage, and distribution system improvements to be constructed for the development such that it will not negatively impact the Village's existing Water Works System or their existing customers. Furthermore, given the Village of Sugar Grove plans for growth beyond the limits of the Crown Development property, a wholistic approach to the recommended improvements should also consider and understand the potential impacts of future development. Much of the water infrastructure has a 50-year to 100-year life; therefore, the intent is to confirm that such infrastructure will meet the needs during that time as well. Supply, treatment, and storage can be phased in throughout that period, but the water main shall be designed to meet the ultimate build-out to the extents of the Village's planning area. This study will evaluate the quantity of supply, treatment, and storage as well as perform a hydraulic analysis using a Bentley's Watercad modeling software. Furthermore, at a minimum, land should be reserved for future municipal water sites at key locations that are optimal for their system to operate efficiently as well as having access to groundwater for future supply.

As part of this study, we will revise the Village's Water Works System Master Plan, and work with both the Village and Crown to obtain the optimal solutions for the development. Cost estimates will be prepared, and final recommendations will be presented to the Village Board.

The proposed work items for this project are as follows:

**PROJECT FACILITATION & MEETINGS:**

- 1-1 Project Administration
- 1-2 Project Initiation & Progress Meetings (Prep. & Attendance)
- 1-2a Project Initiation & Progress Meeting No. 1 - Population, Demands, & Needs Assessment
- 1-2b Progress Meeting No. 2 - Model Verification, System Deficiencies & Improvements
- 1-2c Progress Meeting No. 3 - Final Recommendations and Presentation Review Meeting
- 1-2d Presentation to Village Board

**WATER WORKS SYSTEM EVALUATION:**

- 2-1 Review Land Use & Project Population
- 2-2 Obtain Concurrence with Crown & Community Development
- 2-3 Review Overall Water Works System Map (Connection Points and Larger Diameter Network)
- 2-4 Coordinate Flow Testing with Village Staff and Summarize and Review Flow Test Results
- 2-5 Evaluate Contours/Pressure Zones - Redefining Pressure Zones for Proposed North PZ

- 2-6 Summarize Historical Water Use Data (2012 - 2017)
- 2-7 Develop/Review Water Use Projections (Village & Crown Property)
- 2-8 Conduct Needs Assessment Calculations (Confirm Water Supply and Storage Needs)
- 2-9 Define Water Storage Facility Locations Within Planning Area
- 2-10 Review Potential Municipal Water Facility Sites on the Crown Property
- 2-11 Update & Verify Water Model (Including Field Verification of Fire Hydrant Flow Testing)
- 2-12 Confirm Large Diameter Water Distribution Network Within Planning Area Within the Crown Property Vicinity
- 2-13 Prepare/Update Water Works System Exhibits (Existing System and Proposed)
- 2-14 Prepare Cost Estimates for Water Works System Imp. (Maximum of 4 Estimates)

#### **IMPLEMENTATION PLAN AND REPORT OF FINDINGS:**

- 3-1 Develop and Prepare Water Distribution System Master Plan
- 3-2 Develop Draft Report & Submit To Village Staff For Review
- 3-3 Prepare Draft Village Board Presentation
- 3-4 Finalize Report & Presentation & Submit To Village

#### **Clarifications:**

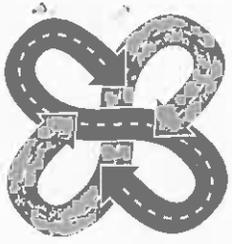
1. Shallow groundwater potential has been identified previously in the vicinity of the Crown Property. This proposal excludes any further office or field investigation. However, at a minimum, we recommend land be reserved and the Village continue explore this sustainable supply resource as was identified in the 2005 Water Works System Master Plan.
2. Water modeling updates and verification will be focused on the major changes to the Water Works System that could impact the Crown Development. This will not be a full model update for the entire system.
3. Coordination with the Aurora Municipal Airport regarding specific tank locations is not included in this scope.
4. The defined work items and proposed fee structure do not include provisions for evaluating Waubensee Community College's connection to the VILLAGE Water Works System, or any interconnections with adjacent communities. If, at any time during the study period, the VILLAGE wishes to amend the contract to add any of these items, or any other items, then the contract may be amended in accordance with Section 10 of this agreement.

#### **Additional Services**

The above scope summarizes the work items that will be completed for this contract. Additional work items, including additional meetings beyond the project initiation meeting defined in the above scope, shall be considered outside the scope of the base contract and will be billed in accordance with the Standard Schedule of Charges.







# Crossroads CORPORATE CENTER

## SUGAR GROVE, IL



**± 400 ACRES**  
SITES AVAIL ABLE FOR  
**OUTRIGHT SALE**  
OR  
**BUI D-TO-SUIT**  
(DIVISIB E)

- Prime e-commerce and distribution location to service 85.5 million people within the Chicago MSA and Midwest Region
- Ideally located with immediate access to major transportation routes to facilitate local, regional, national and international headquarters and business operations
- Zoned for warehouse/distribution, manufacturing, light industrial, office, R&D, data centers, medical facilities, retail and commercial
- Strong labor force demographics
- Fully improved sites with offsite detention
- Kane County property taxes
- Corporate neighbors include Toyota, Hyundai, Kraft, Dart Container, Office Max/Office Depot, Caterpillar, LTD Commodities and Midwest Warehouse

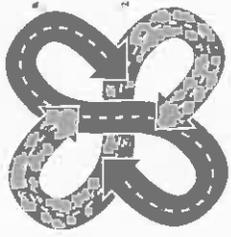


8750 W. Bryn Mawr, Suite 350, Chicago, IL 60631 | [www.ngkf.com](http://www.ngkf.com)

For more information, please contact the exclusive representatives:

Elise Couston, SIOR	773.957.1442	<a href="mailto:ecouston@ngkf.com">ecouston@ngkf.com</a>
Adam Marshall, SIOR, CCIM	773.957.1428	<a href="mailto:amarshall@ngkf.com">amarshall@ngkf.com</a>
Mark Deady	773.957.1443	<a href="mailto:mdeady@ngkf.com">mdeady@ngkf.com</a>

Procuring broker shall only be entitled to a commission, calculated in accordance with the rates approved by our principal, only if such procuring broker executes a brokerage agreement acceptable to us and our principal and the conditions as set forth in the brokerage agreement are fully and unconditionally satisfied. Although all information furnished regarding property for sale, rental, or financing is from sources deemed reliable, such information has not been verified and no express representation is made nor is any to be implied as to the accuracy thereof and it is submitted subject to errors, omissions, change of price, rental or other conditions, prior sale, lease or financing, or withdrawal without notice and to any special conditions imposed by our principal.



# Crossroads

## CORPORATE CENTER

# SUGAR GROVE, IL

### BUILDING 1-A:

SITE AREA	26.70 AC
BUILDING AREA	472,500 SF
CLEAR HEIGHT	32'-0"
DRIVE IN DOORS	4
EXTERIOR DOCKS	120
TRAILER STORAGE	85 (+)
CAR PARKING STALLS	314

### BUILDING 1-B:

SITE AREA	46.28 AC
BUILDING AREA	1,053,000 SF
CLEAR HEIGHT	32'-0"
DRIVE IN DOORS	4
EXTERIOR DOCKS	240
TRAILER STORAGE	280
CAR PARKING STALLS	216

### BUILDING 1-C:

SITE AREA	57.66 AC
BUILDING AREA	1,140,000 SF
CLEAR HEIGHT	32'-0"
DRIVE IN DOORS	4
EXTERIOR DOCKS	240
TRAILER STORAGE	300
CAR PARKING STALLS	350

### BUILDING 1-D:

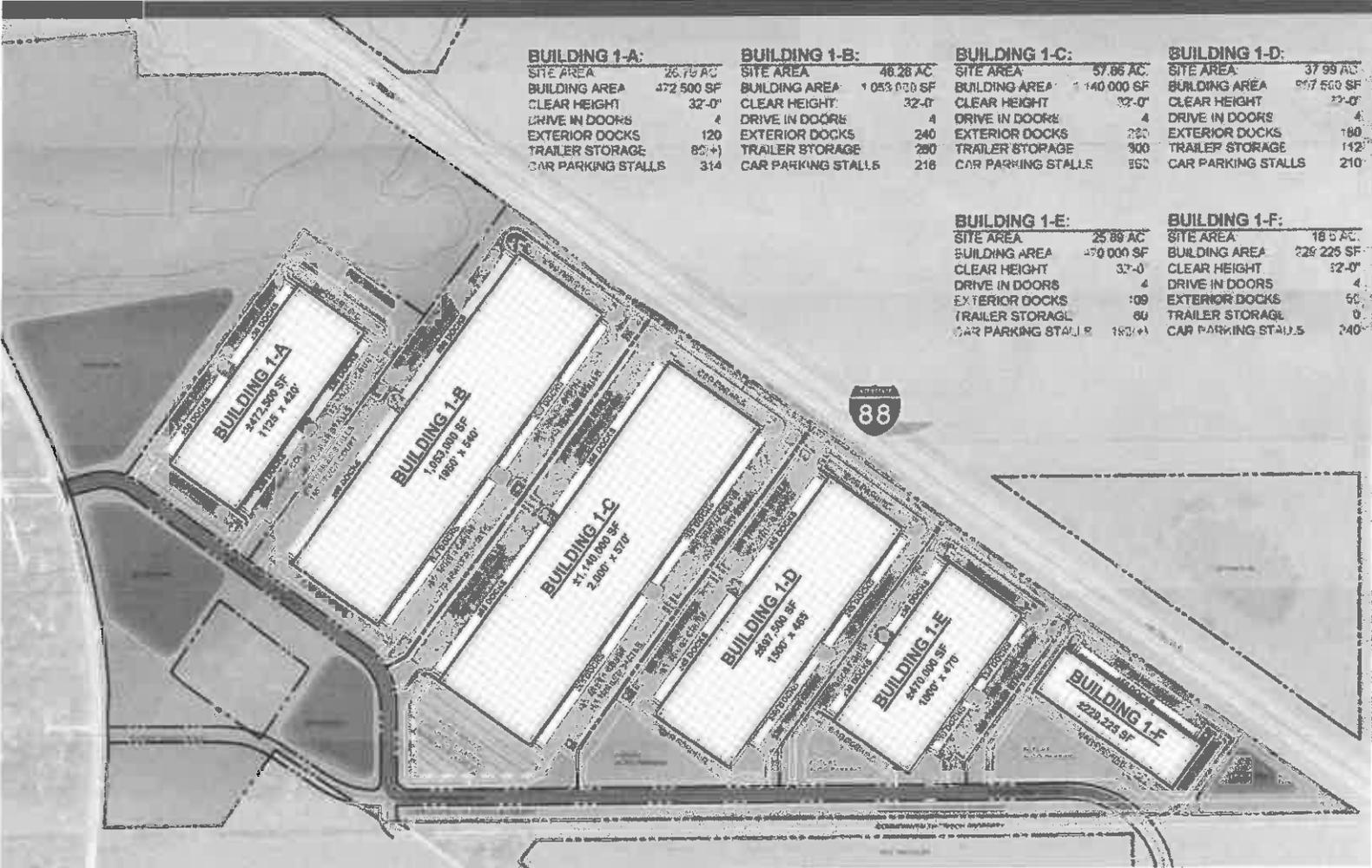
SITE AREA	37.99 AC
BUILDING AREA	917,500 SF
CLEAR HEIGHT	32'-0"
DRIVE IN DOORS	4
EXTERIOR DOCKS	180
TRAILER STORAGE	112
CAR PARKING STALLS	210

### BUILDING 1-E:

SITE AREA	25.88 AC
BUILDING AREA	470,000 SF
CLEAR HEIGHT	32'-0"
DRIVE IN DOORS	4
EXTERIOR DOCKS	109
TRAILER STORAGE	60
CAR PARKING STALLS	150 (+)

### BUILDING 1-F:

SITE AREA	18.5 AC
BUILDING AREA	329,225 SF
CLEAR HEIGHT	32'-0"
DRIVE IN DOORS	4
EXTERIOR DOCKS	50
TRAILER STORAGE	0
CAR PARKING STALLS	240



PRELIMINARY  
**PHASE 1 SITE PLAN**

**FLEXIBLE**  
SITE PLANS FOR  
**200K - 1M SF**  
INDUSTRIAL  
BUILDINGS

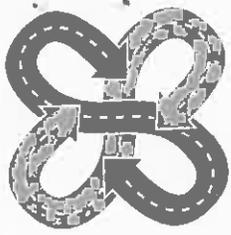
**215**  
TOTAL ACRES

**4M+**  
TOTAL SF



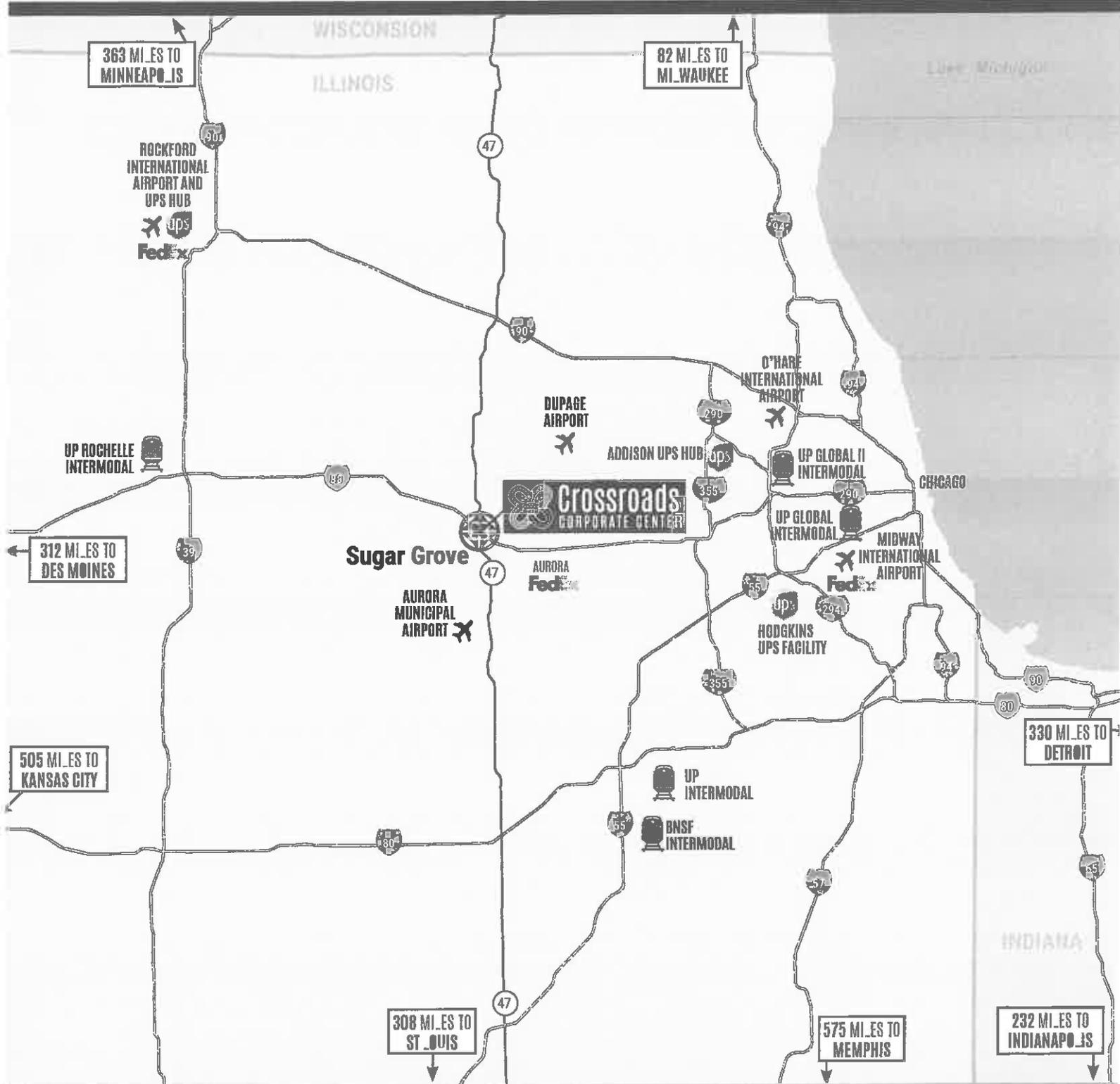
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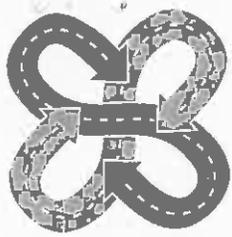
# Crossroads CORPORATE CENTER

## SUGAR GROVE, IL



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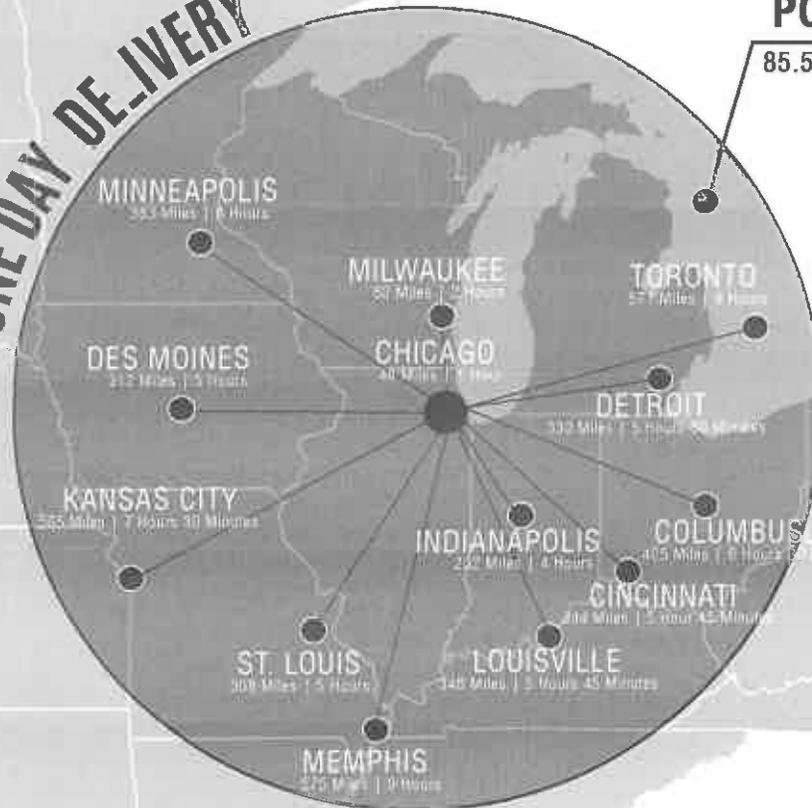
# Crossroads CORPORATE CENTER

## SUGAR GROVE, IL

**ONE DAY DELIVERY**

### POPULATION

85.5M People | 27% US Population



## CRITICAL TRANSPORTATION INFRASTRUCTURE

- Three (3) international airports for next day shipping
- Rockford UPS Air Hub: 2nd largest in the U.S.
- Easy access to O'Hare, Midway and DuPage county airports
- All Class VI Railroads intersect in Chicago
- Access to Rochelle UPS Intermodal, Joliet BNSF and UP Intermodals, UP Global Intermodal in Hodgkins and UPS Hub in Addison
- Expressway infrastructure to service 27% of U.S. population within one (1) day's drive
- Immediate access to full interchange at Route 47
- Easy access to I-294, I-355, I-55, I-80, and I-39

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# Chapter 1

## TITLE, PURPOSE AND INTENT

### 11-1-1: TITLE:

This title shall be known, cited and referred to as the *VILLAGE OF SUGAR GROVE ZONING ORDINANCE*. (Ord. 2002-01-15B, 1-15-2002)

### 11-1-2: PURPOSE AND INTENT:

The village of Sugar Grove zoning ordinance (ordinance) is adopted with the purpose of protecting and promoting the public health, safety, comfort and general welfare of the people. This is to be accomplished by seeking to:

- A. Establish districts with the mix of permitted uses necessary to achieve the goals and objectives of Sugar Grove's adopted comprehensive land use plan which promote a growing tax and employment base, while maintaining a balance between residential and nonresidential land uses.
- B. Foster a rational pattern and relationship of land uses between residential, business, commercial, and industrial, for the mutual benefit of all, and prevent uses, buildings or structures that are incompatible with those of the surrounding area.
- C. Provide for the regulation of, and elimination of nonconforming buildings, structures and uses that are incompatible with surrounding uses, and which may adversely affect the character and value of desired new development in each district.
- D. Avoid undue concentrations of population or activity and prevent the overcrowding of land, thereby ensuring proper living and working conditions while preventing blight and slums, providing adequate standards for the provision of light, air, and open spaces.
- E. Avoid hazards to persons and damage to property that can result from the inappropriate development of lands, and provide for adequate drainage, erosion control, and reduction of flood damage.

- F. Provide and preserve open space according to the village's comprehensive land use plan to: meet the recreational needs of the residents of Sugar Grove; provide buffering between incompatible uses; and protect the natural environment.
- G. Promote the establishment of a diversity of dwelling unit types, consistent with land classifications illustrated on the Sugar Grove land use map, to meet the needs of existing and future residents.
- H. Allow development to occur according to densities and bulk regulations set forth in this title only in those instances when such uses foster rational development patterns and streets, water, sewerage, schools, and parks are provided, consistent with village requirements.
- I. Provide convenient and safe access to individual properties, while maintaining the safety and operational efficiency of adjacent village streets.
- J. Lessen congestion on the public streets that could result from expanding the residential and nonresidential land uses according to the intensities allowed by this title by requiring developers to: make appropriate improvements to existing streets; construct new streets according to standards set forth in the subdivision regulations; and assist in the construction of the collector roadways illustrated on Sugar Grove's comprehensive land use plan.
- K. Provide for adequate off street parking and loading facilities for all residential and nonresidential properties, so as not to obstruct the travelway of parking lots, drive aisles or adjacent streets.
- L. Promote the creation of unified planned developments, in which there is compatibility in architectural design, landscaping, signage and lighting.
- M. Promote the visual softening of streets, parking lots, and other impervious surfaces by landscaping residential and nonresidential developments.
- N. Require the preservation of sites, areas and structures of historical, architectural, cultural and aesthetic importance that are unique to Sugar Grove and the surrounding area.

- O. Define the powers and duties of the administrative and enforcement officers and bodies.  
(Ord. 2002-01-15B, 1-15-2002)

### **11-1-3: METHOD IN WHICH PURPOSES ARE TO BE FILLED:**

In order to fulfill the statement of purpose and intent as expressed in section 11-1-2 of this chapter, conditions, regulations and requirements are hereinafter set forth in this title. They are intended to:

- A. Divide the entire municipality into districts of such number, shape, area and of such different classifications (according to use of land and buildings, height and bulk of buildings, intensity of the use of the lot, area, area of open spaces, or other classification) as may be deemed best suited to carry out the purposes of this title.
- B. Classify and regulate the location of agricultural, residential, municipal, commercial, commercial recreational, industrial, other uses within each individual district.
- C. Establish a planned development process that allows mixed uses (residential and nonresidential) and flexibility in design, when determined appropriate to achieve the objectives set forth in this title and in Sugar Grove's adopted land use plan.
- D. Establish low density and medium density residential districts, to ensure that a balance and diversity in housing product is achievable.
- E. Prohibit uses, buildings or structures that would be incompatible with the intended character of each district.
- F. Regulate the intensity of use on individual lots, by establishing standards that limit the height and bulk of buildings hereinafter to be erected.
- G. Regulate the location of buildings and associated parking, loading or accessory structures that might be proposed within a floodplain, wetland, or other natural resource, according to applicable local, state and federal laws.
- H. Classify high trip generating land uses as permitted special uses in those districts where vehicular access can safely be provided; the uses will not cause traffic congestion; and

where such uses will be compatible with surrounding uses, both existing and planned.

- I. Establish standards that regulate the number, size and design of off street parking and off street loading and provide safe lighting without glare and off site spillage.
  
- J. Establish regulations for landscaping individual lots and planned developments. Require landscaping screening between nonresidential buildings or uses and adjacent residential and institutional uses, either existing or planned.
  
- K. Promote those areas designated as environmental corridor on Sugar Grove's land use map, or sites and structures that are determined to be culturally significant, to be set aside as permanent, open space.
  
- L. Establish standards for the dedication of land in a planned development as permanent open space or park.
  
- M. Require architectural review for all residential and nonresidential buildings proposed as part of a planned development.
  
- N. Establish regulations for landscaping public rights of way and individual lots.
  
- O. Discourage additions to, and alterations of, existing buildings or structures that would not comply with the restrictions and limitations imposed herein.
  
- P. Prescribe penalties for any violation of the provisions of this title, or of any amendment thereto. (Ord. 2002-01-15B, 1-15-2002)

Notes from 1/14/19 Meeting with Crown Development and Residents of Hannaford Farm

They hope to begin this project in this current year, 2019

Crown is requesting the Village zone this area as a PDD or Planned Development District. This would give Crown the flexibility to change direction as they see fit and to adapt to the over all economic climate changes. Therefore it is very different from a PUD, Planned Unit District in such that it would be much more restrictive on what and where they could build.

Their first action is Phase 1. This would be PDD Zone 5, which is the area that encompasses 188 to Merrill Road. This area was chosen because of existing city water and sewer access. More cost effective for Crown to begin immediately.

**Important to note that the Crown representatives stated that without PDD zoning they will not move forward on the development.**

Crown indicated that they were instrumental in getting the east bound ramps to 188 completed and worked closely with the Village to accomplish their goals.

On Zone 5 they propose 6 warehouse units with a total square footage of over 4 million square feet, over 900 shipping bays/docks and an 800+ additional trailer stalls. The buildings will have a height of 60 feet. Berms and landscape material would surround the property being approximately 50 foot wide with a maximum of six feet tall.

It was asked what kind of restrictions would be put on tenants/owners of these warehouse units. Would there be any kind of hazardous waste? There was not a clear cut answer, other than "possibly" and those decision would be up to the Village Board. Special variances would be considered case by case.

Crown indicated that they would be doing the needed work on 47 that allows access to this site. This includes the extension of Denny Rd behind the properties on Wheatfield and follows behind the potential residential development along to Route 47. Round a-bouts would be installed to keep the flow of traffic moving. They also indicated that the only entrance to this facility would be via Denny Road. There will be no access points other than this to the warehouse district. In addition there are no frontage roads helping relieve any congestion of tractor trailers.

Merrill Road would be moved toward Thornapple Road, which is south of its current position. There was no guarantee of keeping truck traffic off Merrill. Additionally there will be a stop light installed at Merrill and 47.

There will be a Transportation Engineer at the meeting on Wednesday to answer questions regarding traffic flow.

The housing development would be zoned R2, with a target sale price of 400,000. Lot sizes would be considerably smaller than ours with the possibility of 170 homes being built. This land is approximately 10% of the over all phase one development. It would be a stretch to sell these homes as they back up to Denny Road and their backdoor neighbors would be the warehouses. It is a far stretch from the current zoning of Estate Residential which is 4 acre parcels. Asked why this is not even being considered...there is not an economic need for that type of housing and therefore it would not be profitable.

Open space is minimal and there would be a trail that would connect to our current trail. That trail would be 10 foot wide and would run along Denny Road, snaking around the warehousing space.

As far as Phase 2 of this development. There is space for more warehouse/industrial along 188 and the possibility of a 350 Multi Family Unit parcel. Paving of Seavy Road would happen along with road improvements for accessibility to the warehouses. There is the possibility of commercial on the north side, possibly a hotel. Again it was stated that this is not guaranteed and all development will be market driven.

The most glaring of all details was the persistence that this is what **Crown Development and the Village of Sugar Grove deems as best fit for our area**. On five occasions it was alluded to there has been an agreement between the Village and Crown. They have worked for a long time on this project and they are anxious to get it started. Proof of that anticipation is the fact that the Sugar Grove Economic Development Corporation has been soliciting would be buyers for this phase 1 of development. The Crown representatives indicated that there are already a few interested parties.

The next elephant in the room was **Crown's request for a TIF district**. Currently the Village issued a resolution back on December 4<sup>th</sup> starting the investigation into Tax Incremented Financing. This would reduce their tax rates and eliminate any immediate tax benefit to the community. Those taxes collected would be put back into the Crown Project. The Crown representatives indicated that **this project will not go forward without a TIF**.

Important things to consider. The meeting on Wednesday is a Planning Commission Hearing. Crown will layout their plans and take input and questions from residents. We need to Plan Commission members to reject this proposal outright. By doing this the Village Board would need a super majority in order to pass this plan.

Another important thing to remember. Just because the economic climate changed we do not have to accept this type of development. This area was promised to the Village in the Comprehensive Plan as Estate Residential. The insistence that Crown developed Stone Bridge in Aurora is of no comparison here. They are not willing to negotiating any changes.

When presented with the option of starting on the north side of 188, it was met with a hard "no". Not cost effective enough, we have already sunk a lot of money into this project and this is the only option we are offering. They are unwilling to consider what is best for the residents of Sugar Grove and Blackberry Township. They are profit driven like any good company should be. The problem is they took the risk of buying E1, Estate Residential land and they are not able to fulfill any of the promises they made along the way.

No restaurants, no shopping district, no public parks, no office buildings, no E1 housing. This beautiful product they built in other communities is no longer an option. It is not cost effective to even consider such amenities at this time. So instead is is agreed by our Village that this Warehousing District is the best use of the space currently. No consideration for our home values and our quality of life.

When asked if any environmental study or economic impact study has been done, again the answer was "no it hasn't been". If you think this is only going to be a problem for the neighbors adjacent to this project, you are wrong. Truck traffic will use Route 47 to get south to 180 in Morris and go north to 190 in Huntley. With the death of the proposed Prairie Parkway, Route 47 is thought to be its replacement.

These are my take always from the meeting last night and I am sure there is more that will come to me once I send this document. Please get your friends to the meeting on Wednesday Night at the Sugar Grove Library...a show of unity will hopefully send a loud message to our elected officials.

Thank you for taking the time to read through and I apologize if it is not perfectly synthesized ... the need to get this information to you is of utmost priority.

*I just find I took these notes on Jan 14, 2019  
I was present at the meeting  
[Signature]  
1/23/2019*

## BACKGROUND & HISTORY

The property is in active agricultural production. There is an environmental corridor along the Seavey Road Run which crosses the property south of the Tollway and along the far west end of the property where Seavey Road crosses Blackberry Creek. The environmental corridors are highly regulated by other agencies and are largely free of encroachment by the proposed development. There are abandoned farm related structures on the Property. These abandoned structures will be demolished prior to development of the property.

The majority of this property was annexed to the Village in 2013 pursuant to an annexation agreement (Ordinance 2013-1203C). The northern most portion of this property was included in the 2013 annexation agreement but was not annexed at that time. The annexed portion of the property was assigned E-1 Estate Residential zoning upon annexation. The annexation agreement never contemplated development of the property as estate residential. The E-1 zoning classification is the most restrictive zoning classification and is used as the default zoning classification until the intended use of property is determined. The annexation agreement is being amended for a number of reasons, including incorporating the requested PD District.

When the property was annexed the anticipated land uses were considerably different than those being proposed today. Market realities and community expectations for development in the vicinity of the Tollway interchange and along the Tollway frontage have changed considerably since the property was annexed. What has not changed is the Village's desire to exploit the complete full access interchange for economic development purposes.

The petitioner is seeking to rezone the E-1 zoned portion of the property to PD District and to assign PD zoning classification to the newly annexed northern portion of the property. All of the annexed acres will be included in the requested PD District.

Planned Development District zoning was added to the Village Zoning Ordinance in 2005. The purpose of this district is to allow flexibility of land use and development standards beyond those provided through traditional Planned Unit Development (PUD) zoning. The PD District is not synonymous with a Planned Unit Development. It is effectively a custom designed zoning district that will have its own unique regulations pertaining to: permitted uses, accessory structures, landscaping, bulk regulations, lot development standards, parking regulations, etc. The Crown PD District may have similarities with existing zoning districts, but in reality is a standalone zoning district. The Village zoning regulations do not adequately address the physical and operational needs and requirements of contemporary high cubic volume manufacturing and warehouse spaces; therefore, applying the Crown PD District approach to this project is appropriate. Moreover, there are land uses permitted in various zoning districts that the Village considers undesirable on this Property and the PD District approach allows the Village to cherry-pick permitted uses for the Property.

Planned Development District zoning is available only for unified developments consisting of at least

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**VILLAGE OF SUGAR GROVE  
BOARD REPORT**

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**TO:** VILLAGE PRESIDENT & BOARD OF TRUSTEES  
**FROM:** WALTER MAGDZIARZ, COMMUNITY DEVELOPMENT DIRECTOR  
**SUBJECT:** RESOLUTION: ACCEPTING A PROPOSAL FROM S. B. FRIEDMAN OF CHICAGO, IL TO PROVIDE AN ELIGIBILITY STUDY OF CERTAIN REAL PROPERTY  
**AGENDA:** DECEMBER 4, 2018 VILLAGE BOARD MEETING  
**DATE:** DECEMBER 4, 2018

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**ISSUE**

Shall the Village Board consider a Resolution accepting a proposal from S.B. Friedman of Chicago, IL to provide an eligibility study of certain real property.

**DISCUSSION**

Upon the advice of the Village's TIF attorney, Village staff procured a proposal from S. B. Friedman Development Advisors to provide an eligibility study for the Crown property. The purpose of this work is to augment the work previously completed on this property in connection with the possibility of establishing a tax increment finance district.

The property owner has been briefed on the need for the additional work and is in full support.

S. B. Friedman is a consulting firm providing analytical, strategic and financial consulting services to help their clients conceive and implement high-impact development and redevelopment projects. The firm has more than 28 years of experience development financial services, including TIF financing.

**COSTS**

The cost of the professional services is **\$30,700.00**. Crown Community Development will pay the cost of the study.

**ATTACHMENTS**

- Resolution accepting a proposal from S.B. Friedman of Chicago, IL to provide an eligibility study of certain real property
- Professional services agreement with S.B. Friedman, Inc.

**RECOMMENDATION**

That Village Board approve the Resolution accepting a proposal from S.B. Friedman of Chicago, IL to provide an eligibility study of certain real property.



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

**RESOLUTION NO. 2018-1204** \_\_\_\_\_

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**A RESOLUTION OF THE VILLAGE OF SUGAR GROVE, KANE COUNTY, ILLINOIS,  
ACCEPTING A PROPOSAL FROM SB FRIEDMAN OF CHICAGO, ILLINOIS  
TO PROVIDE AN ELIGIBILITY STUDY OF CERTAIN PROPERTY**

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Adopted by the Board of Trustees and President of the Village of Sugar Grove  
this 4<sup>th</sup> day of December 2018

Published in pamphlet form by authority of the Board of Trustees of the Village of Sugar Grove, Illinois  
this 4<sup>th</sup> day of December 2018

**Resolution No. 2018-1204\_\_**

**A RESOLUTION OF THE VILLAGE OF SUGAR GROVE, KANE COUNTY, ILLINOIS,  
ACCEPTING A PROPOSAL FROM SB FRIEDMAN OF CHICAGO, ILLINOIS  
TO PROVIDE AN ELIGIBILITY STUDY OF CERTAIN PROPERTY**

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**WHEREAS**, the President and Board of Trustees (the “*Corporate Authorities*”) of the Village of Sugar Grove, Kane County, Illinois (the “*Village*”), recognize that the economic development of the community is endangered by the presence of blighting factors, as manifested by progressive and advanced deterioration of structures, lack of physical maintenance of such structures, inadequate infrastructure, obsolete platting, and deleterious land use and layout; and,

**WHEREAS**, pursuant to the Tax Increment Allocation Redevelopment Act of the State of Illinois, 65 ILCS 5/11-74.4-1, *et seq.*, as from time to time amended (“*TIF Act*”), the Corporate Authorities are empowered to undertake the development of a designated area within the municipal boundaries of the City in which such blighting conditions permit such area to be classified as a “blighted area” or a “conservation area” as defined in Sections 11.74.4-3(a) and 11.74.4-3(b) of the TIF Act, respectively; and,

**WHEREAS**, the legislative purpose of the TIF Act is to encourage development through the use of incremental tax revenues derived from an increase in assessed values in the eligible area by assisting with development or redevelopment project costs, thereby eliminating adverse and detrimental conditions that erode the tax base both within an eligible area and adjacent to such area; and,

**WHEREAS**, the Corporate Authorities desire to conduct a feasibility study of certain properties within the corporate boundaries of the Village in order to determine the eligibility of said properties as a “redevelopment project area” pursuant to the provisions of the TIF Act, the boundaries of which properties are depicted on the map attached hereto and made a part hereof as *Exhibit A* (the “*Proposed Redevelopment Project Area*”); and,

**WHEREAS**, the Village received a proposal from SB Friedman of Chicago, Illinois to provide such professional services as are necessary to determine the eligibility of the Proposed Redevelopment Project Area as a redevelopment project area under the TIF Act, and, if eligible, to prepare such reports, studies, and plans as required to adopt the TIF Act as applicable to said Proposed Redevelopment Project Area; and,

**WHEREAS**, the Corporate Authorities have determined that SB Friedman possesses the necessary skills and experience to (i) determine if the Proposed Redevelopment Project Area qualifies as “redevelopment project area” under the TIF Act; (ii) to prepare an eligibility report, which eligibility report would set for the factors within the Proposed Redevelopment Project Area that qualify it as a “redevelopment project area” under the TIF Act; and, (iii) to prepare the redevelopment plan to be implemented to develop and redevelop the Proposed Redevelopment Project Area in order to eliminate those factors; and,

**WHEREAS**, the Corporate Authorities desire to authorize SB Friedman to undertake a feasibility study and to prepare such report and redevelopment plan as required with respect to the designation of the Proposed Redevelopment Project Area as a tax increment financing redevelopment project area under the TIF Act.

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

**SECTION 1.** The foregoing recitals are hereby incorporated and made a part of this Resolution as if fully restated in this Section.

*Section 2.* The Corporate Authorities hereby authorize SB Friedman to undertake a feasibility study to determine the eligibility of the Proposed Redevelopment Project Area as a “redevelopment project area” as required by the TIF Act; and, thereafter, to present a plan for development and redevelopment of the Proposed Redevelopment Project Area incorporating all of the matters required by the TIF Act.

**SECTION 3.** The purpose of the report and plan is to allow the Village to consider adoption of the TIF Act in order to enhance its tax base as well as the tax base of any other taxing district that has jurisdiction, eradicate blight, provide new job opportunities for its residents, attract sound and stable growth, and improve the general welfare and prosperity of the community. Pursuant to the TIF Act, once the Village adopts tax increment financing, all real estate tax revenue attributable to any increase in the assessment of property included in the redevelopment project area is distributed to the Village for reinvestment within the Proposed Redevelopment Project Area for certain purposes permitted by the TIF Act.

**SECTION 4.** The Village hereby agrees to reimburse itself for the costs incurred in connection with all studies and reports for the Proposed Redevelopment Project Area and for any other costs incurred in connection with proposed future development of the Proposed Redevelopment Project Area in the event the TIF Act is adopted by the Corporate Authorities and incremental real estate taxes are available for payment of such costs pursuant to the TIF Act.

**SECTION 5.** The Corporate Authorities may consider paying for certain redevelopment project costs, as defined by the TIF Act, from incremental real estate taxes in the Special Tax Allocation Fund, as defined by the TIF Act, established for the Proposed Redevelopment Project Area through the issuance of bonds or other financing methods, in the event the TIF Act is adopted. Such redevelopment project costs may include costs of studies, surveys, plans architectural and engineering services, acquisition of land, rehabilitation of existing buildings, construction of public works, bond issuance costs, and such other items as permitted by the TIF Act.

**SECTION 6.** The Village Clerk shall cause copies of this Resolution to be mailed to all taxing districts that would be affected by such designation in accordance with the provisions of Section 11-74.4-4.1 of the TIF Act, and the municipal officer who may be contacted for any and all questions, comments, suggestions, or requests for information is Brent Eichelberger, Village Administrator, 10 South Municipal Drive, Sugar Grove, Illinois 60554 (630.391.7200).

**PASSED** by the President and Board of Trustees of the Village of Sugar Grove, Kane County, Illinois, this \_\_\_\_ day of \_\_\_\_\_ 2018, pursuant to a roll call vote as follows:

**APPROVED:**

\_\_\_\_\_  
P. Sean Michels,  
Village President

**ATTEST:**

\_\_\_\_\_  
Cynthia L. Galbreath,  
Village Clerk

	Aye	Nay	Absent	Abstain
Trustee Sean Herron	___	___	___	___
Trustee Mari Johnson	___	___	___	___
Trustee Ted Koch	___	___	___	___
Trustee Heidi Lendi	___	___	___	___
Trustee Rick Montalto	___	___	___	___
Trustee David Paluch	___	___	___	___

Exhibit A

*(Map of Proposed Redevelopment Project Area)*





“watershed vision” (related to rivers and creeks).

**2) List, in order of importance, the three (3) most important issues discussed thus far.**

The most important issues are:

1. Rapid residential growth (incorporate into community without impacts (14 responses);
2. Bringing in business (11 responses); and
3. Need to develop infrastructure (11 responses)

Other frequently mentioned issues were: lack of commercial and retail facilities (10); identify major transportation and rail corridors (8); Village growth and size issues (8); growing traffic on IL 47 (5); concern for development of agricultural land and loss of green space (5); and preserve small-town character (5). Issues with three responses include: airport-expansion/authority; vision for regional watershed. Affordable/attainable housing, the need to expand the tax base and community services; lack of revenue/Village budget; and keeping a centralized community each had 2 responses.

Issues mentioned once included identification of a downtown central business district; pressure on the schools/education; and community spirit.

**3) Identify three (3) specific projects or actions that you would like to see undertaken within the Village of Sugar Grove.**

The most frequent responses were: the desire for creation of a park district (6 responses) and the redesign of the I-47 Corridor to reduce traffic congestion (6 responses); revitalize the downtown area, and improve the infrastructure (roads, water, sewer) (3 responses); and, with 2

responses each: increase commercial development along I-47 and 56, such as a grocery store and retail establishments; establish an economic development corporation; and locate a cultural or civic center,

Other responses mentioned by a single participant included: creation of bike and walking trails; build a Metra station in town; further the community character/spirit; develop a commercial downtown center; inventory and identify important and sensitive natural resources in the area; create boundary agreements; improve local feeder roads; extend Municipal Drive and Galena Boulevard; development of access roads, better access on Route 30; and approve and develop residential communities.

**4) What are the primary strengths and assets of the Village of Sugar Grove?**

The most common responses were the access to transportation, including the airport and road and highway corridors (5 responses), small town character (5 responses), and the “clean slate”/opportunity for good comprehensive planning (5 responses); the amount of open/green space (4 responses); the community’s location (3 responses), the nearby Aurora Airport (3 responses), residents who care about their community and get involved (3 responses) and the Wabaunsee Community College (3 responses).

Other common responses included the young people in the community and young age of new residents (2); local schools (2); sense of community (2); and the historic Main Street/architecturally significant historic structures (2).

Responses cited by a single participant included: green space/rural feeling; employee base for business; large enough parcels to affect a master planned community; police department; fire department, quality residential

**3) Identify three (3) specific projects or actions that you would like to see undertaken within the Village of Sugar Grove.**

The most frequent responses were: the creation of a park district and recreational facilities (13 responses); encourage commercial development (11 responses); historic preservation and historically sensitive development in the Village center (8 responses); the redesign of the IL-47 Corridor to reduce traffic congestion and increase visual appeal (6 responses); and maintain and expand schools (6 responses). Less frequently mentioned responses include: design hike/bike paths (5 responses); zone some land for industrial (4 responses); and build a grocery store (3 responses).

Other responses mentioned once or twice included: build a Metra station in town; expand community services, technological improvements; expand and solidify boundary; general roadway improvements; creation of a community news letter; extend Gordon Lane south; add traffic signals along Prairie; and improve water quality.

**4) What are the primary strengths and assets of the Village of Sugar Grove?**

The most common responses were: excellent access to transportation, including the airport and road and highway corridors (16 responses); small town character (11 responses); resident's commitment to the community (7 responses); and the good reputation of the school district (7 responses). Other responses that were noted five times include: land available for development and growth; high quality homes and good property values; and beautiful open/green spaces.

Responses cited two or fewer times include: Wabaunsee Community College; community commitment to plan for the future; few traffic problems; low

crime/safety; Village leadership; and no strip malls.

**Key Person Interview Summary**

Interviews were conducted with people consisting of residents, business owners, county and municipal staff, consultants, and other individuals representing a local issue or cause. The interview process consisted of question and response dialogue. The questions were designed to solicit the opinions, concerns and issues regarding the Sugar Grove Comprehensive Plan and the planning process. Interviews were conducted at the Sugar Grove Municipal Center on February 19, 2003 and February 20, 2003. In total, 13 people participated in the interview process.

Below is a summary of the results of the Key Person Interview Process. The summary reflects the opinions and comments stated during the interview dialogue and includes a summary of participants' responses to questions asked during the interview process.

**1) How would you define/describe the character of Sugar Grove?**

The interviewees describe the character of Sugar Grove as a community that is currently rural, but is about to experience urbanization. Some interviewees are frightened about the future growth, but more believe that the Village has a great deal of potential to plan and prepare for growth, and to develop a community in which all can be proud of. Interviewees describe Sugar Grove, as a quiet, low-crime, family friendly, bedroom community. There is no downtown, and the small industrial core that does exist has been neglected. Descriptions heard only once throughout the interviews are listed on the following page.

Descriptions heard only once throughout the interviews:

- Large lots
- No character
- Geographically separated
- Outlying suburb

**2) *What do you believe are the primary assets and advantages of Sugar Grove?***

Sugar Grove's location and proximity to Interstate 88 was the overwhelming response by interviewees. Most people interviewed see great potential and locational benefits from Illinois 56, Illinois 47, U.S. Route 30 and Interstate 88. Another asset commonly cited by interviewees was Sugar Grove's natural resources. The parks, bike trails, and large forest preserves provide relief from urbanization, and add greatly to the quality of life in the community. Interviewees also believe that the schools, and existing infrastructure (Aurora Airport, Burlington Northern-Santa Fe Railway, community leaders, and utilities) were an asset to Sugar Grove. Advantages and assets cited by only one interviewee are listed below.

- Sense of community
- Waubensee College
- Good relationship with developers
- Boundary agreements
- Pass through traffic
- Quiet
- In a position to learn from other communities
- Quality of Life
- Low crime
- Large lots

**3) *What do you believe are the primary weaknesses and disadvantages of Sugar Grove?***

Interviewees were quick to cite the lack of a downtown and small commercial and industrial tax base as Sugar Grove's primary weakness. They believe that the Village must identify a central business district to capture retail sales tax and to expand the non-residential property tax base. Identification and promotion of industrial sites would also help the Village diversify its tax base. Some respondents believe the Village is too poor and that infrastructure is too expensive, and this will be to the Village's disadvantage as growth occurs in the future. Geographic separation by major roadways is also a disadvantage according to interviewees. A few people interviewed believe that the Village's water quality, the lack of housing diversity/options, and appearance and monotony of new construction were disadvantages to Sugar Grove. Weaknesses and disadvantages cited by only one interviewee are listed below.

- No park district
- No shopping
- Sprawl
- Nothing unifies the village
- High speed Internet
- Traffic
- Not pedestrian friendly
- Lack of Village staff
- No natural boundaries
- Perception of encroaching development

**4) *What do you consider to be the single most important issue confronting Sugar Grove today?***

Controlling growth and having a plan for growth were the most commonly heard responses from interviewees throughout the interview process. While some interviewees believe that there is tremendous potential, new growth must be controlled and directed to ensure the Village maximizes benefits associated with

growth, and minimizes any negative impacts. Concerns about traffic, the economy, lack of industrial land, and establishing a vision for Sugar Grove were mentioned by a small number of interviewees. Issues cited by only one interviewee are listed below.

- Quality of life
- Natural resources
- Recreation and open space
- Natural boundaries
- Leadership
- A proactive approach to growth
- Water quality
- Relationship with developers
- Geographic separation
- Illinois Route 47
- Schools
- Utilities
- Balance
- Need for a downtown

**5) *If you had the power to undertake one project or improvement within Sugar Grove, what would it be?***

Construction of a town center, improving the Village’s water quality, and identification and acquisition of open space and environmentally sensitive areas received the most responses from people interviewed. Projects or improvements mentioned by only one interviewee are listed below.

- Widen U.S. Route 30
- Widen Illinois Route 47
- Preserve historic downtown
- Comprehensive plan
- Streetscape improvements
- Construction of an interchange at IL 47 and I-88.

**6) *What are your primary concerns regarding growth and development of the Sugar Grove area?***

When asked what the primary concerns regarding growth and development of the Sugar Grove area were, there was very little consensus among interviewees.

Concerns heard from more than one interviewee are: is the Village prepared for growth; is there adequate infrastructure in place; what will happen to stormwater; loss of character/appeal; and increased traffic and impacts on transportation. Concerns cited by only one interviewee are listed below.

- Lot sizes
- Impact fees
- Blackberry Creek
- Big Rock Creek
- Loss of identity
- Monotonous housing
- Lack of a defined core
- A mix of land uses
- Lack of housing diversity
- More industrial land
- Lack of a Metra station
- Impact of proposed Prairie Parkway
- No shopping/town center

### *Section 3:*

## *A Vision for Sugar Grove*

On Thursday, October 23, 2003, a Visioning Workshop for the *Comprehensive Plan* was conducted at the municipal building in Sugar Grove, Illinois. The purpose of the workshop was to develop a Vision Statement that describes Sugar Grove as it will be in the year 2014.

### *Workshop Session*

Participants in the Visioning Workshop included Sugar Grove Village Board, Comprehensive Plan Advisory Committee, business owners, Planning and Zoning Commissioners, Village staff, and interested residents.

Following a brief discussion of the planning process for the Sugar Grove assignment, the participants were asked to identify issues by creating a wish list of public and private sector projects or improvements and by identifying any problems or obstacles that could limit the implementation of the Comprehensive Plan. A summary of the written statements prepared by all workshop participants are presented later in this report.

As part of the issue identification process, participants were separated into seven work groups. The groups were created by sequentially numbering participants with numbers one through seven. Each group separated from others and performed the next steps of the visioning session at a separate table, working only with participants in their group.

Each group was asked to describe the Village of Sugar Grove as they hoped it would be in the year 2014. In particular, the groups were asked to articulate the accomplishments and achievements that had been made since the Village's Comprehensive Plan was completed in 2004. To assist the groups with

developing and illustrating their vision, each group was given a base map of Downtown Sugar Grove.

After developing their vision the seven groups were asked to present their vision to the larger group for review and discussion.

### *Vision Statement*

The Vision Statement, presented at the end of this section, has been prepared by the Consultant and is based primarily on the workshop described above. However, the Vision Statement also takes into consideration the results of other work activities undertaken as part of the ongoing planning process.

The Vision Statement is intended to be a retrospective that chronicles the accomplishments and achievements that have been undertaken in Sugar Grove since the Comprehensive Plan was completed in 2004.

The Vision Statement provides important focus and direction in the preparation of the goals, objectives, policies, and recommendations during the next phases of the planning process.

It should be emphasized that the Vision Statement is intended to provide a brief, overall snapshot of Sugar Grove in the Year 2014. While it incorporates the main ideas and recurring themes discussed at the workshop, it does not include all of the specific projects and actions suggested by participants or smaller workgroups. However, many of these specifics will be incorporated into later phases of the planning program, as more detailed plans and policies are developed for the Sugar Grove community.

## 1.5 2040 GOALS

### Introduction

The development of countywide **goals** begins with identifying shared **values**, which are then translated into **objectives** or more specific goals that serve as a guide for public policy and action. **Policies** then translate objectives into statements that set out standards and guidelines to inform decisions made by staff, Regional Planning Commission, Zoning Board of Appeals, and the Kane County Board.

### Values

Values are widely shared concepts of what is good. Examples of shared values commonly held by the residents of Kane County include a county:

- where residents enjoy the beautiful and scenic Fox River as part of their communities, as a clean drinkable water source, for the scenic biking and walking trails along the river, and other recreation activities, such as fishing or kayaking;
- where every resident can enjoy the benefits of the gently rolling countryside, fertile farmland, local farm products, a network of parks and Forest Preserves, and the scenic quality of the Midwest within a 10-15 minute drive from home;
- with a countywide biking and walking trail network that is second to none providing opportunities for exercise, transportation, and community connectivity;
- that has a sense of history from the preserved downtowns along the Fox River to the historic neighborhoods, small towns, rustic roads and centennial farms in the western townships;
- that has opportunities for healthy, active living and quality health care for all families;
- with strong neighborhoods to raise families with quality jobs and schools, ample parks and Park District programming; and
- with proximity to the world class City of Chicago with cultural, educational, and scientific opportunities, and accessibility to the regional and global center through a first class transportation network.

### Goals

Goals are an expression of values; they provide policy direction towards a final objective. Goals may not be specific but yet provide a means to measure the success of the desires of a community to maintain and improve the quality of life.

The 2040 Plan is based on the strong foundation provided by previously adopted plans and countywide goals contained within these plans. Adopted over 50 years ago, the five-point 1967 General Development Policy included countywide planning goals for employment, people, housing, environmental considerations and natural resources. Those original development goals were affirmed in 1976 with the adoption of the Kane County Planning and Development Policies and

the Generalized Land Use Plan and reaffirmed in the 1982 Comprehensive Land Use Plan.

The countywide planning goals from 1967, 1976, and 1982 are:

- **Employment**  
Kane County's present position as an economically balanced community (employment equal to labor force) should be maintained.
- **People**  
All types of people should be able to live in Kane County so that a labor force with diversified skills and training is available.
- **Housing**  
Housing of all sizes, types and prices should be available.
- **Environmental Considerations**  
Every person has the right to live and work in an attractive and healthful environment.
- **Natural Resources**  
All development decisions should consider the conservation and wise use of the soil, air, water resources and the natural environment of Kane County.

In 1993 the Kane County Regional Planning Commission reviewed the growth and development occurring across Kane County and expanded the countywide planning goals to include agricultural preservation, historic preservation, transportation and cooperative planning for the unanimously adopted and highly successful 2020 Land Resource Management Plan.

Those four additional goals are:

- **Agricultural Preservation**  
Support the conservation, protection, development and improvement of agricultural land for the production of food and other agricultural products.
- **Historic Preservation**  
Support the conservation, protection, development and improvement of agricultural land for the production of food and other agricultural products.
- **Transportation**  
Provide safe, efficient transportation systems that provide mobility choices and that are compatible with mixed land use patterns.

- **Cooperative Planning**  
Work with the various jurisdictions located within Kane County to achieve a shared community vision.

The subsequent 2030 Land Resource Management Plan, adopted in 2004, added a tenth goal to address population distribution and land use consumption at a time of unprecedented population growth and community development projected for the next 25 years.

- **Land Use**  
Work with the municipalities to ensure that 50% of the area of Kane County is in agriculture and open space land uses by 2030.

In preparing the 2040 Plan and reviewing the 10 planning goals that had evolved over 50 years, there was consensus among the Regional Planning Commission that the countywide planning goals had served a valuable purpose that needed to be revised, updated and modernized for the 21<sup>st</sup> century. In addition, the Commission's 2040 Conceptual Land Use Strategy report, adopted by the Kane County Board on August of 2010 addressed issues such as economic prosperity, jobs in a global economy, public health and active living/healthy eating, mobility and connectivity, sustainability and energy and other topics that needed to be more adequately articulated and more finely focused in order to effectively communicate to current and future residents of Kane County. Accordingly, 10 updated countywide planning goals, based on the previous plans but geared for the 21<sup>st</sup> century, were prepared by the Commission for the 2040 Plan.

The 2040 Countywide Planning Goals are:

- **Healthy Communities**  
Improve the health of Kane County's citizens, including its children, by consciously making changes to the environment that support active living, healthy eating, and local food production.
- **Economic Prosperity**  
Maintain and strengthen the County's economic edge and respond to demographic changes, workforce development, technology and the changing global economy.
- **Housing**  
Create a range of housing opportunities and choices that meet the needs of the projected population growth and changing demographics.
- **Mobility and Connectivity**  
Improve connectivity, construct needed infrastructure, and increase travel options that provide safe access to land uses for motorists, pedestrians,

cyclists and public transportation patrons, while enhancing and improving the health of the population.

- **Agriculture: Food and Farm**  
Expand production of locally grown foods, and support production agriculture and farmland preservation.
- **Green Infrastructure and Water Resources**  
Enhance and expand the County's green infrastructure, protect the local water supply, and improve water quality through best management practices.
- **Land Use and Built Environment**  
Collaborate with the municipalities to ensure that 50% of the area of the County is in agriculture and open space uses by 2040 by focusing compact, mixed use development within established urban areas, employment centers, and along transportation corridors.
- **Sustainability and Energy**  
Promote quality of life, financial prosperity, innovative ideas and technologies while improving energy efficiency; and reducing fossil fuel emissions and energy use.
- **Historic Preservation**  
Protect historic and cultural resources to preserve and revitalize community character.
- **Cooperative Planning**  
Partner with the Chicago Metropolitan Agency for Planning, municipalities, and other stakeholders to coordinate planning efforts to meet regional and local goals.

### **Objectives**

Objectives are the means to achieve stated goals. They are specific statements of purpose serving as a guide for public policy and action.

Although they are general in nature, these ten goals can be achieved through the more specific statements of purpose, the objectives, identified for the County in the Planning Issues section of the 2040 Plan. These Planning Issues are: Introduction: Healthy People, Healthy Living, Healthy Communities, Land Use and Built Environment, Mobility and Connectivity, Community Health, Housing, Agriculture: Food and Farm, Open Space and Green Infrastructure, Water Resources, Sustainability and Energy, Historic Preservation, and Economic Prosperity.

### **Policies**

Policies translate objectives into useful and understandable decision guidelines. Policies are to be fully considered and evaluated when allocating resources, making public improvements, directing growth and reviewing development proposals.

Similarly, these ten goals can be achieved through the more specific policies, the decision guidelines, identified for the County in the ten Planning Issues sections of the 2040 Plan.

The attainment of the 2040 Plan goals is a long-term process. As Kane County grows and develops, the **values, goals, objectives and policies** of its citizens and elected officials may evolve. The 2040 Plan will be reviewed every 5 years, with citizen input, in the light of changing demographics, changes in state or federal policies, major infrastructure improvements, major shifts in the regional employment base, public policy decisions and economic and employment activities. At that time, the Regional Planning Commission and elected officials of Kane County will revise the 2040 Plan as appropriate.

**Planned Development Ordinance 2019-  
Exhibit E**

**Crossroads of Sugar Grove and Astoria of Sugar Grove**

**Permitted and Special Uses**

**Crossroads of Sugar Grove  
Zoning Lots 1-5**

<b>Use</b>	
<b>Agriculture uses:</b>	
Agricultural implement sales and service	S
Field crops	P
Hay, grain and feed store	P
Kennel (breeding or boarding)	S
Pet grooming facility	P
Plant nursery, including retail sales	P
Tack shop	P
Veterinarian clinic	P
<b>Commercial uses:</b>	
Art gallery	P
Auction room	S
Bank and financial institution	S
Beauty shop, barbershop, and day spa	P
Bicycle sales and service	P
Car wash	S
Carpet and upholstery cleaners	P
Catering service	P
Cleaning and exterminating service	P
Clothing and costume rental store	P
Currency exchange	S
Drinking establishment	P
Equipment rental and leasing service without outdoor storage	P
Equipment rental and leasing service with outdoor storage	S
Florist	P

Food store	P
Food store, convenience	P
General repair service	P
General retail	P
Home improvement retail with lumberyard	P*
Hotel	P
Ice cream parlor	P
Laundry service	P
Locksmith	P
Mailing service	P
Medical supply rental	P
Motor vehicle fuel station	S
Motor vehicle parts retail	P
Motor vehicle rental	S
Motor vehicle sales	S
Package liquor or wine retail	S
Pharmacy	P
Picture framing	P
Printing and publishing	P
Resale shop	P
Restaurant	P
Restaurant, alcohol service	P
Restaurant, carry out	P
Restaurant, drive-through	P
Restaurant, live entertainment, or dancing	S
Small engine repair shop (not motor vehicles)	P
Sports and recreation, indoor	P
Sports and recreation, outdoor	S
Storage facilities	S
Tailor or dressmaker shop	P
Taxidermist	P
Theater	P

\* Shall comply with additional standards below.

ADDITIONAL STANDARDS FOR SPECIFIC USES:

\*Home occupation: shall comply with section 11-4-17 of the village of sugar grove zoning ordinance.

\*Home improvement retail with lumberyard: Lumberyard shall be accessory to the retail use of the property. The lumberyard shall occupy a land area less than 25% of the total floor area devoted to the home improvement retail sales use. The lumberyard shall be fully screened by a masonry wall at least six (6) feet in height which is compatible with the retail building architecture.

\*Manufacturing. Limited and heavy manufacturing operations must meet the following performance standards: Noise, glare, vibration, odor, etc., shall be regulated according to standards established by the Illinois Pollution Control Board of the Environmental Protection Agency, as may be amended from time to time.

\*Multi-Family Dwellings: Maximum of one (1) total multifamily development within the boundaries of the PDD with a maximum of 350 units and specifically located on any one zoning lot with the exception of zoning lot 5. Multifamily development shall provide an interconnected walking path throughout the site, a community room, an outdoor gathering space, and at least three (3) of the following amenities: Swimming pool; Fitness center; Media room; Sport courts.

\*Refuse or recycling facility: All operations shall be fully enclosed.

\*School, trade: All operations shall be fully enclosed.

Astoria of Sugar Grove

Use	
<b>Agriculture uses:</b>	
Field crops	P
<b>Residential uses:</b>	
Accessory dwelling unit	S*
Home occupation	P*
Model home	S
Single-family dwelling, detached	P
<b>Civic uses:</b>	
Church, temple, mosque, synagogue, or religious retreat	S
Civic and community center building	S
Commercial antenna	S
Fire station and facilities	S
Public works facilities	P

\* Shall comply with additional standard below:

ADDITIONAL STANDARDS FOR SPECIFIC USES:

\* Accessory dwelling unit. The unit may not comprise more than twenty five percent (25%) of the floor area of the principal

Undertaking establishment, funeral parlor and mortuary	P
<b>Office uses:</b>	
Contractor's office without outdoor storage	P
Contractor's office with outdoor storage	S
Counseling service	P
General office	P
Medical laboratory	P
Medical office	P
<b>Industrial uses:</b>	
Assembly	P
Data processing center	P
Food production	P
Industrial launderer	P
Manufacturing, heavy	P*
Manufacturing, limited	P*
Refuse or recycling facility	S*
Research and development laboratory and technology center	P
Sheet metal, machine, or welding shop	P
Sign fabrication	P
Warehouse and distribution	P
<b>Residential uses:</b>	
Home occupation	P*
Multi-family dwellings	P*
<b>Civic uses:</b>	
Animal shelter	P
Daycare, child	S
Daycare, adult	S
Commercial antenna	S
Fire station and facilities	S
Police station and facilities	S
Public works facilities	P
School, trade	P*

structure and is solely occupied by no more than two (2) persons related by blood or marriage to the owner of the principal residence.

\* Home occupation. Must comply with section 11-4-17 of the village of sugar grove zoning ordinance.



From: Jim Oberweis [joberweis@oberweis.com](mailto:joberweis@oberweis.com)  
Subject: RE: Contact  
Date: Jan 22, 2019 at 6:49:57 PM  
To: [Jdoherty919@gmail.com](mailto:Jdoherty919@gmail.com)  
Cc: Kim Murphy ([khmurphy13@gmail.com](mailto:khmurphy13@gmail.com)) [khmurphy13@gmail.com](mailto:khmurphy13@gmail.com),  
Maria Rook ([mariarook@gmail.com](mailto:mariarook@gmail.com)) [mariarook@gmail.com](mailto:mariarook@gmail.com), Sean  
Michels ([smichels@sugar-grove.il.us](mailto:smichels@sugar-grove.il.us)) [smichels@sugar-grove.il.us](mailto:smichels@sugar-grove.il.us)

**Janet,**

I AGREE! Please call Sean Michaels and the members of the board and let them know your opinion! If that happens, school districts will lose future revenue and other property owners will have to pay even higher property taxes. I believe John Doherty may have already expressed similar concerns?

Jim

**Jim Oberweis | Chairman**

Office: [\(630\) 801-6072](tel:(630)801-6072) | FAX: [\(630\) 801-6143](tel:(630)801-6143)

The Oberweis Group, Inc. | 951 Ice Cream Drive, North Aurora, IL 60542

*We make life a little happier, a little easier, and a lot more delicious.*

----- Forwarded message -----  
From: <[no-reply@senategop.state.il.us](mailto:no-reply@senategop.state.il.us)>  
Date: Tue, Jan 22, 2019 at 4:26 PM  
Subject: Contact  
To: <[senatoroberweis@gmail.com](mailto:senatoroberweis@gmail.com)>

Prefix: Mrs.

First Name: Janet

Last Name: Doherty

Address Line 1: 526 Willow St

Address Line 2:

City: Sugar Grove

State: Illinois

Zip: 60554

Organization Affiliation: Resident of Sugar Grove

Email: [Jdoherty919@gmail.com](mailto:Jdoherty919@gmail.com)

Phone: [630-240-3940](tel:630-240-3940)

Subject: Other Issues Oppose

Bill Number:

Comment: Senator Oberweis,

I am asking for your assistance with the current Crown Development Project in Sugar Grove at the I88 interchange. It seems that over the past year many decisions were made regarding this area and it's proposed "best use". In the past month we have uncovered that this use happens to be an Industrial/Warehouse/Distribution Center. Eighteen very large units to be precise.

I believe our local officials and village staff have made assumptions without public input on this project. What had been promised over the years has since been pulled off the table and we are left with the worst possible option.

There has been a complete disregard for the long term impacts of this project and the desires of the community that surrounds this area.

Another major issue regarding this development is their request for a TIF district. There is no reason a company such as Crown should need economic incentive to develop this land. As soon as the interchange is open the land value will have increased exponentially. It is not a blighted area, instead it is a land rich with opportunity.

I am asking for the opportunity to speak with you and ask for your assistance.

Thank you very much for your time and consideration.

Janet Doherty

**From:** Jim Oberweis [joberweis@oberweis.com](mailto:joberweis@oberweis.com)  
**Subject:** RE: Contact  
**Date:** Jan 22, 2019 at 6:49:57 PM  
**To:** [Jdoherty919@gmail.com](mailto:Jdoherty919@gmail.com)  
**Cc:** Kim Murphy ([khmurphy13@gmail.com](mailto:khmurphy13@gmail.com)) [khmurphy13@gmail.com](mailto:khmurphy13@gmail.com),  
Maria Rook ([mariarook@gmail.com](mailto:mariarook@gmail.com)) [mariarook@gmail.com](mailto:mariarook@gmail.com), Sean  
Michels ([smichels@sugar-grove.il.us](mailto:smichels@sugar-grove.il.us)) [smichels@sugar-grove.il.us](mailto:smichels@sugar-grove.il.us)

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Thank you very much for your time and consideration.

Janet Doherty

**KANE-DUPAGE  
SOIL AND WATER CONSERVATION DISTRICT**

**LAND USE OPINION  
18-107D**



**December 3, 2018**

**Prepared for:  
Village of Sugar Grove**

**Petitioner:**

**Petitioner:****Contact Person:****Unit of Government Responsible for Permits:** Village of Sugar Grove**Acreage:** 360.82**Property Address/PIN#:** Northwest corner of Merrill Road and Illinois Route 47**Existing Land Use:** Agriculture**Surrounding Land Use:** Agriculture**Proposed Land Use:** Residential/Commercial

### Natural Resource Concerns

**Land Cover in the Early 1800's:** This site is located in an area previously identified as forest, prairie and cultural. (See page 2 for more information.)

**Kane County Green Infrastructure Plan:** This site is located in an area indicated as Environmental Resource Area (with buffer), Wetlands, and Remnant Oak Woodlands, Open Space. (See page 3.)

**Wetlands:** The National Wetland Inventory map and the ADID wetland map identify wetland areas on this site. In the event that any indications of wetlands are identified on this site during the proposed land use change, a wetland delineation specialist who is recognized by the U.S. Army Corps of Engineers should determine the exact boundaries and value of any wetlands. (See page 4 & 5 for more wetland information.)

**Floodplain:** There are floodplain areas identified on this site. (See page 7.)



**Streams:** A stream has been identified on this site. (See page 8.)

**Regulations:** Please note that additional permits are required for any development impacting wetlands, streams or floodplain areas. Please see page 9 for regulation information.

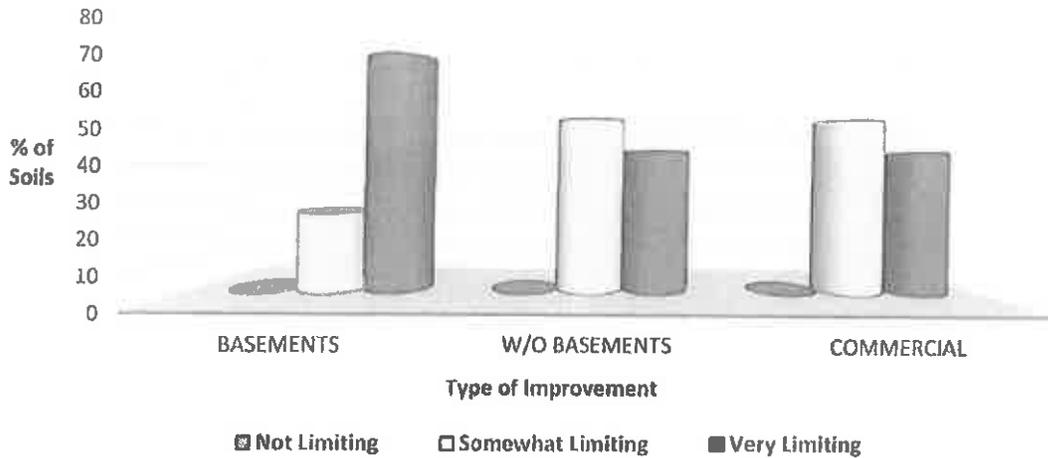
**Aquifer Sensitivity:** This site is classified as having a high to moderately low potential for aquifer contamination. (See page 10.)

**Topography and Drainage:** Please refer to page 11 for information regarding site topography and drainage.

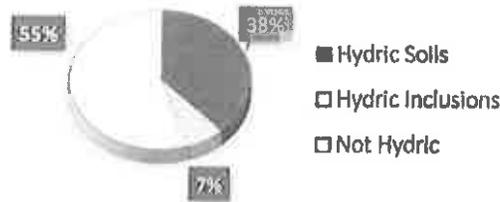
**Stormwater:** See page 12 for information regarding stormwater management.

**Soil Erosion:** Any development on this site should include a soil erosion and sediment control plan. (See page 12.)

**Building Limitations:** Soils at this site may contain limitations for dwellings with basements, dwellings without basements, and small commercial buildings. See page 15 and attached Soils Tables located on the final pages this report. All information is from the Soil Survey of Kane County, Illinois.



**Hydric Soils:** There are hydric soils and soils with hydric inclusions identified on this site. (See page 16.)



**LESA-Prime Farmland:** Sites with a score of 26-33 or greater on the Land Evaluation (LE) portion of the LESA score are considered to have high value farmland soils. This site has a score of 27 placing it within the definition of high value soils/prime farmland. (See Page 17 for more information.)

### LAND USE OPINION

**Land Use Opinion:** The most current natural resource data indicates the following concerns for this site: **Stream On-site, Wetlands, Floodplain, Soil Limitations, Aquifer Sensitivity, LESA – Prime Farmland, Soil Erosion and Sediment Control, and Stormwater Management.** Based on the information in this report, it is the opinion of the Kane-DuPage Soil and Water Conservation District Board that this site is **not suited** for land use change unless the previously mentioned concerns are addressed.

## SITE INSPECTION

A site inspection was conducted by Resource Assistant, Jennifer Shroder on November 29, 2018. The following photos were taken during this inspection and reflect the site conditions at that time.



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## TABLE OF CONTENTS

PURPOSE AND INTENT .....	1
LAND COVER OF THE EARLY 1800'S .....	2
GREEN INFRASTRUCTURE PLAN.....	3
NWI WETLANDS.....	4
ADID WETLANDS.....	5
FLOODPLAIN.....	7
STREAMS AND WATERSHED MANAGEMENT .....	8
REGULATION INFORMATION .....	9
AQUIFER SENSITIVITY .....	10
TOPOGRAPHY AND DRAINAGE .....	11
STORMWATER.....	13
SOIL EROSION.....	13
BUILDING LIMITATIONS .....	15
HYDRIC SOILS .....	16
LESA PRIME FARMLAND .....	17
SOIL REPORT.....	19
CONTACT LIST .....	29

## TABLE OF FIGURES

FIGURE 1: LAND COVER OF THE EARLY 1800'S.....	2
FIGURE 2: GREEN INFRASTRUCTURE MAP .....	3
FIGURE 3: NWI WETLANDS .....	4
FIGURE 4: ADID WETLANDS .....	5
FIGURE 5: WETLANDS PHOTOS .....	6
FIGURE 6: FLOODPLAIN MAP .....	7
FIGURE 7: AQUIFER SENSITIVITY .....	10
FIGURE 8: MUNICIPALITIES 2FT CONTOURS.....	11
FIGURE 9: USGS TOPOGRAPHIC MAP.....	12
FIGURE 10: BUILDING LIMITATIONS.....	15
FIGURE 11: HYDRIC SOILS.....	16

## PURPOSE AND INTENT

This report presents natural resource information to officials of the local governing body and other decision makers. Decisions concerning variations, amendments or relief of local zoning ordinance may reference this report. Also, decisions concerning the future of a proposed subdivision of vacant or agricultural lands, and the subsequent development of these lands because of these decisions may reference this report. This report is a requirement under the Soil and Water Conservation District Act contained in ILCS 70, 405/1 ET seq.

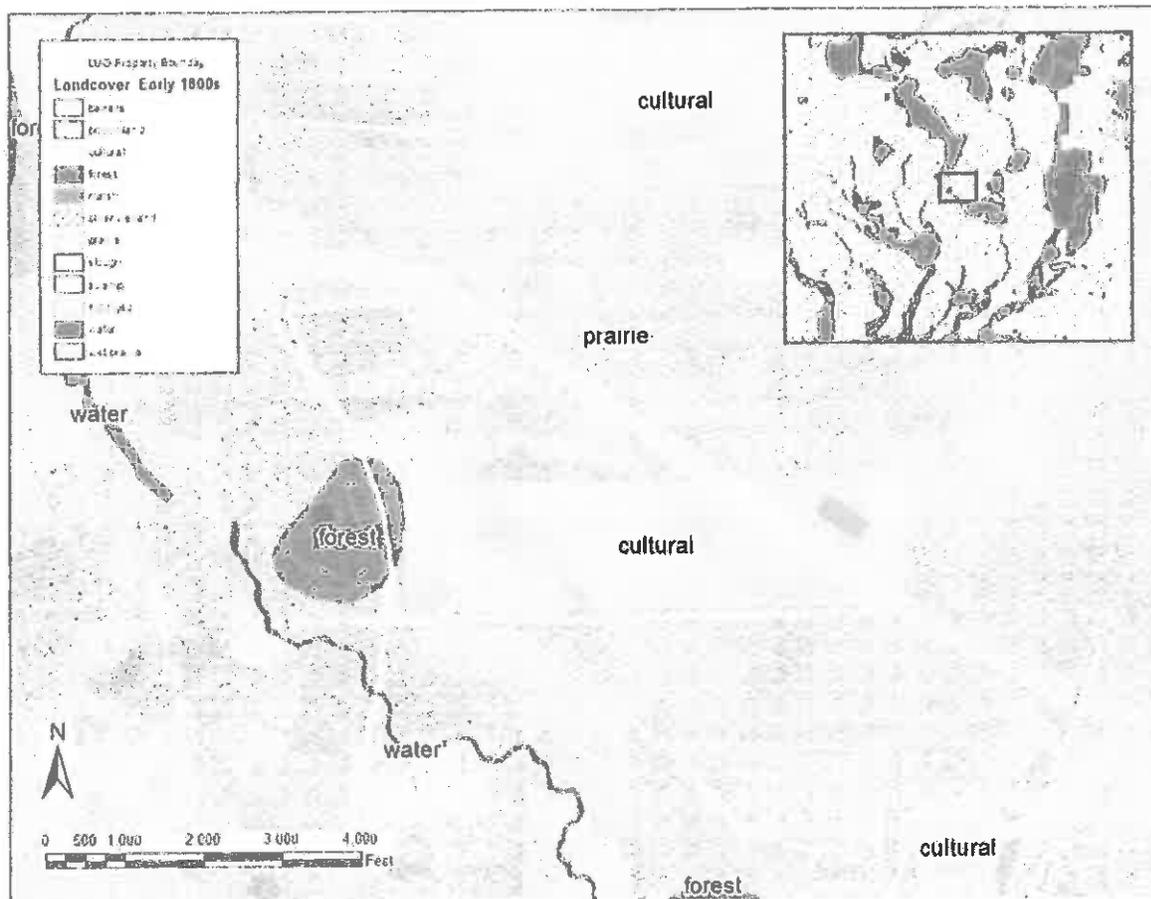
This report intends to present the most current natural resource information available in an understandable format. It contains a description of the present conditions and resources available and their potential impact on each other. This information comes from standardized data, on-site investigations and other information furnished by the petitioner.

Please read the entire report to coordinate and interrelate all natural resource factors considered. This report, when used properly, will provide the basis for good land use change decisions and proper development while protecting the natural resource base of the county.

The conclusion of this report in no way indicates the impossibility of a certain land use. However, it should alert the reader to possible problems that may occur if the capabilities of the land are ignored. Please direct technical questions about data supplied in this report to:

**Kane-DuPage**  
Soil and Water Conservation District  
2315 Dean Street, Suite 100  
St. Charles, IL 60175  
Phone: (630) 584-7960

## LAND COVER IN THE EARLY 1800'S



**Figure 1: Land Cover in the Early 1800's**

Illinois Department of Natural Resources, Illinois Natural History Survey, Land Cover of Illinois in the Early 1800s., Vector Digital Data, Version 6.0, August, 2003.

These surveys represent one of the earliest detailed maps for Illinois. The surveys began in 1804 and were largely completed by 1843. They predate our county land ownership maps and atlases. These plat maps and field notebooks contain a wealth of information about what the landscape was like before the flood of settlers came into the state.

The vast majority of the landscape of Illinois in the early 1800's consisted of two different natural resource areas. These two areas were prairie and forest. Prairie and woodland ecosystems are extremely valuable resources for many reasons. These areas:

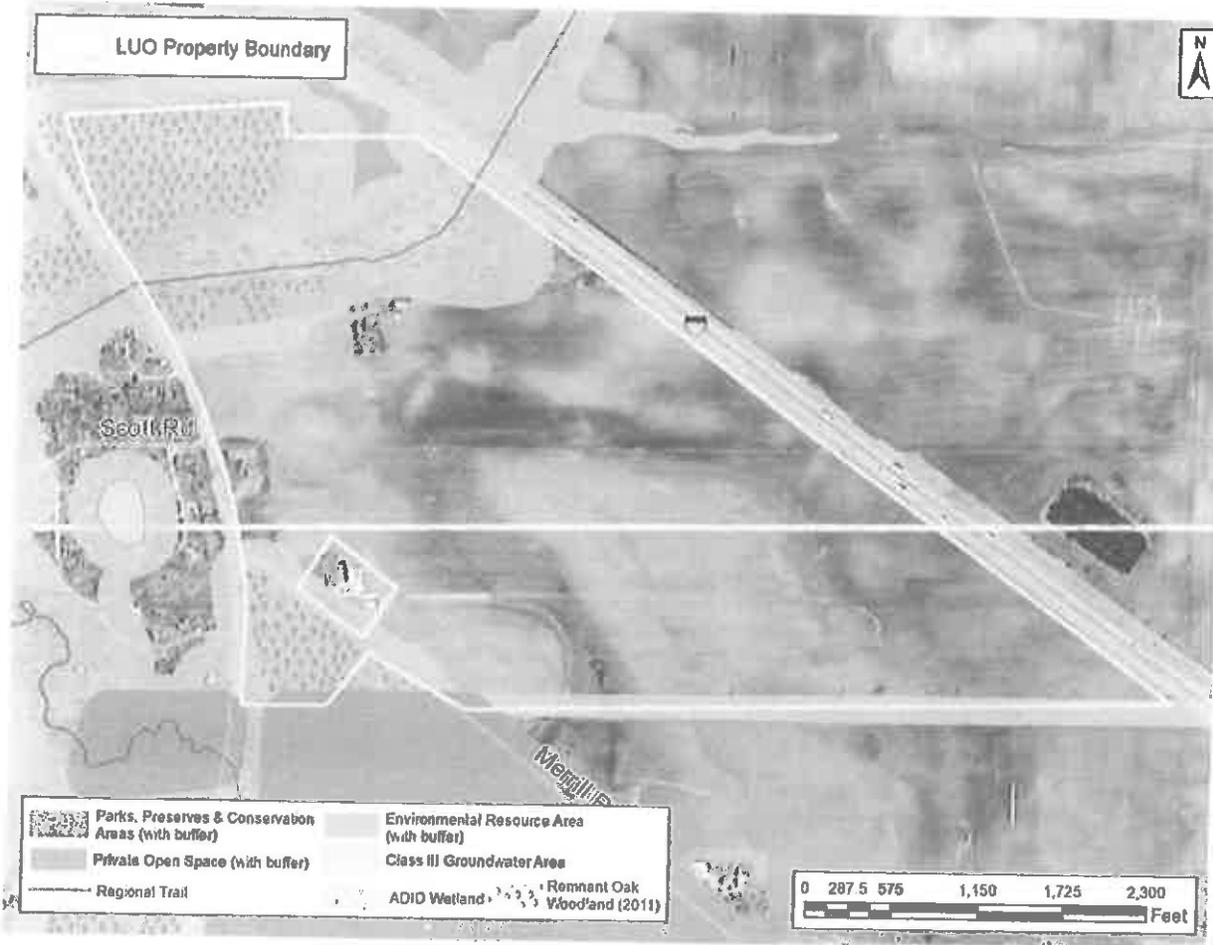
- provide wildlife habitat and support biodiversity
- provide areas for recreational opportunities

- improve soil health and reduce soil loss
- improve air and water quality

Other designations include, cultural (or agricultural area), marsh, wet prairie, wetland, barrens and water. Please note that these designations are based on surveys taken in the early 1800's, and may not represent exact site conditions.

This site is located in an area surveyed as forest, prairie, and cultural on the land cover in the early 1800's map. The District recommends preserving as much as of the natural character of the site as possible during this land use change. It is also recommended that native plants be utilized for landscaping whenever possible. Removal of invasive species is also encouraged.

## GREEN INFRASTRUCTURE



**Figure 2: Kane County Green Infrastructure Plan**

County of Kane. "Kane County 2040 Green Infrastructure Plan". Adopted December 10, 2013.

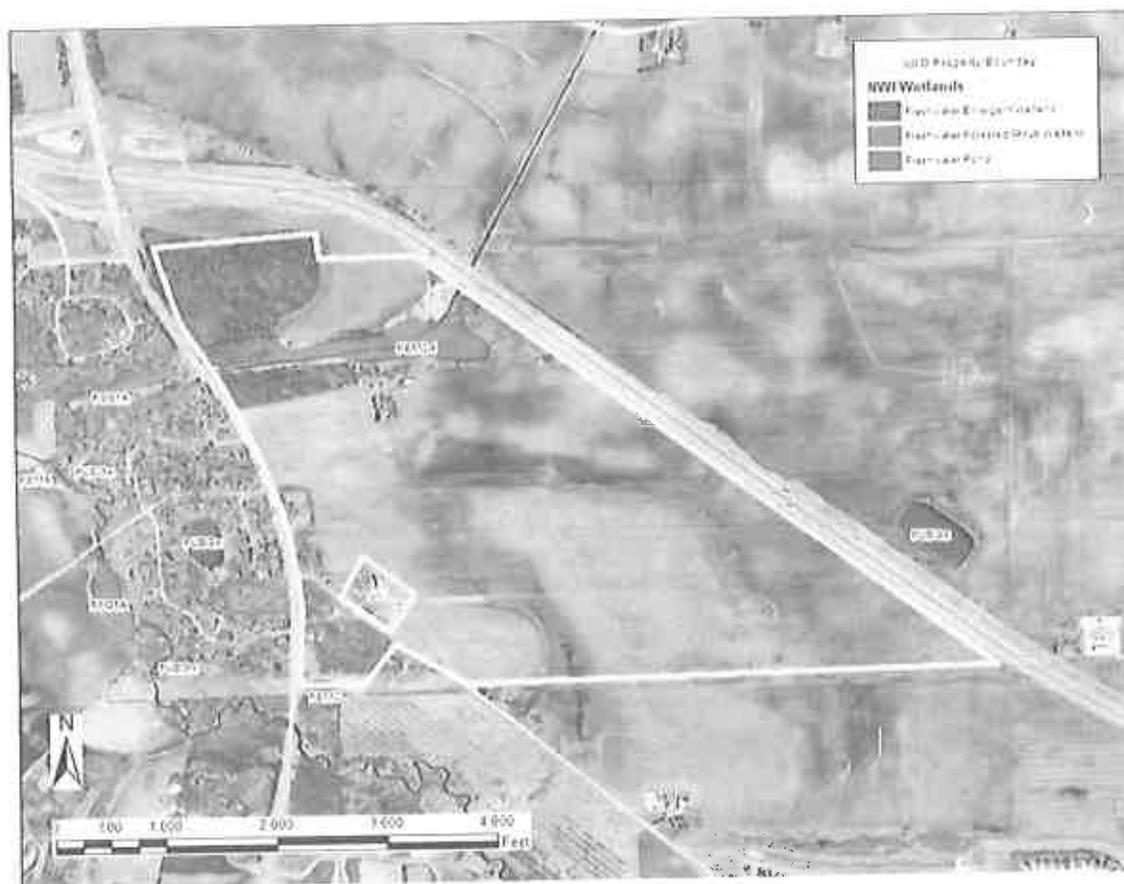
From the Kane County Green Infrastructure Plan, "Green infrastructure is an interconnected system of natural areas and open spaces including woodlands, wetlands, trails and parks, which are protected and managed for the ecological values and functions they provide to people and wildlife. The Kane County 2040 Green Infrastructure Plan includes analysis of existing natural resources in the County and recommendations for green infrastructure priorities and approaches. The ultimate goal of the Kane County 2040 Green infrastructure Plan is to lay the groundwork for green infrastructure planning and projects at the regional, community, neighborhood and site levels."

The benefits of green infrastructure include:

- Preservation of habitat and biodiversity
- Water and soil conservation
- Flood storage and protection
- Improved public health
- Encourage local food production
- Economic benefits
- Mitigation and adaptation for climate change

**This site includes the following priority areas as designated on the Kane County 2040 Green Infrastructure Plan: Streams, Wetlands, Remnant Oak Woodlands, Environmental Resource Area (with buffer) and Open Space.**

## NWI WETLANDS



**Figure 3: National Wetland Inventory Map**

United States Department of the Interior, Fish and Wildlife Service, National Wetlands Inventory Photo Year 1983-1984, Digitized 1985-1986.

Wetlands are some of the most productive and diverse ecological systems on earth. The U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency define wetlands as follows, "Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas." Some other common wetlands located in this part of Illinois are fens and wet meadows.

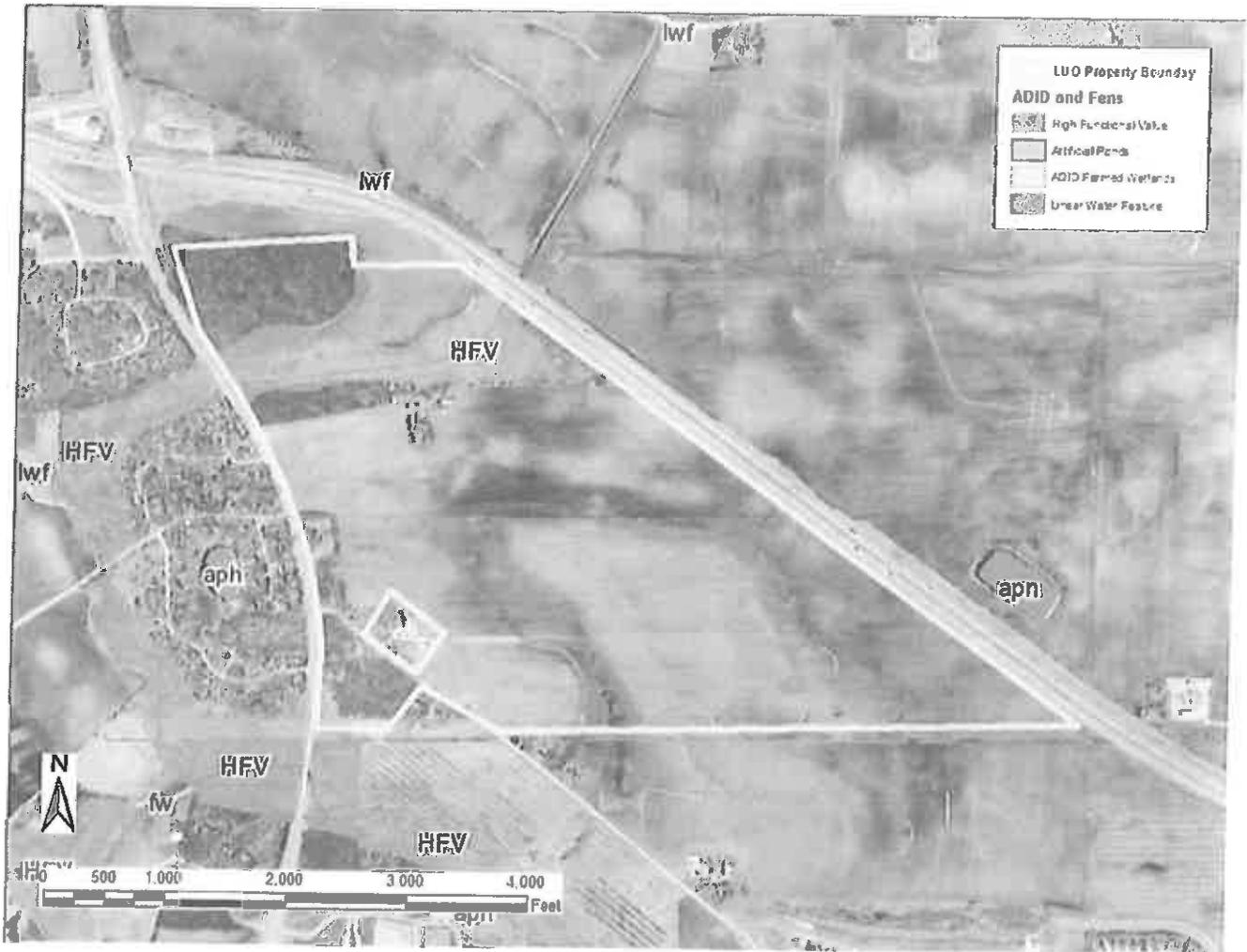
Wetlands function in many ways to benefit mankind. Some of their many functions and benefits include:

- Controlling flooding by offering a slow release of excess water downstream or through the soil.

- Cleansing water by filtering out sediment and pollutants.
- Functioning as rechargers of our valuable groundwater.
- Providing essential breeding, rearing, and feeding grounds for many species of wildlife.

The National Wetland Inventory Map identifies wetlands on this site. The types of wetlands identified on this site include: PEMCd—Palustrine Emergent Seasonally Flooded partly drained/ditched. A wetland delineation specialist who is recognized by the U.S. Army Corps of Engineers should determine the exact boundaries and value of these wetlands. Please see page 8 for wetland regulation information.

## ADID WETLANDS



**Figure 4: ADID Wetlands**

Kane County's Wetlands and Streams Advanced Identification (ADID) Study completed in 2004.

Released in August of 2004, the Kane County Advanced Identification of Aquatic Resources (or ADID) study is a cooperative effort between federal, state, and local agencies to inventory, evaluate, and map high quality wetland and stream resources in the county. ADID studies are part of a U.S. Environmental Protection Agency program to provide improved awareness of the locations, functions, and values of wetlands and other waters of the United States. The primary purpose is to identify wetlands and streams unsuitable for dredging and filling because they are of particularly high quality. This infor-

mation can be used by federal, state, and local governments to aid in zoning, permitting, and land acquisition decisions. In addition, the information can provide data to agencies, landowners, and private citizens interested in restoration, acquisition, or protection of aquatic sites and resources. For more detailed information regarding wetlands in Kane County, please refer to the full Kane County ADID study at : <http://dewprojects.countyofkane.org/adid/index.htm>

**An ADID wetland was identified on this site. This wetland has been designated as having a high functional value.**

**WETLANDS PHOTOS**



**Figure 5: Wetlands photos**



**Point 1: Facing northeast**



**Point 2: Facing east**

## FLOODPLAIN

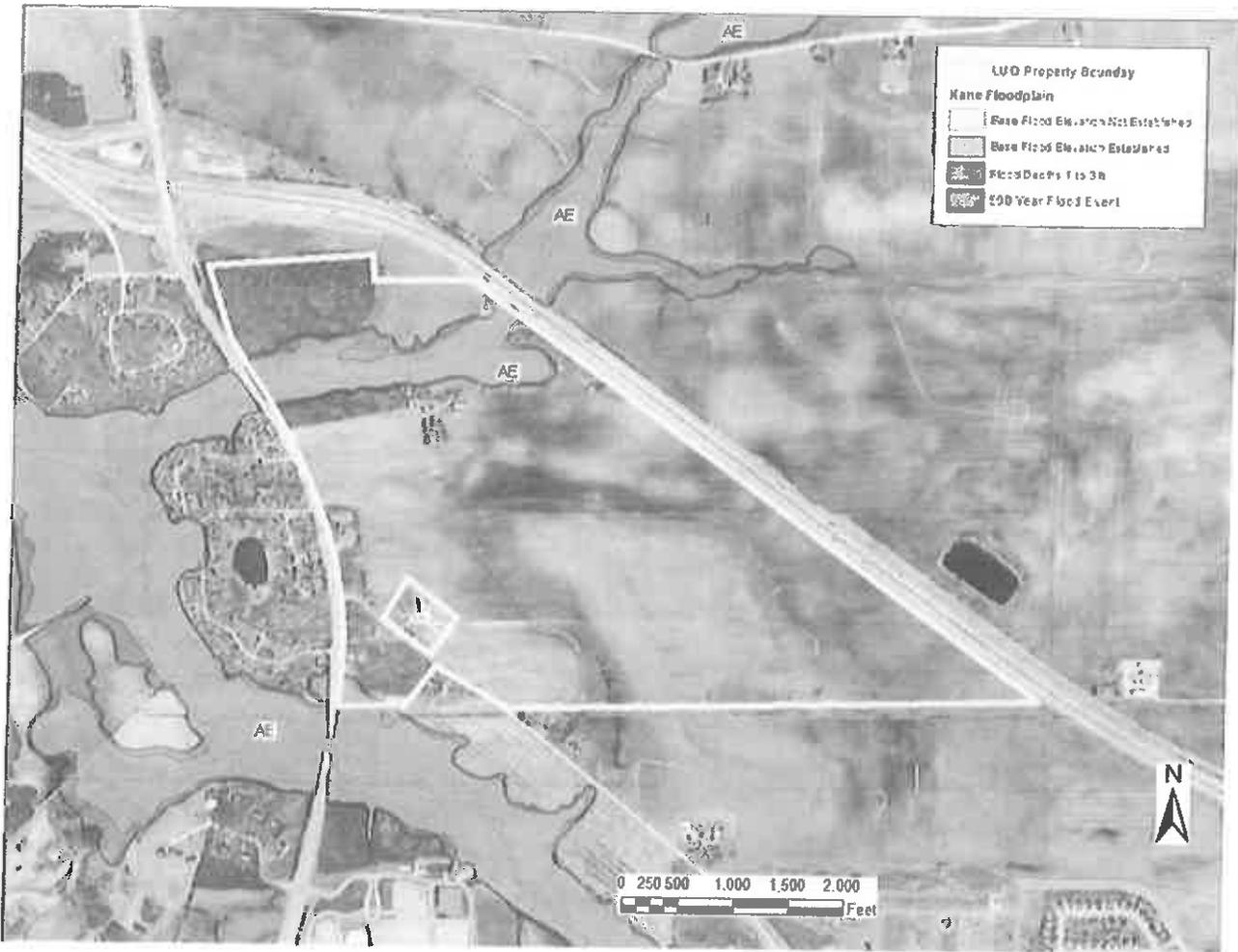


Figure 6: Floodplain Map

Federal Emergency Management Agency, National Flood Insurance Program, Q3 Flood Data, Disc 6, 2011.

From FEMA's Floodplain Natural Resources and Functions Chapter 8, "Undeveloped floodplain land provides many natural resources and functions of considerable economic, social and environmental value. Nevertheless, these and other benefits are often overlooked when local land-use decisions are made. Floodplains often contain wetlands and other important ecological areas as part of a total functioning system that impacts directly on the quality of the local environment."

There are so many benefits of the floodplain that not all can be listed here, but the following is a general list of benefits and functions:

- natural flood storage and erosion control
- water quality maintenance
- groundwater recharge
- nutrient filtration
- biological productivity/wildlife habitat
- recreational opportunities/aesthetic value

According to the Flood Insurance Rate Map, approximately 7 % of this site is within the boundaries of a 100-year floodplain. This development may impede the beneficial functions of the floodplain. Please see 8 for information regarding floodplain regulations.

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## STREAMS AND WATERSHED MANAGEMENT

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**Rivers and Streams** are necessary components of successfully functioning ecosystems. It is important to protect the beneficial functions and integrity of our local streams and rivers. Development near stream systems has the potential to increase flooding, especially in urban areas where there is a lot of impervious surface and a greater amount of stormwater runoff. Pollution is also an issue for stream systems in urban and rural areas. It is rare for any surface waters to be impacted by only one source of pollution. With few exceptions, every land-use activity is a potential source of nonpoint source water pollution (IEPA—Nonpoint Source Pollution).

The Illinois Environmental Protection Agency provides the following in regards to nonpoint source pollution, "Nonpoint source pollution (NPS) occurs when runoff from rain and snowmelt carries pollutants into waterways such as rivers, streams, lakes, wetlands, and even groundwater. Examples of sources of NPS pollution in Illinois include runoff from farm fields, livestock facilities, construction sites, lawns and gardens, city streets and parking lots, surface coal mines, and forestry. The major sources of NPS pollution in Illinois are agriculture, urban runoff, and habitat modification."

Local watershed management planning is an important effort that involves citizens of a watershed in the protection of their local water resources. Water quality is a reflection of its watershed.

### Common Watershed Goals:

- Protect and restore natural resources
- Improve water quality
- Reduce flood damage

- Enhance and restore stream health
- Guide new development to benefit watershed goals
- Preserve and develop green infrastructure
- Enhance education and stewardship

There are many subwatershed plans that have already been developed in Kane County. Please follow the link to the Kane County 2040 Green Infrastructure Plan. See page 108 for a list of local watershed plans.

<http://countyofkane.org/FDER/Pages/development/planning.aspx>

**Nutrient management** is of vital importance to the health of our rivers and streams. Nutrient load in our local streams and rivers has contributed to the Gulf of Mexico hypoxia, or a "dead zone" located where the Mississippi River meets the Gulf of Mexico. This dead zone has little to no biological activity. Yearly averages indicate the dead zone to be greater than 5,000 square miles in size. Illinois was required and has introduced a plan to reduce nutrient loss from point source pollution sources, such as wastewater treatment plants and industrial wastewater, as well as nonpoint pollution sources. Read Illinois's Plan for reducing nutrient loss here:

<http://www.epa.illinois.gov/topics/water-quality/watershed-management/excess-nutrients/nutrient-loss-reduction-strategy/index>

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## REGULATORY INFORMATION

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The laws of the United States and the State of Illinois assign certain agencies specific and different regulatory roles to protect the waters within the State's boundaries. These roles, when considered together, include protection of navigation channels and harbors, protection against floodway encroachment, maintenance and enhancement of water quality, protection of fish and wildlife habitat as well as recreational resources. Unregulated use of waters within the State of Illinois could permanently destroy or alter the character of these valuable resources and adversely impact the public. Therefore, please contact the proper regulatory authorities when planning any work associated with Illinois waters so that proper consideration and approval can be obtained.

### REGULATORY AGENCIES:

**Wetland/U.S. Waters:** U.S. Army Corps of Engineers, Chicago District, 111 North Canal Street, Chicago, IL 60606-7206. Phone: (312) 353-6400.

<http://www.lrc.usace.army.mil/>

**Wetland/Isolated:** Kane County Water Resources Division, 719 Batavia Avenue, Geneva, IL 60134. (630)232-3400.

<http://www.countyofkane.org/FDER/Pages/environmentalResources/water.aspx>

**Floodplains:** Illinois Department of Natural Resources\Office of Water Resources, 2050 W. Stearns Road, Bartlett, IL 60103. (847)608-3100.

<https://www.dnr.illinois.gov/WaterResources/Pages/Permit%20Programs.aspx>

### Who Must Apply:

**Wetland and/or Floodplain Permit:** Anyone proposing to dredge, fill, riprap, or otherwise alter the banks or beds of, or construct, operate, or maintain any dock, pier, wharf, sluice, dam, piling, wall, fence, utility, floodplain or floodway subject to State or Federal regulatory jurisdiction should apply for agency approvals.

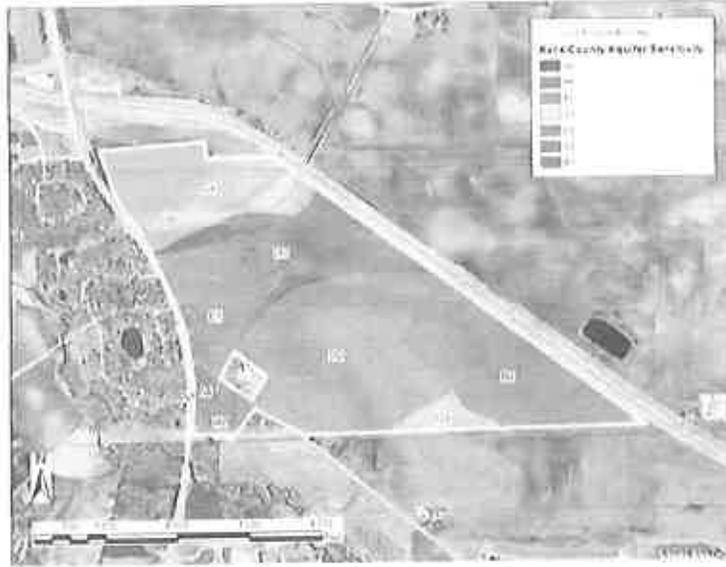
**Construction Permit:** Anyone disturbing an acre or more of land during proposed construction activities should apply for the NPDES General Construction Permit ILR10. Building and stormwater permits should also be obtained locally from municipal government and/or Kane County.

**NPDES General Construction Permit ILR10:** Illinois Environmental Protection Agency, Division of Water Pollution Control, 1021 North Grand Avenue East, P.O. Box 19276, Springfield, Illinois 62794. (217)782-0610.

<http://www.epa.illinois.gov/topics/forms/water-permits/storm-water/construction/index>

**Coordination:** We recommend early coordination with the regulatory agencies BEFORE finalizing work plans. This allows the agencies to recommend measures to mitigate/compensate for adverse impacts. Also, the agency can make possible environmental enhancement provisions early in the project planning stage. This could reduce time required to process necessary approvals. Please be advised that failure to coordinate with regulatory agencies could result in project shut down, fines and/or imprisonment.

## AQUIFER SENSITIVITY



**Figure 7: Aquifer Sensitivity Map**

Dey, W.S., A.M. Davis, and B.B. Curry 2007, *Aquifer Sensitivity to Contamination, Kane County, Illinois*: Illinois State Geological Survey, Illinois County Geologic Map, ICGM Kane-AS

The map aquifer sensitivity to contamination (Dey et al 2007) is a representation of the potential vulnerability of aquifers in an area to contamination from sources of contaminants at or near the surface. The U.S. Environmental Protection Agency (1993) defines aquifer sensitivity/contamination potential as “a measure of the ease with which a contaminant applied on or near the land surface can migrate to an aquifer.”

Aquifers function as a storage area for groundwater recharge, which makes them a reliable source of fresh water. Groundwater accounts for a considerable percentage of the drinking water in Kane County. The chart below shows the aquifer sensitivity classifications. This site is classified as having a moderately low potential for contamination.

*A = High Potential, B = Moderately High Potential, C=Moderate Potential, D = Moderately Low Potential, E = Low Potential*

<b>A1</b>	Aquifers are greater than 50ft thick and within 5ft of the surface	<b>C1</b>	Aquifers are greater than 50ft thick and between 20 and 50ft below the surface
<b>A2</b>	Aquifers are greater than 50ft thick and between 5 and 20ft below the surface	<b>C2</b>	Aquifers are between 20 and 50ft thick and between 20 and 50ft below the surface
<b>A3</b>	Aquifers are between 20 and 50ft thick and within 5ft of the surface	<b>C3</b>	Sand and gravel aquifers are between 5 and 20ft thick, or high-permeability bedrock aquifers are between 15 and 20ft thick, both between 20 and 50ft below the surface
<b>A4</b>	Aquifers are between 20 and 50ft thick and between 5 and 20ft below the surface	<b>D1</b>	Aquifers are greater than 50ft thick and between 20 and 50ft below the surface
<b>B1</b>	Sand and gravel aquifers are between 5 and 20ft thick, or high-permeability bedrock aquifers are between 15 and 20ft thick, both within 5ft of the surface	<b>D2</b>	Aquifers are between 20 and 50ft thick and between 50 and 100ft below the surface
<b>B2</b>	Sand and gravel aquifers are between 5 and 20ft thick, or high-permeability bedrock aquifers are between 15 and 20ft thick, both between 5 and 20ft below the surface	<b>D3</b>	Sand and gravel aquifers are between 5 and 20ft thick, or high-permeability bedrock aquifers are between 15 and 20ft thick, both between 50 and 100ft below the surface
<b>E1</b>	Sand and gravel or high-permeability bedrock aquifers are not present within 100 ft of the land surface		

## TOPOGRAPHY AND DRAINAGE



Figure 8: Municipalities 2 Ft Contours

USGS Topographic maps and other topographic surveys give information on elevations, which are important to determine slopes, natural drainage directions, and watershed information. Elevations determine the area of impact of flooding. Slope information determines steepness and erosion potential of the site. Slope has the greatest impact in determining the erosion potential of a site during construction activities. Drainage directions determine where water leaves the property in question, possibly impacting surrounding natural resources.

It is important to consider drainage during any proposed construction onsite. Any areas where water leaves the site should be monitored for potential pollutants which could contaminate downstream waters.

The high point of this property is located in the southwestern portion of the site at an elevation of approximately 734 feet above mean sea level. The property generally drains in all directions via overland and via concentrated flow in a stream. The lowest elevation on the property is approximately 700 feet above sea level.

# TOPOGRAPHY AND DRAINAGE

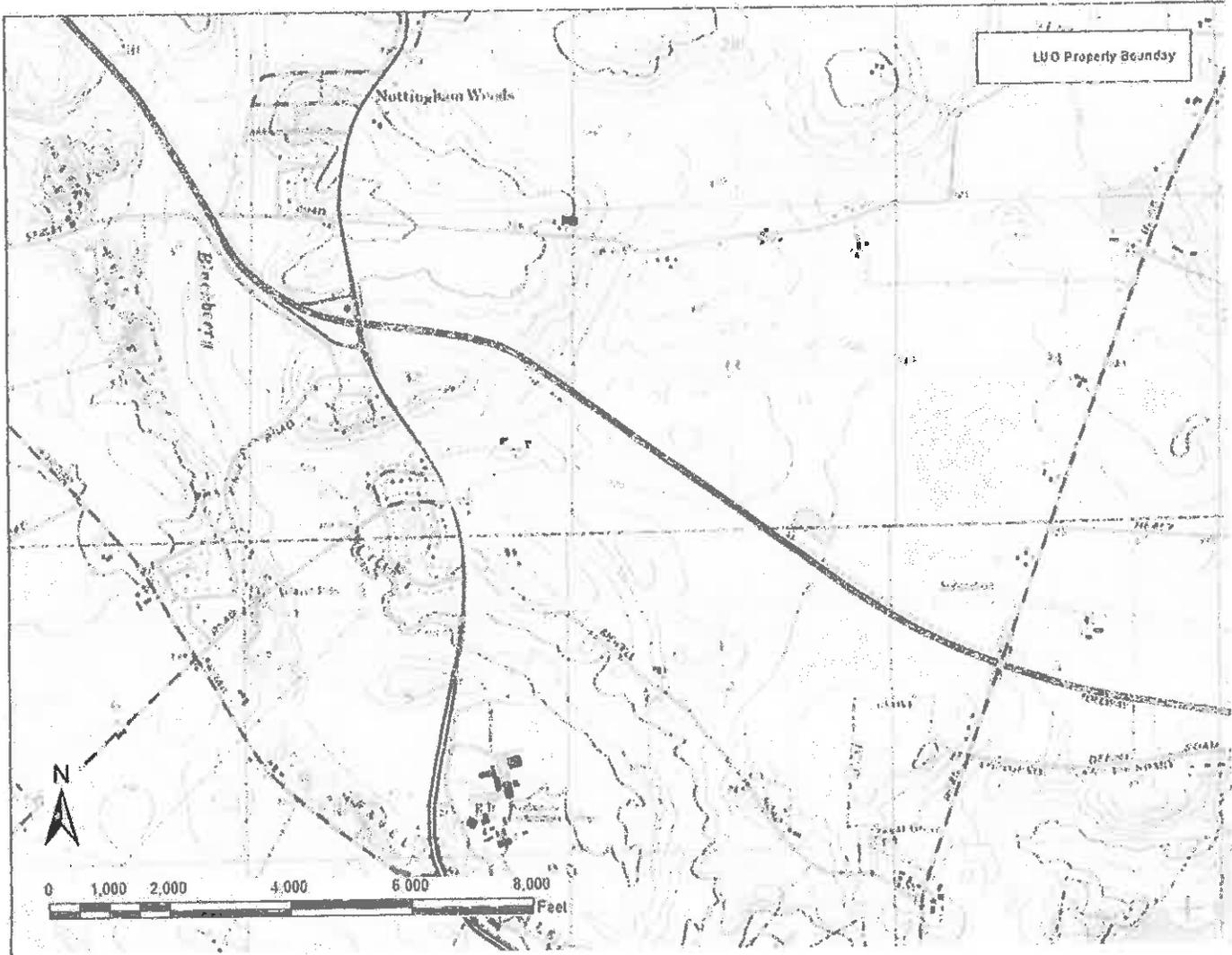


Figure 9: USGS Topographic Map

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## STORMWATER

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Any proposed removal of vegetation, compaction of soil, and addition of impervious surfaces (rooftops, roadways, etc.) will greatly increase the amount of stormwater runoff generated on this site. The District recommends the use of onsite stormwater management strategies whenever possible. ILPA now recommends that stormwater pollution prevention plans include post-construction stormwater management which retains the greatest amount of post-development stormwater runoff practicable, given the site and project constraints. From the ILR10 permit for construction sites 1 acre or more, "Such practices include but are not limited to: stormwater detention structures (including wet ponds); stormwater retention structures; flow attenuation by use of open

vegetated swales and natural depressions; infiltration of runoff onsite; and sequential systems (which combine several practices)."

Site assessment with soil testing should help to determine what stormwater management practices are best for your site. Insufficient stormwater management has the potential to cause or aggravate flooding conditions on surrounding properties, or elsewhere in the watershed. Please refer to the Kane County Stormwater Ordinance for stormwater requirements and minimum standards.

<http://www.countyofkane.org/PDER/Pages/environmentalResources/waterResources/>

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## SOIL EROSION

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Development on this site should include the use of a soil erosion and sedimentation control plan. Due to the soil type and slope of the site, the District believes that the potential for soil erosion during and after any proposed construction could be large. Furthermore, the erosion and resulting sedimentation may become a primary nonpoint source of water pollution. Eroded soil during the construction phase can create unsafe conditions on roadways, degrade water quality, and destroy aquatic ecosystems lower in the watershed. Soil erosion also increases the risk of flooding due to choking culverts, ditches, and storm sewers, and by reducing the capacity of natural and man-made detention facilities.

Erosion and sedimentation control measures include: 1) staging the construction to minimize the amount of disturbed areas present at the same time, 2) maintaining or planting vegetative groundcover, and 3) keeping runoff velocities low.

Soil erosion and sedimentation control plans, including maintenance responsibilities, should be clearly communicated to all contractors working on the site. Special care must be taken to protect any wetlands, streams and other sensitive areas.

Please refer to the Illinois Urban Manual for erosion and sediment control information and technical guidance when creating erosion and sediment control plans. The practice standards and standard drawings from the Illinois Urban Manual represent the minimum standard in Illinois.

## SOILS INFORMATION

### IMPORTANCE OF SOILS INFORMATION

Soils information is taken from the Soil Survey of Kane County, Illinois, United States Department of Agriculture, Natural Resource Conservation Service. This information is important to all parties involved in determining the suitability of the proposed land use change.

### SOIL MAP UNITS

The soil survey map of this area (Figure 1) indicates soil map units. Each soil map unit has limitations for a variety of land uses such as septic systems, and buildings site development, including dwellings with and without basements. All of the soils contain very limiting conditions for building site development. See Soils Interpretations section and attached Soil Tables.

The Soil Survey Geographic (SSURGO) data base was produced by the U.S. Department of Agriculture, Natural Resources Conservation Service and cooperating agencies for the Soil Survey of Kane County, Illinois. The soils were mapped at a scale of 1:12,000. The enlargement of these maps to scales greater than that at which they were originally mapped can cause misunderstanding of the detail of the mapping. If enlarged, maps do not show the small areas of contrasting soil that could have been shown at a larger scale. The depicted soil boundaries and interpretations derived from them do not eliminate the need of onsite sampling, testing, and detailed study of specific sites for intensive uses. Thus, this map and its interpretations are intended for planning purposes only.

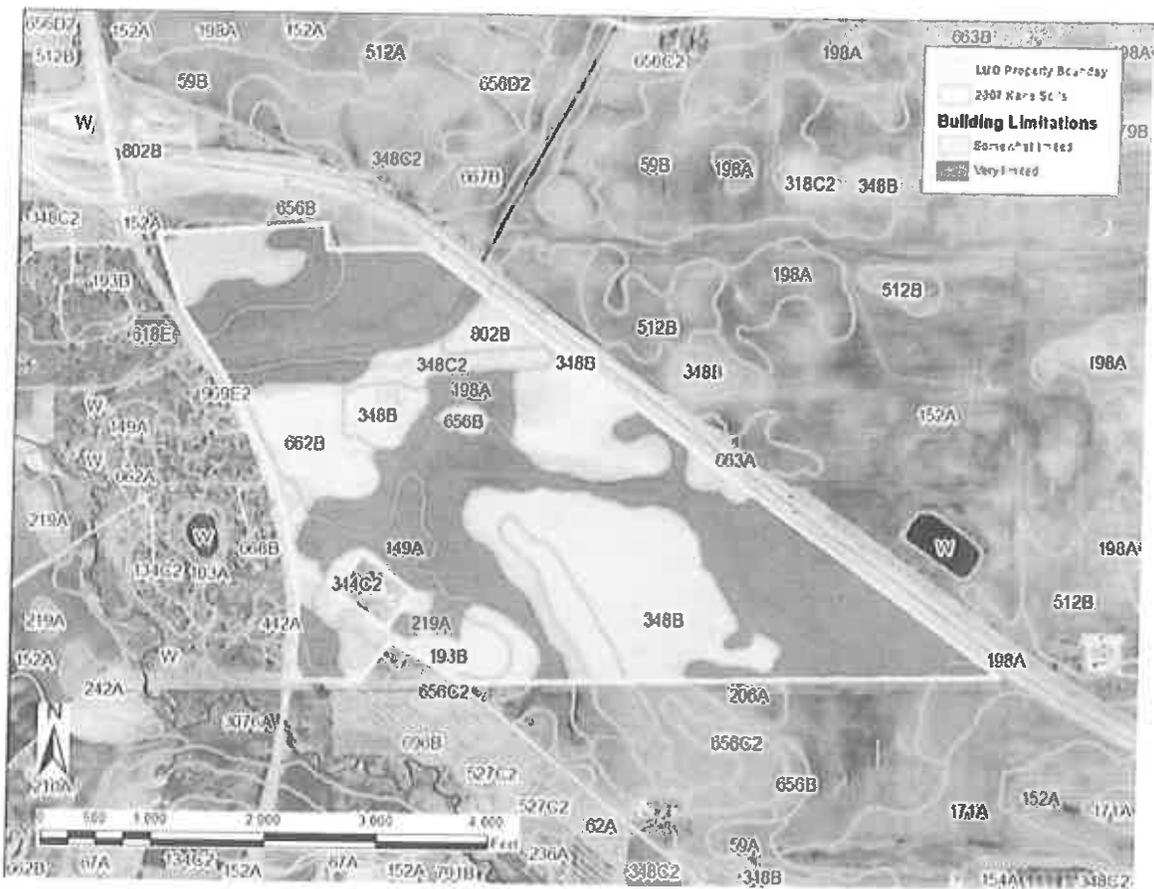
### LIST OF SOIL MAP UNITS

SOIL MAP UNIT	PERCENT OF PARCEL	ACRES
149A—Brenton	3%	12.08
152A—Drummer	37%	133.05
193B—Mayville	6%	21.66
198A—Elburn	2%	8.65
206A—Thorp	1%	2.45
219A—Millbrook	1%	4.03
344C2—Harvard	1%	4.94
348B—Wingate	24%	87.44
348C2—Wingate	5%	19.29
442A—Mundelein	1%	3.96
618E—Senechwine	4%	12.97
656B—Octagon	1%	1.97
656C2—Octagon	2%	7.37
662B—Barony	5%	19.28
663A—Clare	1%	2.90
668B—Somonauk	2%	5.65
802B—Orthents	2%	6.22
969E2—Casco-Rodman complex	2%	5.77
3076A—Otter	<1%	1.14
<b>Table 1: Soil Map Units</b>	<b>Total</b>	<b>360.82</b>

All percentages and acreages are approximate.

We suggest that a geotechnical engineer conduct an on site investigation. This should determine, specifically, what soils type is present at a particular location, along with its associated limitations or potential for a particular use. It will also assist in determining which types of engineering procedures are necessary to account for the limitations of the soil on the site.

## BUILDING LIMITATIONS



**Figure 10: Soil Survey Map**

United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), Kane County SSURGO soil layer certified in 2007. Areas shaded red represent **VERY LIMITING** limitations for building site development, areas shaded yellow represent **SOMEWHAT LIMITING** limitations for building site development, and areas shaded green represent **NOT LIMITING** limitations for building site development.

The soil limitation ratings are used mainly for engineering designs of dwellings with or without basements, local streets and roads, small commercial buildings, septic tank absorption fields, and etc. The ratings of not limiting, somewhat limiting, and very limiting are based on national averages and are defined and used as follows:

**Not Limiting (Slight)** - This limitation rating indicates that the soil properties are generally favorable for the specified use and that any limitations are minor and easily overcome.

**Somewhat Limiting (Moderate)** - This rating indicates that the soil properties and site features are un-

favorable for the specified use, but that the limitations can be overcome or minimized with special planning and design.

**Very Limiting (Severe)** - This indicates that one or more soil properties or site features are very unfavorable and difficult. A major increase in construction effort, special designs, or intensive maintenance is required. These costly measures may not be feasible for some soils that are rated as severe.

**There are limitations for building site development on this site. A comprehensive soil assessment should be completed prior to any earth disturbing activities on this site.**



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## LESA- PRIME FARMLAND

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*NOTE: The Kane County LESA System was revised and updated in 2004. Scores are reflected through a 33 point system used for the soils or Land Evaluation (LE) portion of the LESA Score.*

Through the use of Kane County's Land Evaluation and Site Assessment System (LESA), a numerical value was determined for this site. The LESA System is designed to determine the quality of land for agricultural uses and to assess sites or land areas for their long term agricultural economic viability. In agricultural land evaluation, soils of a given area are rated ranging from the best to the worst suited for a stated agricultural use, i.e., cropland, forest land, or rangeland. A relative value is determined for each soil. The best soils are assigned a value of 33 and all others are assigned lower values. Therefore, the closer the relative value is to 33, the more valuable and more pro-

ductive the site's soils are for agricultural purposes.

The land evaluation represents thirty-three percent of the total LESA score. It is based on data from the National Cooperative Soil Survey. The site assessment portion of a LESA represents sixty-seven percent of the LESA score. It is based on factors such as zoning and land use compatibility.

**The land evaluation for this site is 27, which does represent the upper percent level of agricultural productivity.**

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**Our opinion is based on information from the following sources:**

- Illinois Department of Natural Resources, Illinois Natural History Survey, Land Cover of Illinois in the Early 1800s., Vector Digital Data, Version 6.0, August, 2003.
- County of Kane. "Kane County 2040 Green Infrastructure Plan". Adopted December 10, 2013.
- United States Department of the Interior, Fish and Wildlife Service, National Wetlands Inventory, Photo Year 1983-1984, Digitized 1985-1986.
- Kane County's Wetlands and Streams Advanced Identification (ADID) Study completed in 2004.
- Federal Emergency Management Agency, National Flood Insurance Program, Q3 Flood Data, Disc 6, 2011.
- U.S. Geological Survey, Illinois Digital Orthophoto Quadrangles, 2006 photos, Published: Champaign, Illinois State Geological Survey, 2006.
- Nonpoint Source Pollution— What's it All About?. Illinois Environmental Protection Agency <http://www.epa.illinois.gov/topics/water-quality/watershed-management/nonpoint-sources/what-is-nonpoint-source-pollution/index>. 2015 Illinois EPA .
- United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), Kane County, IL SSURGO soil layer certified in 2007, and DuPage County, IL SSURGO soil layer certified in 2007 and accompanying interpretations.
- Dey, W.S., A.M. Davis, and B.B. Curry, 2007, Aquifer Sensitivity to Contamination, Kane County, Illinois. Illinois State Geological Survey, Illinois County Geologic Map, ICGM Kane-AS.
- An on-site investigation conducted by the SWCD Resource Assistant, Jennifer Shroder on November 29, 2018.

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We respectfully submit this information in compliance with the Illinois Soil and Water Conservation Districts Act (ILCS 70, 405/1 et seq). The District Board reviews proposed developments. Jennifer Shroder, Resource Assistant, prepared this report.

cc:

## Map Unit Description

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions in this report, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

The Map Unit Description (Brief, Generated) report displays a generated description of the major soils that occur in a map unit. Descriptions of non-soil (miscellaneous areas) and minor map unit components are not included. This description is generated from the underlying soil attribute data.

Additional information about the map units described in this report is available in other Soil Data Mart reports, which give properties of the soils and the limitations, capabilities, and potentials for many uses. Also, the narratives that accompany the Soil Data Mart reports define some of the properties included in the map unit descriptions.

Map unit: 149A - Brenton silt loam, 0 to 2 percent slopes

Component: Brenton (90%)

*The Brenton component makes up 90 percent of the map unit. Slopes are 0 to 2 percent. This component is on outwash plains. The parent material consists of Loess or other silty material and in the underlying outwash. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is somewhat poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is high. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 18 inches during January, February, March, April, May. Organic matter content in the surface horizon is about 4 percent. Nonirrigated land capability classification is 1. This soil does not meet hydric criteria.*

Map unit: 152A - Drummer silty clay loam, 0 to 2 percent slopes

Component: Drummer, drained (94%)

*The Drummer, drained component makes up 94 percent of the map unit. Slopes are 0 to 2 percent. This component is on outwash plains on plains. The parent material consists of loess over stratified loamy outwash. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is high. Shrink-swell potential is moderate. This soil is not flooded. It is frequently ponded. A seasonal zone of water saturation is at 6 inches during January, February, March, April, May. Organic matter content in the surface horizon is about 8 percent. Nonirrigated land capability classification is 2w. This soil meets hydric criteria.*

Map unit: 193B - Mayville silt loam, 2 to 5 percent slopes

Component: Mayville (90%)

*The Mayville component makes up 90 percent of the map unit. Slopes are 2 to 5 percent. This component is on ground moraines on uplands. The parent material consists of loess over loamy till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 26 inches during January, February, March, May, November, December. Organic matter content in the surface horizon is about 2 percent. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 15 percent. There are no saline horizons within 30 inches of the soil surface.*

Map unit: 198A - Elburn silt loam, 0 to 2 percent slopes

Component: Elburn (93%)

*The Elburn component makes up 93 percent of the map unit. Slopes are 0 to 2 percent. This component is on outwash plains on plains. The parent material consists of loess over stratified loamy outwash. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is somewhat poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is high. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 18 inches during January, February, March, April, May. Organic matter content in the surface horizon is about 5 percent. Nonirrigated land capability classification is 1. This soil does not meet hydric criteria.*

Map unit: 206A - Thorp silt loam, 0 to 2 percent slopes

Component: Thorp (95%)

The Thorp component makes up 95 percent of the map unit. Slopes are 0 to 2 percent. This component is on outwash plains. The parent material consists of Loess and in the underlying outwash. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is poorly drained. Water movement in the most restrictive layer is moderately low. Available water to a depth of 60 inches is high. Shrink-swell potential is moderate. This soil is not flooded. It is frequently ponded. A seasonal zone of water saturation is at 6 inches during January, February, March, April, May. Organic matter content in the surface horizon is about 5 percent. Nonirrigated land capability classification is 2w. This soil meets hydric criteria.

Map unit: 219A - Millbrook silt loam, 0 to 2 percent slopes

Component: Millbrook (90%)

The Millbrook component makes up 90 percent of the map unit. Slopes are 0 to 2 percent. This component is on outwash plains. The parent material consists of Loess or other silty material and in the underlying outwash. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is somewhat poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 15 inches during January, February, March, April, May. Organic matter content in the surface horizon is about 3 percent. Nonirrigated land capability classification is 2w. This soil does not meet hydric criteria.

Map unit: 344C2 - Harvard silt loam, 5 to 10 percent slopes, eroded

Component: Harvard (92%)

The Harvard component makes up 92 percent of the map unit. Slopes are 5 to 10 percent. This component is on outwash plains. The parent material consists of Loess or other silty material and in the underlying outwash. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is high. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 3 percent. Nonirrigated land capability classification is 3e. This soil does not meet hydric criteria.

Map unit: 348C2 - Wingate silt loam, 5 to 10 percent slopes, eroded

Component: Wingate (92%)

The Wingate component makes up 92 percent of the map unit. Slopes are 5 to 10 percent. This component is on ground moraines. The parent material consists of Loess or other silty material and in the underlying till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is high. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 33 inches during February, March, April. Organic matter content in the surface horizon is about 3 percent. Nonirrigated land capability classification is 3e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches typically does not exceed 3 percent.

Map unit: 442A - Mundelein silt loam, 0 to 2 percent slopes

Component: Mundelein (92%)

The Mundelein component makes up 92 percent of the map unit. Slopes are 0 to 2 percent. This component is on outwash plains. The parent material consists of Loess or other silty material and in the underlying outwash. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is somewhat poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is high. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 18 inches during January, February, March, April, May. Organic matter content in the surface horizon is about 4 percent. Nonirrigated land capability classification is 1. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches typically does not exceed 10 percent.

Map unit: 618E - Senachwine silt loam, 12 to 20 percent slopes

Component: Senachwine (90%)

The Senachwine component makes up 90 percent of the map unit. Slopes are 12 to 20 percent. This component is on end moraines. The parent material consists of thin mantle of loess or other silty material and in the underlying till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is moderate. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. Nonirrigated land capability classification is 4e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches typically does not exceed 10 percent.

Map unit: 656B - Octagon silt loam, 2 to 4 percent slopes

Component: Octagon (92%)

*The Octagon component makes up 92 percent of the map unit. Slopes are 2 to 4 percent. This component is on ground moraines. The parent material consists of Thin mantle of loess or other silty material and in the underlying till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is moderate. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 33 inches during February, March, April. Organic matter content in the surface horizon is about 3 percent. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 23 percent.*

Map unit: 656C2 - Octagon silt loam, 4 to 6 percent slopes, eroded

Component: Octagon (92%)

*The Octagon component makes up 92 percent of the map unit. Slopes are 4 to 6 percent. This component is on ground moraines. The parent material consists of Thin mantle of loess or other silty material and in the underlying till. Depth to a root restrictive layer, dense material, is 24 to 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is moderate. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 33 inches during February, March, April. Organic matter content in the surface horizon is about 3 percent. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 23 percent.*

Map unit: 662B - Barony silt loam, 2 to 5 percent slopes

Component: Barony (92%)

*The Barony component makes up 92 percent of the map unit. Slopes are 2 to 5 percent. This component is on outwash plains. The parent material consists of Loess or other silty material and in the underlying outwash. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is high. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 33 inches during February, March, April. Organic matter content in the surface horizon is about 3 percent. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria.*

Map unit: 663A - Clare silt loam, 0 to 2 percent slopes

Component: Clare (92%)

*The Clare component makes up 92 percent of the map unit. Slopes are 0 to 2 percent. This component is on outwash plains. The parent material consists of loess over outwash. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is high. Shrink-swell potential is moderate. This soil is not flooded. A seasonal zone of water saturation is at 33 inches during February, March, April. Organic matter content in the surface horizon is about 4 percent. Nonirrigated land capability classification is 1. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 3 percent.*

Map unit: 668B - Somonauk silt loam, 2 to 5 percent slopes

Component: Somonauk (92%)

*The Somonauk component makes up 92 percent of the map unit. Slopes are 2 to 5 percent. This component is on outwash plains. The parent material consists of Loess or other silty material and in the underlying outwash. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is high. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 33 inches during February, March, April. Organic matter content in the surface horizon is about 2 percent. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria.*

Map unit: 802B - Orthents, loamy, undulating

Component: Orthents, loamy (92%)

*The Orthents, loamy component makes up 92 percent of the map unit. Slopes are 1 to 6 percent. This component is on leveled land. The parent material consists of earthy fill. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is high. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 51 inches during February, March, April. Organic matter content in the surface horizon is about 1 percent. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria.*

Map unit: 969E2 - Casco-Rodman complex, 12 to 20 percent slopes, eroded

Component: Casco, eroded (53%)

*The Casco, eroded component makes up 53 percent of the map unit. Slopes are 12 to 20 percent. This component is on moraines on hills. The parent material consists of loamy alluvium over calcareous, stratified sandy and gravelly outwash. Depth to a root restrictive layer, strongly contrasting textural stratification, is 11 to 20 inches. The natural drainage class is somewhat excessively drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is low. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 2 percent. Nonirrigated land capability classification is 6e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 13 percent. There are no saline horizons within 30 inches of the soil surface.*

Component: Rodman, eroded (37%)

*The Rodman, eroded component makes up 37 percent of the map unit. Slopes are 12 to 20 percent. This component is on moraines on hills. The parent material consists of sandy and gravelly outwash. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is excessively drained. Water movement in the most restrictive layer is high. Available water to a depth of 60 inches (or restricted depth) is very low. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 3 percent. Nonirrigated land capability classification is 6s. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 28 percent. There are no saline horizons within 30 inches of the soil surface.*

Map unit: 3076A - Otter silt loam, 0 to 2 percent slopes, frequently flooded

Component: Otter (90%)

*The Otter component makes up 90 percent of the map unit. Slopes are 0 to 2 percent. This component is on flood plains. The parent material consists of alluvium. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is very high. Shrink-swell potential is low. This soil is frequently flooded. It is frequently ponded. A seasonal zone of water saturation is at 5 inches during January, February, March, April, May. Organic matter content in the surface horizon is about 5 percent. Nonirrigated land capability classification is 3v. This soil meets hydric criteria.*

## Dwellings With Basements

### Rating Options

Attribute Name: Dwellings With Basements

Dwellings are single-family houses of three stories or less. For dwellings with basements, the foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of about 7 feet.

The ratings for dwellings are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to a water table, ponding, flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility. Compressibility is inferred from the Unified classification of the soil. The properties that affect the ease and amount of excavation include depth to a water table, ponding, flooding, slope, depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, and the amount and size of rock fragments.

The ratings are both verbal and numerical. Rating class terms indicate the extent to which the soils are limited by all of the soil features that affect the specified use. "Not limited" indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected. "Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected. "Very limited" indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

Map symbol	Map unit name	Rating	Component name and % composition Rating reasons
149A	Brenton silt loam, 0 to 2 percent slopes	Very limited	Brenton 90% Depth to saturated zone Shrink-swell
152A	Drummer silty clay loam, 0 to 2 percent slopes	Very limited	Drummer, drained 94% Ponding Depth to saturated zone Shrink-swell Harpster, drained 3% Ponding Depth to saturated zone Shrink-swell Peotone, drained 3% Ponding Depth to saturated zone Shrink-swell
193B	Mayville silt loam, 2 to 5 percent slopes	Very limited	Mayville 90% Depth to saturated zone Elpaso, drained 10% Ponding Depth to saturated zone Shrink-swell
198A	Elburn silt loam, 0 to 2 percent slopes	Very limited	Elburn 93% Depth to saturated zone Shrink-swell Drummer, drained 5% Ponding Depth to saturated zone Shrink-swell Thorp, drained 2% Ponding Depth to saturated zone Shrink-swell
206A	Thorp silt loam, 0 to 2 percent slopes	Very limited	Thorp 95% Ponding Depth to saturated zone Shrink-swell
219A	Millbrook silt loam, 0 to 2 percent slopes	Very limited	Millbrook 90% Depth to saturated zone
344C2	Harvard silt loam, 5 to 10 percent slopes, eroded	Somewhat limited	Harvard 92% Shrink-swell
348C2	Wingate silt loam, 5 to 10 percent slopes, eroded	Somewhat limited	Wingate 92% Depth to saturated zone Shrink-swell

Map symbol	Map unit name	Rating	Component name and % composition Rating reasons
442A	Mundelein silt loam, 0 to 2 percent slopes	Very limited	Mundelein 92% Depth to saturated zone Drummer 4% Ponding Depth to saturated zone Shrink-swell Pella 2% Ponding Depth to saturated zone
618E	Senachwine silt loam, 12 to 20 percent slopes	Very limited	Senachwine 90% Slope Shrink-swell Casco 6% Slope Elpaso 2% Ponding Depth to saturated zone Shrink-swell Herbert 2% Depth to saturated zone
656B	Octagon silt loam, 2 to 4 percent slopes	Somewhat limited	Octagon 92% Depth to saturated zone
658C2	Octagon silt loam, 4 to 6 percent slopes, eroded	Somewhat limited	Octagon 92% Depth to saturated zone
662B	Barony silt loam, 2 to 5 percent slopes	Somewhat limited	Barony 92% Depth to saturated zone Shrink-swell
663A	Clare silt loam, 0 to 2 percent slopes	Somewhat limited	Clare 92% Depth to saturated zone Shrink-swell
668B	Somonauk silt loam, 2 to 5 percent slopes	Somewhat limited	Somonauk 92% Depth to saturated zone Shrink-swell
802B	Orthents, loamy, undulating	Somewhat limited	Orthents, loamy 92% Shrink-swell Depth to saturated zone
969E2	Casco-Rodman complex, 12 to 20 percent slopes, eroded	Very limited	Casco, eroded 53% Slope Rodman, eroded 37% Slope
3076A	Otter silt loam, 0 to 2 percent slopes, frequently flooded	Very limited	Otter 90% Ponding Flooding Depth to saturated zone

## Dwellings Without Basements

### Rating Options

Attribute Name: Dwellings Without Basements

Dwellings are single-family houses of three stories or less. For dwellings without basements, the foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of 2 feet or at the depth of maximum frost penetration, whichever is deeper.

The ratings for dwellings are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to a water table, ponding, flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility. Compressibility is inferred from the Unified classification of the soil. The properties that affect the ease and amount of excavation include depth to a water table, ponding, flooding, slope, depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, and the amount and size of rock fragments.

The ratings are both verbal and numerical. Rating class terms indicate the extent to which the soils are limited by all of the soil features that affect the specified use. "Not limited" indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected. "Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected. "Very limited" indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

Map symbol	Map unit name	Rating	Component name and % composition Rating reasons
149A	Brenton silt loam, 0 to 2 percent slopes	Somewhat limited	Brenton 90% Depth to saturated zone Shrink-swell
152A	Drummer silty clay loam, 0 to 2 percent slopes	Very limited	Drummer, drained 94% Ponding Depth to saturated zone Shrink-swell Harpster, drained 3% Ponding Depth to saturated zone Shrink-swell Peotone, drained 3% Ponding Depth to saturated zone Shrink-swell
193B	Mayville silt loam, 2 to 5 percent slopes	Somewhat limited	Mayville 90% Depth to saturated zone Shrink-swell
198A	Elburn silt loam, 0 to 2 percent slopes	Somewhat limited	Elburn 93% Depth to saturated zone Shrink-swell
206A	Thorp silt loam, 0 to 2 percent slopes	Very limited	Thorp 95% Ponding Depth to saturated zone Shrink-swell
219A	Millbrook silt loam, 0 to 2 percent slopes	Very limited	Millbrook 90% Depth to saturated zone
344C2	Harvard silt loam, 5 to 10 percent slopes, eroded	Somewhat limited	Harvard 92% Shrink-swell
348C2	Wingate silt loam, 5 to 10 percent slopes, eroded	Somewhat limited	Wingate 92% Shrink-swell
442A	Mundelein silt loam, 0 to 2 percent slopes	Somewhat limited	Mundelein 92% Depth to saturated zone Orthents, loamy 1% Shrink-swell
618E	Senachwine silt loam, 12 to 20 percent slopes	Very limited	Senachwine 90% Slope Shrink-swell Casco 8% Slope Elpaso 2% Ponding Depth to saturated zone Shrink-swell Herbert 2% Depth to saturated zone Shrink-swell

Map symbol	Map unit name	Rating	Component name and % composition Rating reasons
656B	Octagon silt loam, 2 to 4 percent slopes	Somewhat limited	Octagon 92% Shrink-swell
656C2	Octagon silt loam, 4 to 6 percent slopes, eroded	Somewhat limited	Octagon 92% Shrink-swell
662B	Barony silt loam, 2 to 5 percent slopes	Somewhat limited	Barony 92% Shrink-swell
663A	Clare silt loam, 0 to 2 percent slopes	Somewhat limited	Clare 92% Shrink-swell
668B	Somonauk silt loam, 2 to 5 percent slopes	Somewhat limited	Somonauk 92% Shrink-swell
802B	Orthents, loamy, undulating	Somewhat limited	Orthents, loamy 92% Shrink-swell
969E2	Casco-Rodman complex, 12 to 20 percent slopes, eroded	Very limited	Casco, eroded 53% Slope Rodman, eroded 37% Slope
3076A	Otter silt loam, 0 to 2 percent slopes, frequently flooded	Very limited	Otter 90% Ponding Flooding Depth to saturated zone

## Small Commercial Buildings

### Rating Options

Attribute Name: Small Commercial Buildings

Small commercial buildings are structures that are less than three stories high and do not have basements. The foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of 2 feet or at the depth of maximum frost penetration, whichever is deeper. The ratings are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to a water table, ponding, flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility (which is inferred from the Unified classification of the soil). The properties that affect the ease and amount of excavation include flooding, depth to a water table, ponding, slope, depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, and the amount and size of rock fragments.

The ratings are both verbal and numerical. Rating class terms indicate the extent to which the soils are limited by all of the soil features that affect the specified use. "Not limited" indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected. "Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected. "Very limited" indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

Map symbol	Map unit name	Rating	Component name and % composition Rating reasons
149A	Brenton silt loam, 0 to 2 percent slopes	Somewhat limited	Brenton 90% Depth to saturated zone Shrink-swell
152A	Drummer silty clay loam, 0 to 2 percent slopes	Very limited	Drummer, drained 94% Ponding Depth to saturated zone Shrink-swell Harpster, drained 3% Ponding Depth to saturated zone Shrink-swell Pectone, drained 3% Ponding Depth to saturated zone Shrink-swell
193B	Mayville silt loam, 2 to 5 percent slopes	Somewhat limited	Mayville 90% Depth to saturated zone Shrink-swell Slope
198A	Elburn silt loam, 0 to 2 percent slopes	Somewhat limited	Elburn 93% Depth to saturated zone Shrink-swell
206A	Thorp silt loam, 0 to 2 percent slopes	Very limited	Thorp 95% Ponding Depth to saturated zone Shrink-swell
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3076A	Otter silt loam, 0 to 2 percent slopes, frequently flooded	Very limited	Otter 90% Ponding Flooding Depth to saturated zone

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## CONTACTS

### Federal Agencies

**U. S. Army Corps of Engineers**  
Regulatory Branch  
231 S LaSalle Street, Suite 1500  
Chicago, Illinois 60604  
(312)846-5330  
<http://www.usace.army.mil>

**U.S.D.A. Natural Resources  
Conservation Service**  
2315 Dean Street Suite 100  
St. Charles, Illinois 60175  
(630)584-7960 ext. 3  
<http://www.il.nrcs.usda.gov/>

**U.S. Fish & Wildlife Service**  
Chicago Illinois Field Office  
230 South Dearborn Suite 2938  
Chicago, IL 60604  
(847)298-3250  
<http://www.fws.gov/>

**U.S. Environmental Protection Agency**  
Region 5  
77 West Jackson Boulevard  
Chicago, Illinois 60604  
(312)353-2000 or (800)621-8431  
[http://www.epa.gov/region5/  
r5hotline@epa.gov](http://www.epa.gov/region5/r5hotline@epa.gov)

### State Agencies

**Illinois Department of Natural Resources**  
1 Natural Resources Way  
Springfield, Illinois 62702-1271  
(217)782-6302  
<http://dnr.state.il.us/>

**Illinois Environmental Protection Agency**  
1021 North Grand Avenue East  
P.O. Box 19276  
Springfield, Illinois 62794-9276  
(217)782-3397  
<http://www.epa.state.il.us/>

**Illinois Department of Transportation**  
2300 South Dirksen Parkway  
Schaumburg, Illinois 62764-0001  
(217)782-7820/(800)452-4368  
<http://www.idot.illinois.gov/>

**Illinois Natural History Survey**  
1816 South Oak Street MC652  
Champaign, Illinois 61820  
(217)333-6880  
<http://www.inhs.uiuc.edu/>

### County Offices

**Kane County**  
Government Center  
719 South Batavia Ave.  
Geneva, IL 60134  
(630)232-3400  
<http://www.countyofkane.org/>

**Development Department**  
(630)232-3492

**Department of Environmental Management**  
(630)208-5118

**Forest Preserve District**  
1996 South Kirk Road, Suite 320  
Geneva, IL 60134  
(630)232-5980  
[forestpreserve.countyofkane.org](http://forestpreserve.countyofkane.org)

**Health Department**  
1240 North Highland Avenue  
Aurora, IL 60506  
(630)208-3801



## 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) NOT PDD
- 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](http://www.trb.org)

Institute of Transportation Engineers: [www.ite.org](http://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](http://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](http://www.co.kane.il.us)

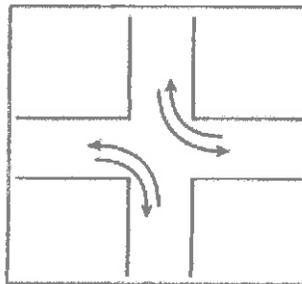


Figure A-1 - Overlapping and simultaneous movements.

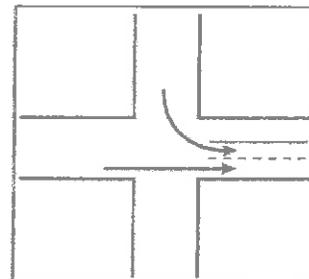
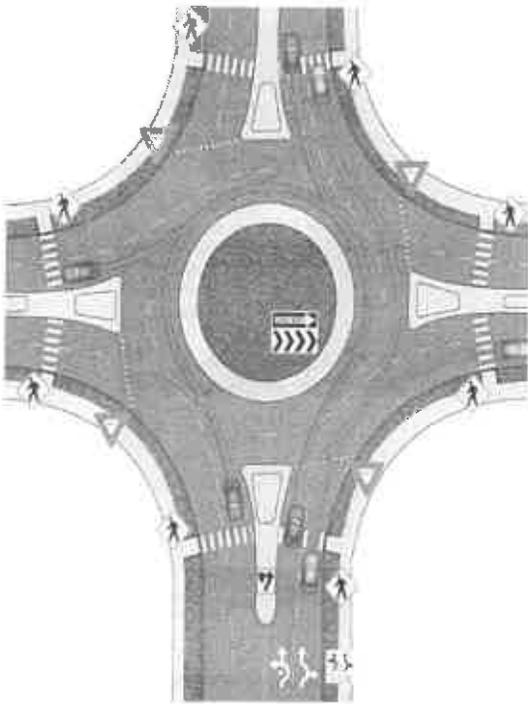


Figure A-2 - Allowing merge movements where possible.



The photo above and diagram below detail a typical roundabout.



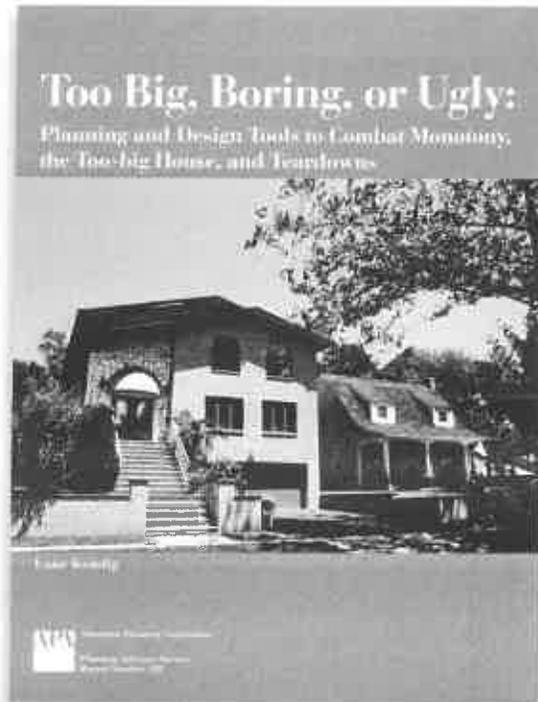
## Anti-Monotony Ordinance

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.

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



## 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](http://www.bmpdatabase.org)

Kane County: [www.co.kane.il.us/kcstorm](http://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

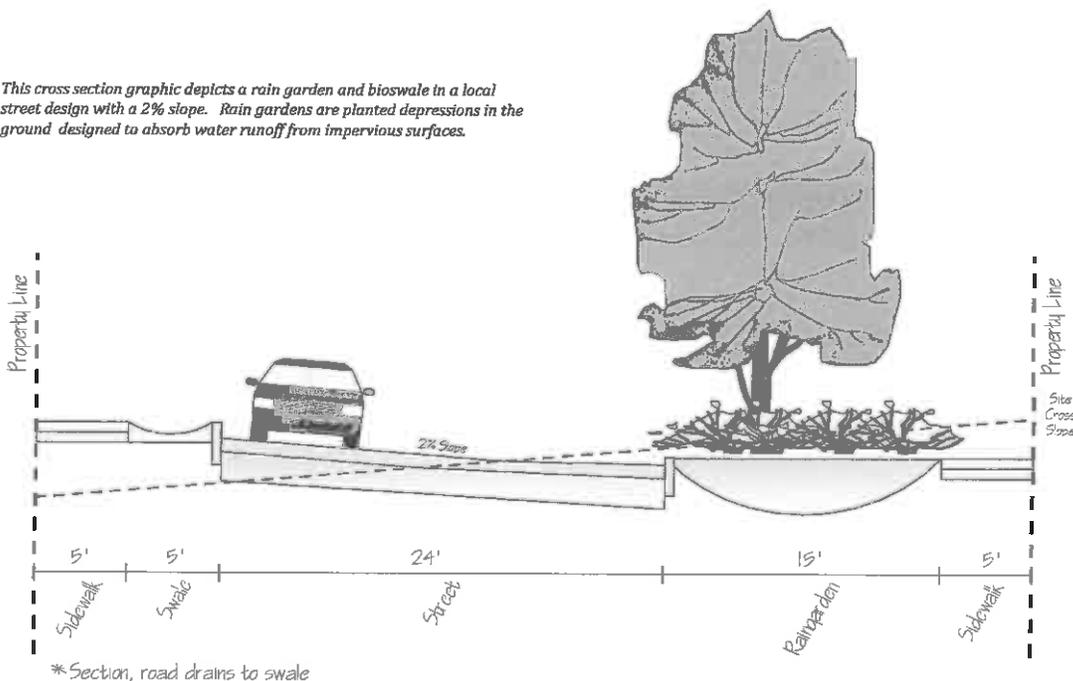
### Additional Resources

American Association of State Highway and Transportation Officials: [www.transportation.org](http://www.transportation.org)

National Park Service: [www.nps.gov](http://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*



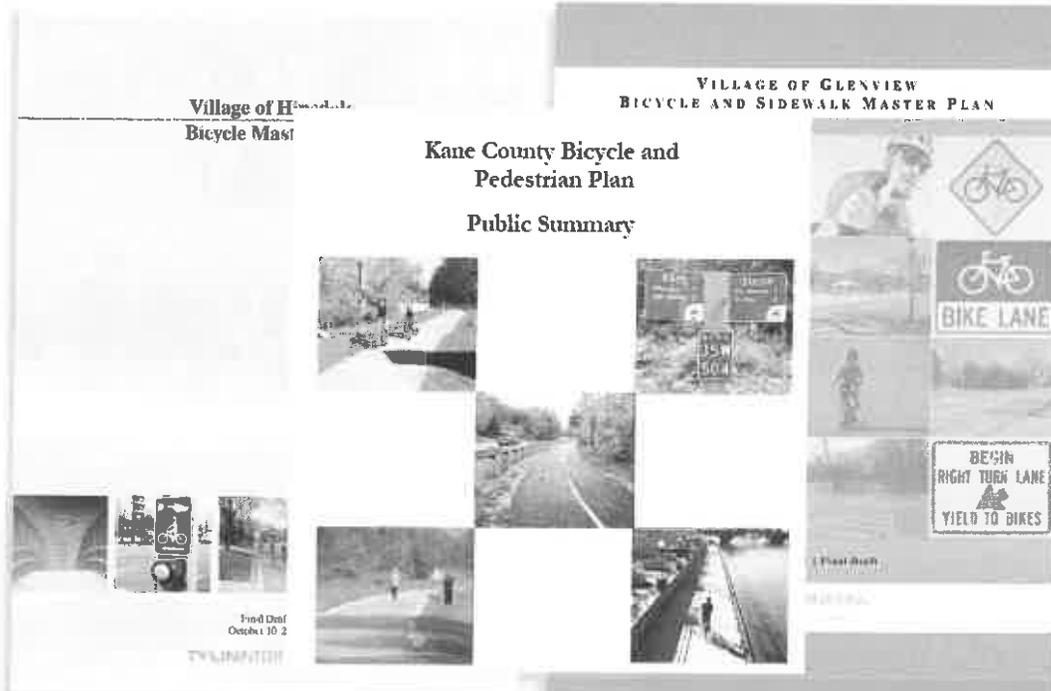
*A bike lane is striped for exclusive use by bicycles.*



*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.

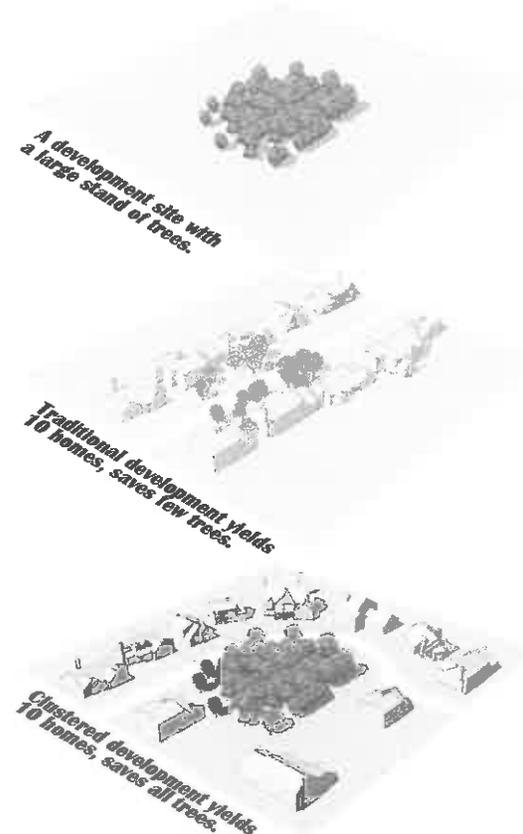
BDD funds can be used for a multitude of things including infrastructure improvements, public improvements, site acquisition, and land assemblage. Given the limited amount of funds that a BDD is capable of generating, a BDD is well suited to fund small scale improvements and property maintenance programs.

## 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](http://www.dot.il.gov)

National Scenic Byways Program: [www.bywaysonline.org](http://www.bywaysonline.org)

Complete streets policy guidance from the National Complete Streets Coalition.



NATIONAL  
COMPLETE STREETS  
COALITION

Let's complete America's streets

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## 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

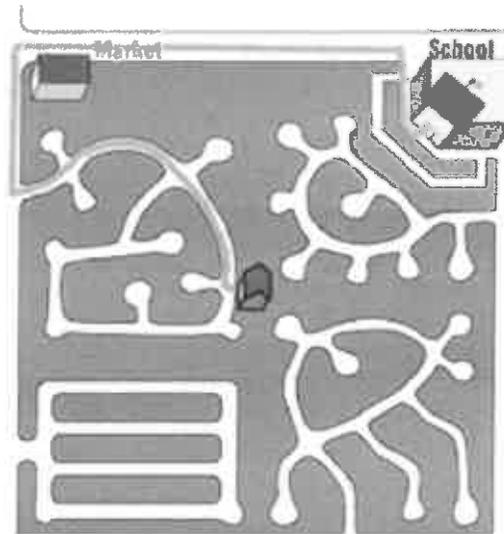
National Complete Streets Coalition: [www.completestreets.org](http://www.completestreets.org)

## Connectivity (Roadway)

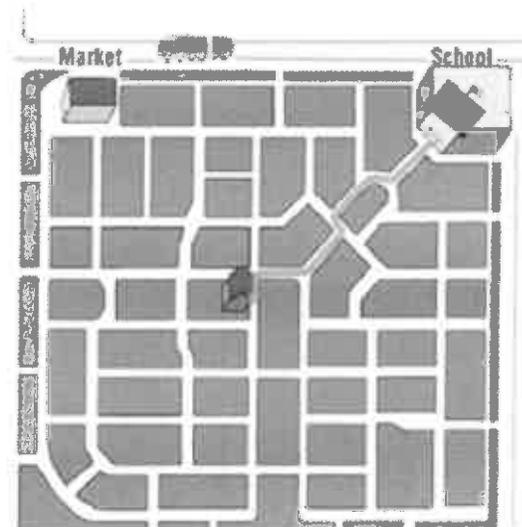
Creating or enhancing vehicular and non-motorized connections between subdivisions promotes walking and bicycling by reducing the need to drive short distances. It also allows vehicles to make short trips without having to use IL 47 and other main roadways. Roadway connections between subdivisions should 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](http://www.contextsensitivesolutions.org)*

*IDOT CSS Homepage: [www.dot.state.il.us/css/home.html](http://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](http://www.nature.org)*

*Openlands: [www.openlands.org](http://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.

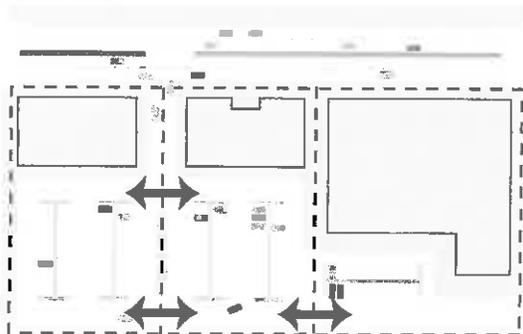
#### Related Tools

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

#### Additional Resource

*Route 120 Corridor Council: [www.120now.com](http://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.

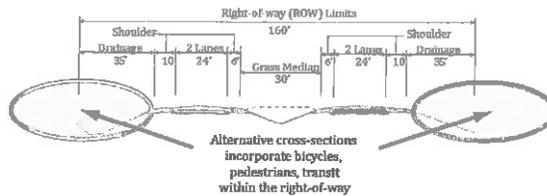
#### Related Tools

*Context Sensitive Solutions, Bicycle Facilities, Streetscape*

#### Additional Resource

*Institute of Transportation Engineers: [www.ite.org](http://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](http://www.livable.com)

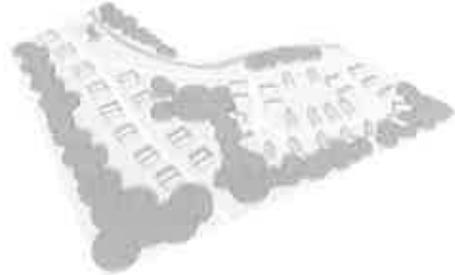
## Density Incentives and Bonuses

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.

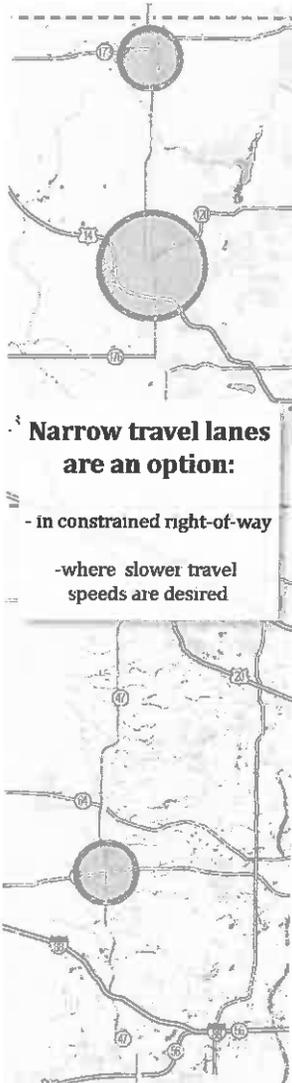
### Related Tools

*Complete Streets Policy, Streetscape*

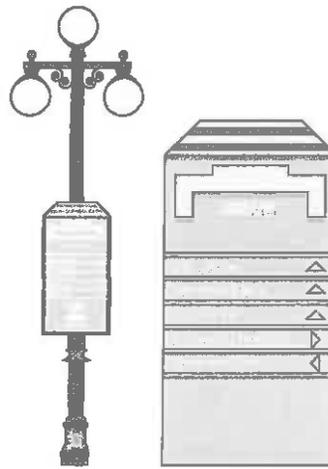
### Additional resource

*Association of State and Highway Transportation Officials: [www.transportation.org](http://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](http://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

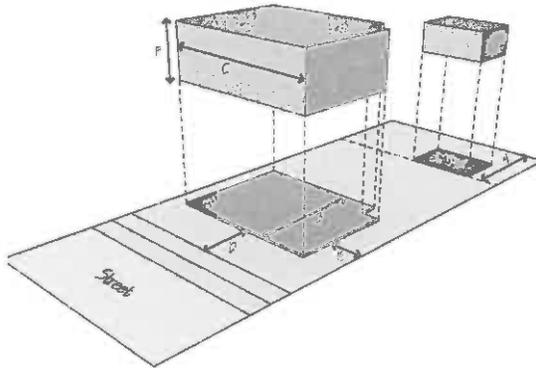
Rather than conventional zoning which regulates development strictly according to land use, form-based codes regulate based on building form. Form-based codes value neighborhood scale, parking standards and pedestrian access over the resulting land use. This is achieved by specifying development standards 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](http://www.formbasedcodes.org)

SmartCode: [www.smartcodecentral.org](http://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

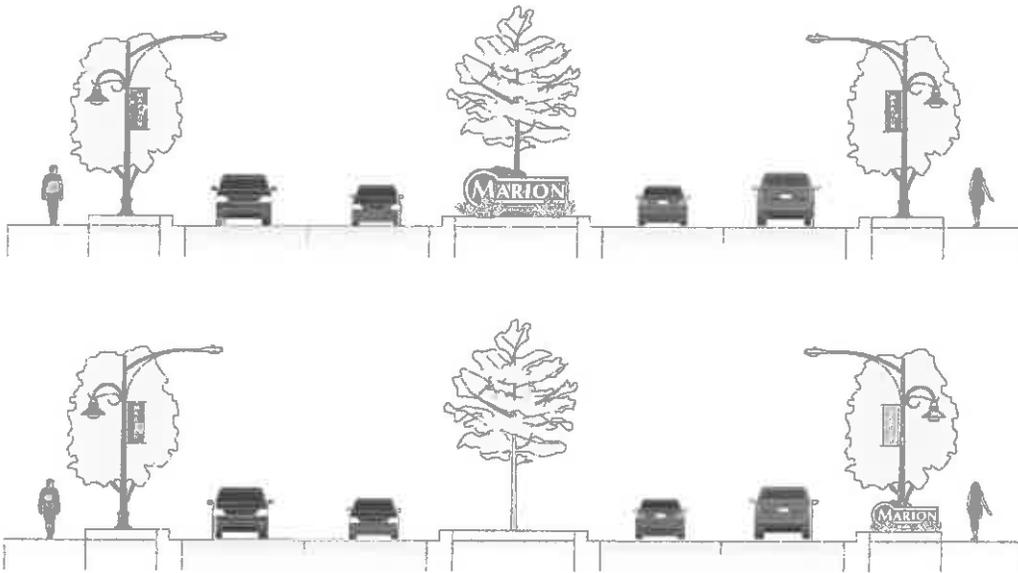
A façade improvement program provides financial and technical assistance to owners that invest in the aesthetics of their property. This program is targeted at existing buildings in areas that may look dated or run down. Such programs are often credited with sparking revitalization in downtowns and commercial 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 façade 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](http://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](http://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

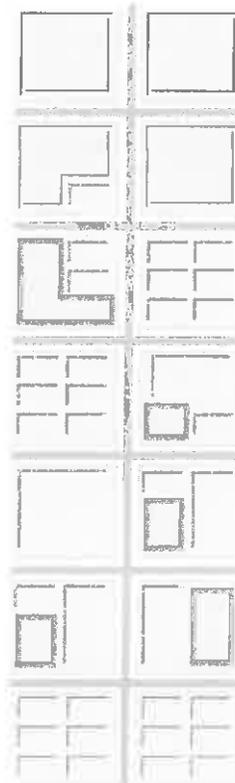
Business incubators provide low-cost space and specialized support services to small companies. Such services might include administrative consulting, access to office equipment and training, and assistance in accessing credit. Incubators are typically owned by public entities such as municipalities 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 Sites  
 Expanded Source

## 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](http://www.usgbc.org)

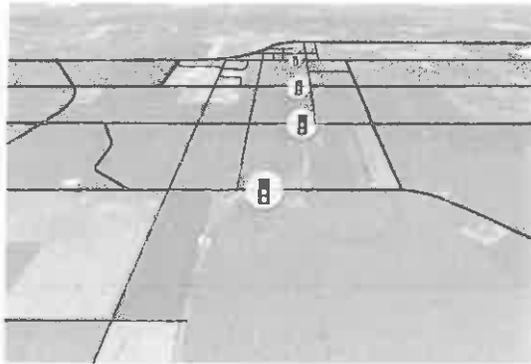
## Limit New Signals

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](http://www.fhwa.dot.gov)

Transportation Research Board: [www.trb.org](http://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.



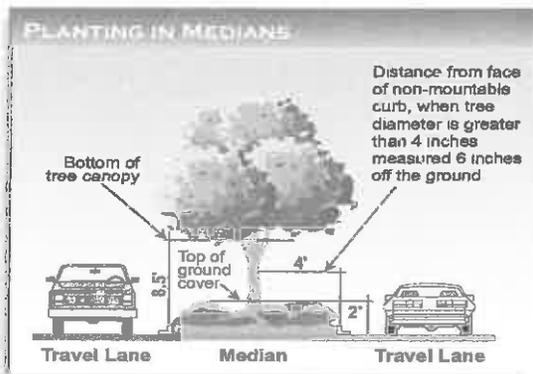
Old Location: Central Location, Serves as an Anchor



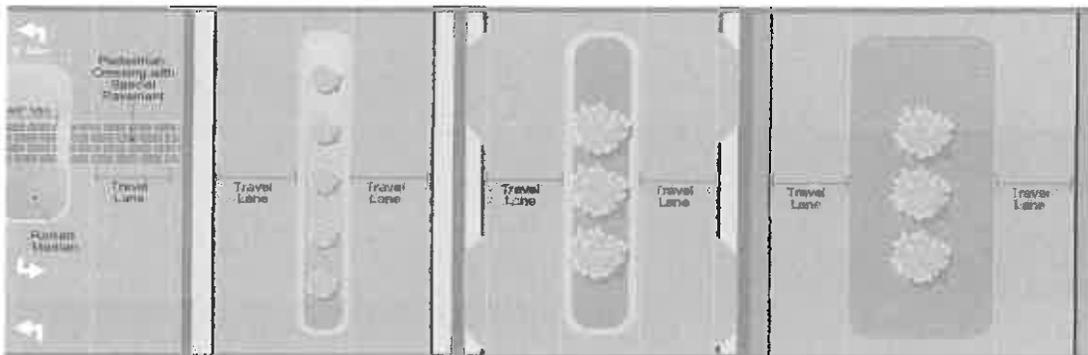
New Location: Removed from Pedestrian Access and Activity

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](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](http://www.uli.org)*

*Smart Communities Network: [www.smartcommunities.ncat.org](http://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

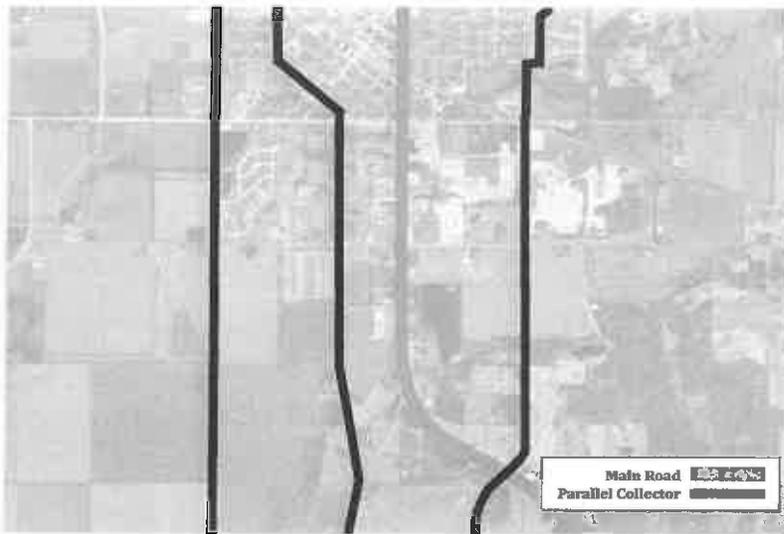
*Transportation Plan, Complete Streets Policy, Cross Section Alternatives*

## Additional resource

Pace: [www.pacebus.com/guidelines/guidelines.asp](http://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](http://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](http://www.conservationtools.org)

*National Recreation and Parks Association:* [www.nrpa.org](http://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](http://www.nrpa.org)

*City Parks Forum:* [www.planning.org/cityparks](http://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](http://www.tpl.org)

*Openlands:* [www.openlands.org](http://www.openlands.org)



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



Clearly identified pedestrian crossings for signalized intersections.

## 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*

## 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](http://www.preservationnation.org)

Landmarks Illinois: [www.landmarks.org](http://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](http://www.smartgrowth.org)

Environmental Protection Agency: [www.epa.gov](http://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](http://www.pps.org)

*Whole Building Design Guide:* [www.wbdg.org/design/plaza.php](http://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

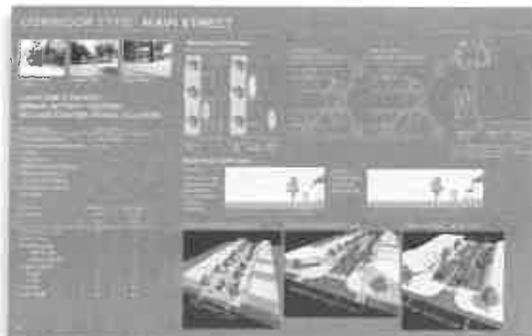
*Complete Streets Policy, Transportation Plan*

### Additional Resources

*National Complete Streets Coalition* [www.completestreets.org](http://www.completestreets.org)

*Access Minneapolis Design Guidelines for Streets and Sidewalks* [www.ci.minneapolis.mn.us](http://www.ci.minneapolis.mn.us)

*State of Massachusetts Project Development and Design Guide* [www.vhb.com/mhdGuide/mhd\\_GuideBook.asp](http://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 benchmarks 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](http://www.saferoutesinfo.org)

EPA: [www.epa.gov](http://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](http://www.scenic.org)

National Scenic Byways Program: [www.bywaysonline.org](http://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](http://www.smartgrowth.org)

EPA: [www.epa.gov](http://www.epa.gov)

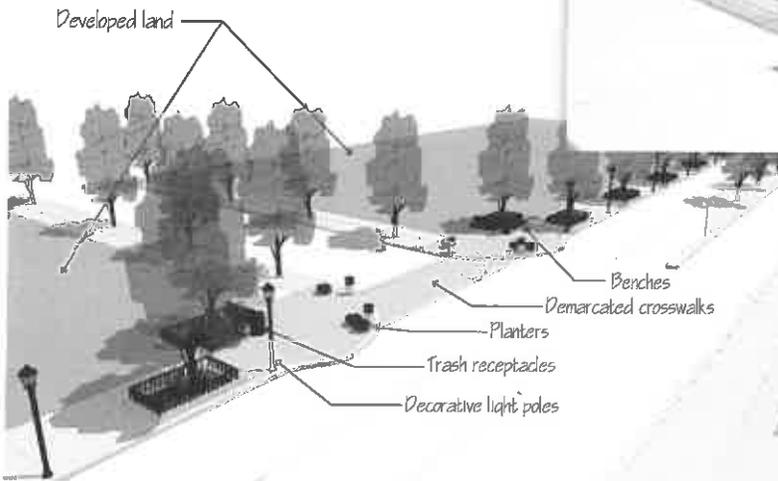
## Special Service Areas

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](http://www.ida.org)



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.

## 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.



## 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](http://www.cmap.illinois.gov)

Metropolitan Planning Council: [www.metroplanning.org](http://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](http://www.illinois.gov)

Illinois Municipal League: [www.tml.org](http://www.tml.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](http://www.illinois-tif.com)

Illinois 47 Corridor Planning Study  
TY Lin International, Housni Lavigne Associates, SEC Group, Inc.

## 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](http://www.preservationnation.org)

Chicago Metropolitan Agency for Planning: [www.goto2040.org](http://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

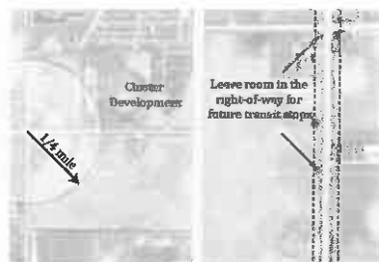
Congress for the New Urbanism: [www.cnu.org](http://www.cnu.org)

## 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**

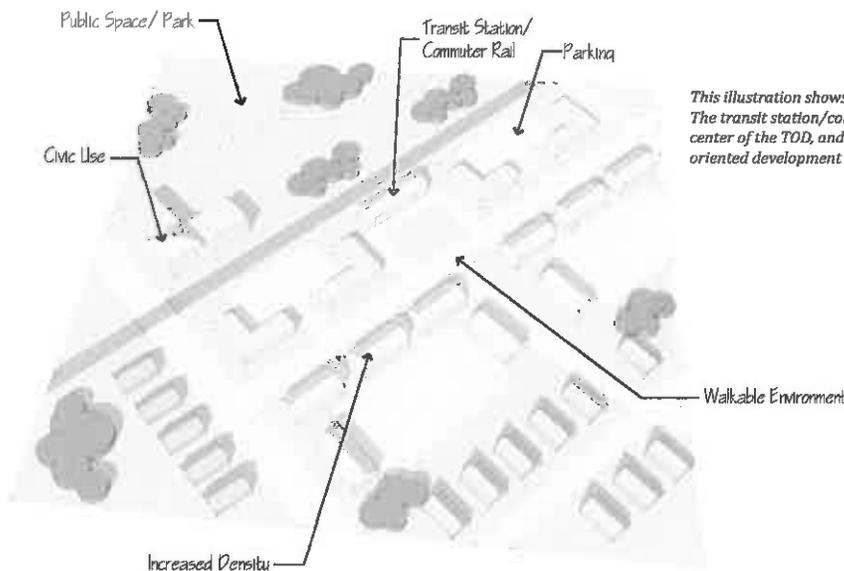


**Standard Low Density Development**



**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.mbtta.com/about\\_the\\_mbtta/t\\_projects](http://www.mbtta.com/about_the_mbtta/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](http://www.reconnectingamerica.org)

*Chicago Metropolitan Agency for Planning:* [www.goto2040.org](http://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](http://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

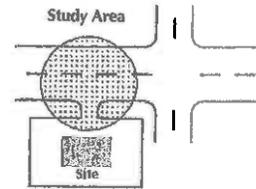
*Bicycle Plan, Pedestrian Plan, Transit Plan*

## Truck Route Alternatives

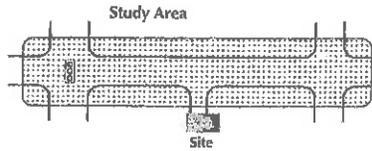
IL 47 is a designated truck route. When truck routes travel through the center of a municipality, the roadway's capacity and efficiency are affected and truck routes may adversely impact adjacent land uses, particularly in areas where pedestrian activity exists or is anticipated. Municipalities can alleviate 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

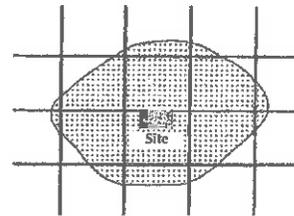
*Access Management Plan, Collector Roadway Grid*



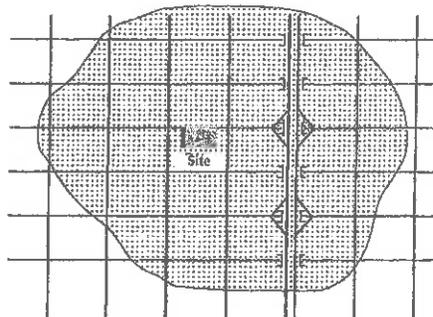
*Access Location & Design Review: Evaluate driveway movements*



*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](http://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](http://www.smartgrowth.org)

*International Code Council:* [www.iccsafe.org](http://www.iccsafe.org)

consistent with municipal plans as well as related to the future availability of municipal sewer and water. Identification of these corridors is not to be interpreted as support for premature conversion of agricultural and other land uses without connection to existing or planned municipal infrastructure.

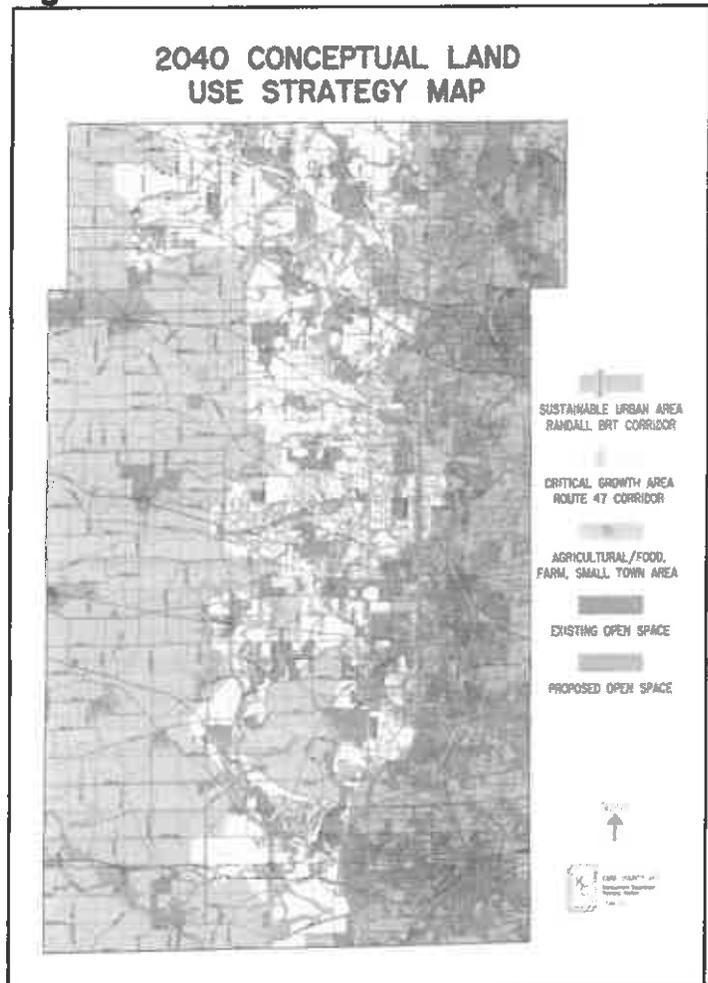
**The Randall Road/Orchard Corridor –** The corridor has been studied to determine the land use conditions/patterns that are needed to support a Bus Rapid Transit (BRT) corridor and how incremental implementation of elements of a BRT corridor can be accomplished. While it is anticipated that new land uses and redeveloped areas at future station areas and stops would be approved through municipal decisions, Kane County will have a major role in coordinating station area access improvements to the County highway right-of-way in order to implement a BRT system. Kane County will coordinate with the municipalities and Pace officials in order to coordinate transit and land uses.

**The Illinois Route 47 Corridor –** The vision for the IL Route 47 Corridor (Corridor) is to encourage a healthy population and economy through the promotion of sustainable land use practices, complete streets, and smart growth and livability principles. The Corridor presents an opportunity for local agencies along the corridor to work collectively to mitigate the impacts of growth and work towards commonly defined objectives as defined in the IL 47 Corridor Planning Study. The study aimed to address the following objectives established by stakeholders:

- Keep traffic moving
- Coordinate local, regional, and state decision-making
- Encourage growth nodes that promote transit and walking
- Protect natural areas
- Promote placemaking
- Strengthen existing developed areas

Recognizing that major roadway expansions are expensive and unlikely, local and regional coordination should focus on addressing the challenges associated with

**Figure 19**



accommodating growth in the corridor with land use practices and tools outlined in the IL 47 Planning Study toolbox (see link). Furthermore, IL 47 travels through agricultural areas as well as connecting the corridor's regional centers of Huntley, Elburn, and Sugar Grove. The County recognizes that more than conventional boundary agreements are needed to address the challenges associated with growth in the governmental agencies that influence the Corridor. Thus, the promotion of regional coordination is viewed as an especially important strategy.

The purpose of the state funded IL 47 Corridor Planning Study was to provide municipalities and other governmental 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 study included broad participation and input from the municipalities along Illinois Route 47. It is of paramount importance that the County prevents premature development of unincorporated areas to uses inconsistent with County or municipal plans by requiring annexation prior to future urbanization. Once annexation and extension of utilities have occurred, the municipalities can approve developments consistent with the design guidelines and toolkit included in the Illinois Route 47 Corridor Study as well as to create livable, sustainable, and healthy communities.

Enhancing our neighborhoods or creating new neighborhoods that are complete, walkable neighborhoods - within existing communities and within corridor nodes that link transit, land use, and housing - is important to achieving livable, healthy, and sustainable communities.

Elgin's Sustainability Action Plan describes a **great urban neighborhood** as one that: *"functions well when residents can meet their daily needs, such as getting to work and shopping. This means having the right neighborhood mix of housing, retail, open space, and transit, with new housing located near reliable transit lines. We need to accommodate cars without having to rely on them. A great neighborhood also needs a full range of City services, safe and vibrant streets, gathering places, and an appreciation for its special character."*

Source: City of Elgin, Sustainability Action Plan. [www.cityofelgin.org](http://www.cityofelgin.org)

## Community Design, Physical Activity and Health

Community design – the way streets are laid out, the distance between destinations, and the mix of homes and stores – is linked to physical activity because it influences whether people must drive or are able to choose more physically active travel such as walking. **Kane County promotes community design and development that is more compact, mixed, and multi-modal.** Community design that integrates smart growth principles, including compact, mixed-use and multi-modal development, has the potential of reducing vehicle ownership and travel 20-40%, and significantly increase walking, cycling, and public transit.<sup>16</sup> It's imperative that Kane County's municipalities focus on design and development that encourage healthy living, foster a sense of

<sup>16</sup> Litman, Todd. 2011. Victoria Transport Policy Institute. Land Use Impacts in Transit.

community, builds social cohesion, and allows greater opportunities for civic engagement. As introduced in this chapter the built environment consists of three elements: land use patterns, urban design characteristics, and transportation systems (Figure 1). Together, these elements influence the health promoting behaviors of those that live, work, and play in Kane County.

“Compact, connected communities encourage regular walking, wheeling, and transit use, reducing the need for auto travel – while making trips shorter for those who choose to drive. Less driving helps reduce green house gases (GHGs) and other pollution, lowering energy use and reducing dependence on foreign oil. Compact connected development patterns require less land and pavement, reducing stormwater runoff, groundwater pollution, and loss of wildlife habitat, fields, and forests. The daily exercise associated with more active transportation choices has been shown to improve human health, reduce obesity and health care costs, and encourage community social interactions. Even those who drive to a mixed-use “park-once” district (or traditional downtown) find they can get exercise and social connections without having to drive between every destination – if a safe walking and wheeling network is in place.”<sup>14a</sup>

**Land use patterns** or the arrangement of land uses such as, residences, offices, restaurants, grocery stores, parks and other places, determines the proximity between trip origins and destinations, regardless of street network connectivity or public transit options. *Density* or degree of compactness is a requirement for shortening distances between destinations, reducing the need to use a vehicle and increasing the odds that a person will shift from driving toward walking, bicycling, and transit use.<sup>17</sup> Activities located closer together increase the attractiveness of bicycling and walking, as well as proving the “mass” of population that is necessary for transit to be viable. *Land use mix* is the degree to which different types of uses (residential, commercial, or retail) are located within close proximity of one another. Mixed-use development

describes the co-location of multiple uses over the same area. “Mixed use can be measured both in terms of vertical and horizontal mix. Vertical mix occurs when different land uses are stacked one on top of another, such as housing located over commercial or retail establishments. Horizontal mix is when different land uses are located within close proximity to each other – these uses are mixed together, as the term implies.”<sup>18</sup> Mixing uses decreases distances between destinations and is believed to be an important strategy for increasing walking and bicycling. Older neighborhoods, built before single-use zoning became dominant, are scaled for pedestrians and have visually attractive shopping districts within them. These neighborhoods have been shown to produce the greatest amount of physical activity, especially walking. Single-use development, the dominant form of development in the United States, offers little

<sup>17</sup> Apogee Research Inc. 1998. The Effects of Urban Form on Travel and Emissions. A Review and Synthesis of the Literature. Washington D.C.: Draft report prepared for the United States Environmental Protection Agency. HBIX Reference C611-005.

<sup>18</sup> Frank, Lawrence D. and Peter Engelke. Year. How Land Use and Transportation Systems Impact Public Health: A Literature Review of the Relationship Between Physical Activity and the Built Form. Georgia Institute of Technology.

opportunity for running errands on foot or bicycle because there are few destinations within easy reach of housing. Kane County promotes the use of compact, mixed-use, multi-modal development that incorporates other smart growth and livability principles. A comparison of the smart growth and conventional, sprawling development patterns is shown in Table 2.

**Table 2. Comparing Smart Growth and Sprawl**

	Smart Growth	Sprawl
Density	Higher-density, clustered activities	Lower-density, dispersed activities
Growth pattern	Infill (brownfield) development	Urban periphery (greenfield) development
Land use mix	Mixed land use	Homogeneous (single-use, segregated) land uses
Scale	Human scale. Smaller buildings, blocks and roads. Designed for pedestrians	Large scale. Larger blocks, wider roads. Less detail, since people experience the landscape at a distance, as motorists
Services (shops, schools, parks)	Local, distributed, smaller. Accommodates walking access.	Regional, consolidated, larger. Requires automobile access
Transport	Multi-modal transport and land use patterns that support walking, cycling and public transit	Automobile-oriented transport and land use patterns, poorly suited for walking, cycling and transit
Connectivity	Highly connected roads, sidewalks and paths.	Hierarchical road network with numerous dead-end streets, and unconnected paths and sidewalks
Street design	Streets designed to accommodate a variety of activities. Traffic calming	Streets designed to maximize motor vehicle traffic volume and speed
Planning process	Planned and coordinated between jurisdictions and stakeholders	Unplanned, with little coordination between jurisdictions and stakeholders
Public space	Emphasis on the public realm (streets, sidewalks and public parks)	Emphasis on the private realm (yards, shopping malls, gated communities, private clubs)

Source: Victoria Transportation Policy Institute. 2006. Online TDM Encyclopedia. [www.vtpi.org](http://www.vtpi.org).

**Urban design characteristics** of the built environment, such as the streets, parks, squares, plazas, buildings, lawns, sidewalks, bus stop shelters, crosswalks, trash bins, curbs, fences, billboards, plantings, and other elements define the communities we live in. “Urban design characteristics influence how people perceive the built environment. Design [such as building design, orientation, setback, along with other aesthetic considerations] plays a large role in determining whether an environment is perceived as hostile or friendly, attractive or ugly, and vibrant or dull.<sup>17a</sup> Urban design denotes small-scale features of the built environment that impact how people feel about being in specific places.”<sup>2a</sup> As Dr. Jackson, author of *Designing Healthy Communities*, explains:

*“The built environment is not a community. Community is the **software** for the hardware of the built environment, as anyone who has struggled with an overloaded, outdated, or failing computer knows, both “wares” need to be working or the system crashes. The **hardware**, the way we build our neighborhoods, urban centers, cities, and states can make it easier or harder to feel the sense of community within a geographic area. We choose some of our communities and others are imposed on us; in either case, the built environment can entice us to*

increase our participation or can create barriers that we must choose to overcome.<sup>19</sup>

Healthy Community Design, an initiative of the Center for Disease Control, promotes the importance of the way we design and build our communities as they can affect our physical and mental health. According to the Centers for Disease Control (CDC), the purpose of Healthy Community Design is to “integrate evidence-based health strategies into community planning, transportation, and land-use decisions.” In 2010, with the adoption of the 2040 Conceptual Land Use Strategy, the Kane County Board adopted the key planning objectives promoted by the CDC for Health Community Design in an effort to reduce the epidemic of obesity and foster healthier communities:



- Integrating physical activities into residents’ daily lives by developing communities that promote walking to and from places of education, recreation, shopping, work and workshop
- Encouraging the building of communities with residences and businesses located closer together to shorten vehicle trips and encourage the use of other modes of transportation, such as biking and public transit, when walking may not be an effective option
- Creating streets and public areas that are interconnected that provide an appealing, safe and comfortable environment for walking and biking
- Providing transit services that are within walking distance of homes, businesses and other facilities.<sup>20</sup>

Healthy Impact Assessments (HIA) are a tool that is increasingly being used in communities to identify the health impacts of proposed and implemented policies, programs, and projects. HIA can be used to integrate community health into the decision-making process and enhance communication between multiple stakeholders, including health and planning practitioners and policy makers.

**Transportation systems** are the aggregate results of investment in transportation infrastructure and, in part, include the network of streets in a city, the design of individual streets and highways, transit systems, and separated systems for nonmotorized users, such as jogging and bike paths. “Transportation systems connect places to each other, determining how feasible it is to use different types of transportation, including walking and bicycling, to get from one place to another.” Transportation systems influence travel behavior in at least three ways:

- “**Street Networks** influence [travel] mode choice and trip frequency in the ways they connect trip origins and destinations. Street networks are rated as either *high in connectivity*, where there are a *large number of blocks and intersections per some unit of area*, or *low in connectivity*, where there are *fewer blocks and intersections over the same area*. A “highly connected” street network is one that has many possible routes between destinations, which means that the trip between any two destinations is reasonably direct. The grid pattern is the archetype of the high

<sup>19</sup> Jackson, Richard. 2012. *Designing Healthy Communities*. San Francisco. John Wiley & Sons, Inc.

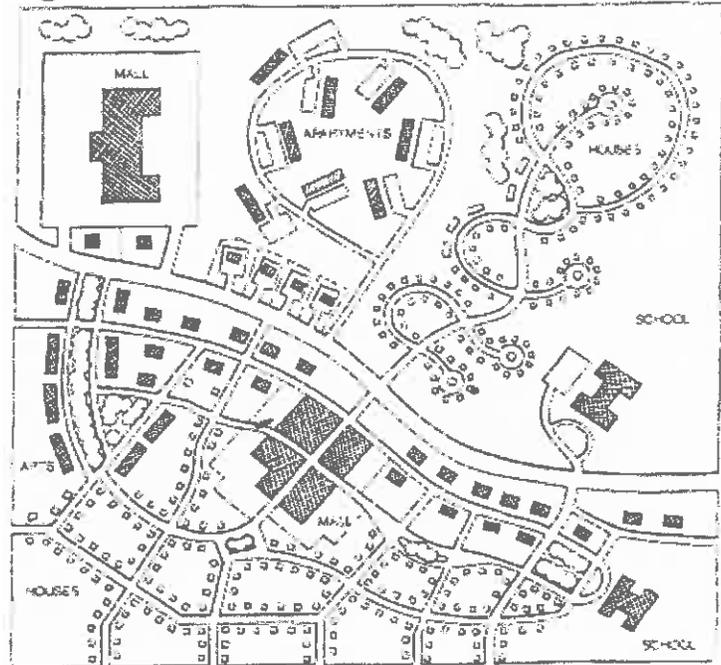
<sup>20</sup> Centers for Disease Control. Healthy Community Design.

[http://www.cdc.gov/healthyplaces/healthy\\_comm\\_design.htm](http://www.cdc.gov/healthyplaces/healthy_comm_design.htm).

connectivity network. Traditional street networks such as the grid pattern reduce trip distances and increase route choices, factors believed to increase biking and walking. [Development characterized as sprawling], in contrast, minimizes the degree of connectivity between trip origins and destinations through the heavy use of T intersections, cul-de-sacs and reduced access to subdivisions (Figure 20).

- **Street Design** “facilitate[s] either automobile travel or nonmotorized travel. Streets that are wide, smooth, and straight encourage automobile travel at fast speeds and discourage travel by foot or bicycle. Additionally streets that incorporate pedestrian and bicycle facilities (bike lanes, sidewalks, crosswalks, etc.) and that are calmed (i.e., streets that contain traffic-slowing obstacles and devices) are believed to facilitate more walking and bicycling. Street design impacts route quality for different [travel] modes. Streets can have amenities such as shade trees, crosswalks, and bike paths, for example, which will make walking and biking more attractive.
- **Physically separated biking and walking systems** can increase walking and biking with dedicated bicycle and pedestrian facilities such as bike paths and walking trails. While these systems are increasingly popular, it is generally not feasible to create dense networks of them in existing urban areas.”

**Figure 20. Comparing Connectivity of Street Networks**



In summary, “higher densities, a greater mixture of land uses, a balance between housing and jobs, pedestrian- and bicycle friendly site and street design, grid street networks, and the presence of separated facilities for bicycles and pedestrians all have been shown to increase walking and biking.”<sup>18b</sup> Kane County supports healthier choices for its residents and encourages community design that includes attention to all three elements of the built environment as described in this section: land use patterns, urban design characteristics, and transportation systems.

**Policies:**

1. Identify incentives that will attract investment to new development, redevelopment, and suburban retrofits in existing, urban areas, employment centers, and transit nodes and corridors.
2. Seek funding opportunities that provide support to municipal plans and projects that implement the 2040 Plan.
3. Assist municipalities in removing barriers within local comprehensive plans or regulations that hinder implementation of the Livability Principles, Smart Growth Principles, and Healthy Community Design criteria.
4. Identify and target/support priority areas for transit-supportive land use, pedestrian-oriented design and complete streets along and connecting to the Randall/Orchard Rd. Bus Rapid Transit Corridor and the IL Route 47 Corridor.
5. Encourage the use of compact and mixed-use, multi-modal development that minimizes the need to drive, prioritizes infill and redevelopment, and avoids sprawling land use patterns.
6. Promote public health through coordinated land use and transportation planning and project implementation.
7. Establish land use policies and guidelines to ensure consistent, transit-supportive land use and development along the Randall/Orchard Road Corridor.
8. Support the Built and Natural Environment Strategies adopted in the Fit Kids 2020 Plan.
9. Promote land use patterns that create sustainable, energy efficient communities.

# **Development Manual Illinois Route 47 Corridor**

VILLAGE OF SUGAR GROVE  
KANE COUNTY, ILLINOIS

ORDINANCE NO. 764

An Ordinance Amending the  
Comprehensive Plan of  
the Village of Sugar Grove, Illinois

Adopted by the  
Board of Trustees and President  
of the Village of Sugar Grove  
this 21<sup>st</sup> day of November, 2000.

Published in Pamphlet Form  
by authority of the Board of Trustees  
of the Village of Sugar Grove, Kane County,  
Illinois, this 21<sup>st</sup> day of November, 2000.

**ORDINANCE NO. 764**  
**AN ORDINANCE AMENDING THE**  
**COMPREHENSIVE PLAN OF**  
**OF THE VILLAGE OF SUGAR GROVE**

**BE IT ORDAINED** by the President and 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 5/1-1 *et seq.*; and,

**WHEREAS**, the Village has conducted a review of its comprehensive plan for the Route 47 Corridor area of the Villages planning area, pursuant to 65 ILCS 5/11-12-6, *et seq.*; and,

**WHEREAS**, the Village finds that it is in the best interests of the Citizens of the Village of Sugar Grove and in the best interest of the future orderly growth and development of the Village to update the comprehensive plan; and,

**WHEREAS**, the Amendment to the comprehensive plan attached hereto as Exhibit "A" was the subject of a hearing before the Plan Commission and a public hearing before the Corporate Authorities held pursuant to proper published notice; and,

**WHEREAS**, the Plan Commission has recommended to the Village Board passage of this amendment to the comprehensive plan,

**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: AMENDMENT TO COMPREHENSIVE PLAN**

That the comprehensive plan of the Village of Sugar Grove is hereby amended as provided for on the attached Exhibit "A," attached hereto and incorporated by reference. Any portion of the existing comprehensive plan not modified on the attached Exhibit "A" shall remain in full force and effect, notwithstanding this amendment.

**SECTION TWO: 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 21<sup>st</sup> day of November, 2000.

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

	AYES:	NAYS:	ABSENT:
JOHNSON	✓		
BOHLER	✓		
CLARK	✓		
GEARY	✓		
RENK	✓		
MICHELS	✓		

ATTEST: Angela M. DeLoach  
Acting Clerk, Village of Sugar Grove

Prepared by:  
Steven A. Andersson  
Mickey, Wilson, Weiler & Renzi, P.C.  
2111 W. Plum Street, 2<sup>nd</sup> Floor  
Aurora, IL 60507

# Table of Contents

<b>Introduction</b>	<b>Page 1</b>
<b>Section I — Corridor Objectives</b>	<b>Page 2</b>
<b>Section II — Design Standards</b>	<b>Page 4</b>
<b>General Regulations</b>	<b>Page 4</b>
<b>Building and Parking Orientation and Setback</b>	<b>Page 4</b>
<b>Access and Circulation</b>	<b>Page 5</b>
<b>Parking Area Design</b>	<b>Page 7</b>
<i>Landscaping</i>	<i>Page 7</i>
<i>Other Requirements</i>	<i>Page 12</i>
<b>Off Street Loading</b>	<b>Page 12</b>
<b>Landscaping</b>	<b>Page 12</b>
<i>Berm Design</i>	<i>Page 13</i>
<i>Berm Planting</i>	<i>Page 13</i>
<i>Access Drives/Entrances</i>	<i>Page 13</i>
<i>Perimeter Yards</i>	<i>Page 13</i>
<i>Foundation Plantings</i>	<i>Page 14</i>
<i>Landscape Screening</i>	<i>Page 14</i>
<i>Lawns</i>	<i>Page 14</i>
<i>Tree Preservation</i>	<i>Page 14</i>
<b>Architectural Design</b>	<b>Page 15</b>
<i>Materials</i>	<i>Page 15</i>
<i>Prototypical Designs</i>	<i>Page 16</i>
<i>Exposed Gutters and Downspouts</i>	<i>Page 16</i>
<i>Screening Roof-Mounted HVAC</i>	<i>Page 16</i>
<i>Trash</i>	<i>Page 17</i>
<b>Lighting</b>	<b>Page 17</b>
<i>Parking Lot Lighting</i>	<i>Page 17</i>
<i>Security Lighting</i>	<i>Page 17</i>
<b>Amenities</b>	<b>Page 18</b>
<b>Public Sidewalks and Paths</b>	<b>Page 18</b>
<b>Overhead Utilities</b>	<b>Page 19</b>
<b>Signs</b>	<b>Page 19</b>
<i>Development Identification Signs</i>	<i>Page 19</i>
<i>Free Standing Business Signs</i>	<i>Page 20</i>
<i>Wall Signs</i>	<i>Page 20</i>

<b>Section III — Village Approvals and Permits</b>	<b>Page 22</b>
<b>Applicability</b>	<b>Page 22</b>
<b>Process</b>	<b>Page 22</b>
<b>Exceptions</b>	<b>Page 22</b>
<b>Application and Approval</b>	<b>Page 22</b>
<b>Site Development and Building Permits</b>	<b>Page 24</b>

**List of Figures**

<i>Figure #1, Land Uses in Study Area</i>	<i>Page 3</i>
<i>Figure #2, Staggered Building Setback</i>	<i>Page 5</i>
<i>Figure #3, Development Feasibility Study</i>	<i>Page 6</i>
<i>Figure #4, Dividing Parking Lots</i>	<i>Page 8</i>
<i>Figure #5, Typical Median Planting</i>	<i>Page 8</i>
<i>Figure #6, Typical Median Section</i>	<i>Page 8</i>
<i>Figure #7a, Route 47 Streetscape, North</i>	<i>Page 9</i>
<i>Figure #7b, Route 47 Streetscape, South</i>	<i>Page 10</i>
<i>Figure #7c, Interchange Enhancements</i>	<i>Page 11</i>
<i>Figure #8, Typical Berm Cross-Section</i>	<i>Page 13</i>
<i>Figure #9, Prairie Style Architecture</i>	<i>Page 15</i>
<i>Figure #10, Prototypical Fast-Food Restaurant</i>	<i>Page 16</i>
<i>Figure #11, Architecture that Blends with a Center</i>	<i>Page 16</i>
<i>Figure #12, Use of Ornamental Lighting in a Parking Lot</i>	<i>Page 17</i>
<i>Figure #13, Wide, Landscaped Pedestrian Walks</i>	<i>Page 18</i>
<i>Figure #14, Outdoor Plaza</i>	<i>Page 18</i>
<i>Figure #15, Pedestrian Path through Parking Lot</i>	<i>Page 19</i>
<i>Figure #16, Calculating Allowable Sign Area</i>	<i>Page 21</i>
<i>Figure #17, Calculating the Area of a Sign</i>	<i>Page 21</i>

**Appendix**

**Exhibit "A", Recommended Species List**

**Summary of Visual Preference Survey Ranking**

*Rating Forms Tally, Design Standards*

*Rating Forms Tally, Example Centers*

**Potential Floor Area in Corridor, Based on Feasibility Study**

# Route 47 Development Manual

## Introduction

That portion of Illinois Route 47 that passes through the Village of Sugar Grove between Bliss and Prairie Roads has been carefully planned to create an integrated commercial shopping district. The development standards included in this manual create a sense of place through unified landscaping, lighting, architecture, signage and pedestrian plazas and activity areas. When these standards are implemented, newly constructed buildings will be designed with materials, proportions and style that reflect the Midwestern “prairie style” architecture, and promote a traditional “townscape” that attracts the consumer to Sugar Grove, rather than to other competing markets.

Focal points at the entrances to this corridor, which include stone monuments, landscaping, lighting and signs, have been designed to define the primary shopping district between Illinois 56 and Bliss Road. Outdoor dining, seating areas, fountains, and pedestrian connections to the planned community center and park will create a warm, friendly, and lively place to gather with friends.

This manual is intended to promote sensitive and coordinated design that will promote economic development and increase marketability of individual parcels and outlots. The application of these standards will:

- Build an identity for Sugar Grove;
- Create an area that is attractive to new businesses;
- Upgrade the quality of existing businesses;
- Increase property values; and
- Enhance Sugar Grove’s economic base.

The attention to detail that is promoted through the design guidelines and application of bulk regulations is intended to be uniformly and fairly applied to all properties in this corridor. Adherence to design criteria that follow is critical for achieving an attractive, cohesive retail corridor that protects and enhances the value of investments in commercial districts along Illinois Route 47.

# Section I Corridor Objectives

## Corridor Objectives

The siting and landscape design criteria that follow apply to all properties in commercial districts along Illinois Route 47, between Bliss and Prairie Roads (see **Figure #1**). These criteria are based on preferences identified by representatives of the Planning Commission, Village Board, staff and the general public through a series of public workshops held in July and August of 2000. During these meetings, participants viewed and ranked slides that illustrated building setbacks, landscaping, architecture, signs and other elements of site design, such as plazas and outdoor dining areas that attract the consumer and build identity.

Preferences expressed through this process were discussed with Village representatives and the general public at subsequent meetings until a consensus on development standards and design was reached. The high quality, attractive, retail commercial corridor planned by Sugar Grove will be achieved through:

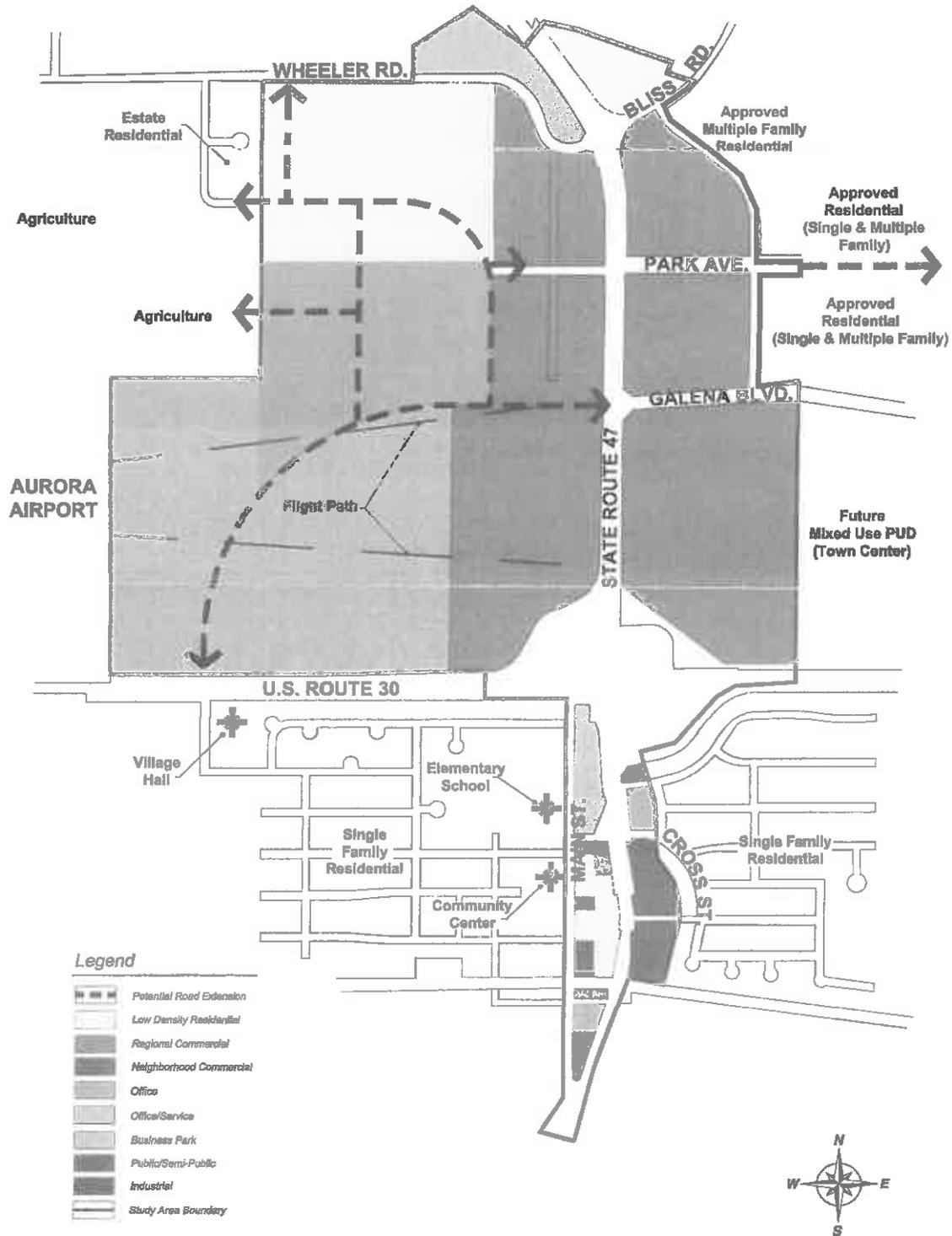
- Architectural design that fosters a sense of identity and unifies the corridor through the implementation of the “prairie style” design selected by the Village during the visioning process;
- Buildings that are primarily constructed of brick or stone, so that development appears to be permanent and long-lasting, rather than temporary;
- Careful siting, orientation and design so that:
  - Buildings create a rhythm that is similar to older, established communities;
  - Front elevations, with pedestrian entrances, are developed along streets and from interior parking lots; and

- Entrances to businesses are prominently identified through exterior design and on-site traffic flow patterns.
- Minimizing views of off-street parking lots and loading zones by locating these facilities behind buildings and landscaped berms;
- Landscaping along Illinois Route 47 that includes a mix of evergreen, deciduous, and flowering trees and shrubs to provide year-round color and visual interest;
- Interior parking lot landscaping that softens the broad, expanse of pavement required to serve planned commercial development;
- Parking lot lighting that efficiently illuminates parking lots, but unifies the corridor through its design and repeated use;
- Public spaces and plazas that draw the consumer to this commercial center, and offer the shopper an opportunity to relax, gather with friends and encourage longer stays and increased purchases; and
- Integrated signage that provides business identification, but does not predominate or detract from other elements of site design.

All property owners will be required to achieve these planning objectives. The Planning Commission and Village Board will review an existing property’s compliance with the design criteria when expansion or redevelopment is proposed as part of the site plan review process described in **Section III, Approvals Process**, of this document. It is recognized that compliance with all criteria may not be possible, due to the size of these lots, or placement of existing buildings and parking. Therefore, portions of the design criteria may be modified to achieve visual compatibility with new construction on previously developed lots, without making business expansion or redevelopment infeasible.

# Village of Sugar Grove

## Route 47 Corridor Long Range Plan



# Section II Design Standards

## General Regulations

All buildings and site improvements are required to conform to applicable codes and ordinances of the Village of Sugar Grove, except as modified herein. The responsibility for conformance to such regulations, including (but not limited to) obtaining required permits and payment of all fees rests solely with the user of the property. No owner or user of any property located within the Illinois Route 47 commercial corridor may construct or significantly alter any structure or site improvements (i.e., landscaping, parking, lighting or signage) without first obtaining approval from Sugar Grove. Procedures for obtaining Village approvals and permits are included in Section III of this Development Manual.

## Building and Parking Orientation/Setback

Building and parking setback requirements for both primary buildings and outlot structures are identified on Table 1.

All setbacks are to be measured from the property line or public right-of-way (not from the curb of an adjacent street), except in those instances where buildings also are sited along an entrance drive or parking lot drive aisle. Where this occurs, buildings must be set back at least 20 feet from the curb of an entrance drive or parking lot drive aisle. This will accommodate the pedestrian walks and landscaping required by this manual. It also will ensure that a motorist will be able to see traffic that might be approaching from another side of a building.

Buildings that are more than 100 feet long must be articulated by stepping back 50% or more of the building by another 25 feet (75 feet total, see Figure #2, on the next page). This change in plane will avoid the visual monotony that can otherwise be created along public streets by long, flat, unarticulated walls. This setback variation should be carried out in increments and intervals that make sense for the design and intended use of the building.

**Table 1  
Required Building and Pavement Setbacks, Outlots**

Location	Building	Pavement
<b>Front/Corner/Rear, Public ROW</b>		
Illinois Route 47	50 feet	50 feet
Illinois Route 47/56 Interchange	75 feet	50 feet
Galena Boulevard	50 feet	50 feet
Illinois Route 56/Business 30	75 feet	75 feet
Capitol Drive (front)	50 feet	30 feet
Capitol Drive (rear)	75 feet	75 feet
Park Avenue	50 feet	30 feet
East Boundary Line, Study Area	50 feet	25 feet
West Boundary Line, Study Area	50 feet	25 feet
<b>Interior Side Yards:</b>		
Does not abut drive aisle	15 feet	15 feet
Abuts drive aisle	20 feet	20 feet
East Boundary Line, Study Area	50 feet	25 feet
West Boundary Line, Study Area	50 feet	25 feet
<b>Interior Rear Yards:</b>		
Does not abut drive aisle	45 feet	15 feet
Abuts drive aisle	20 feet	20 feet
East Boundary Line, Study Area	50 feet	25 feet
West Boundary Line, Study Area	50 feet	25 feet

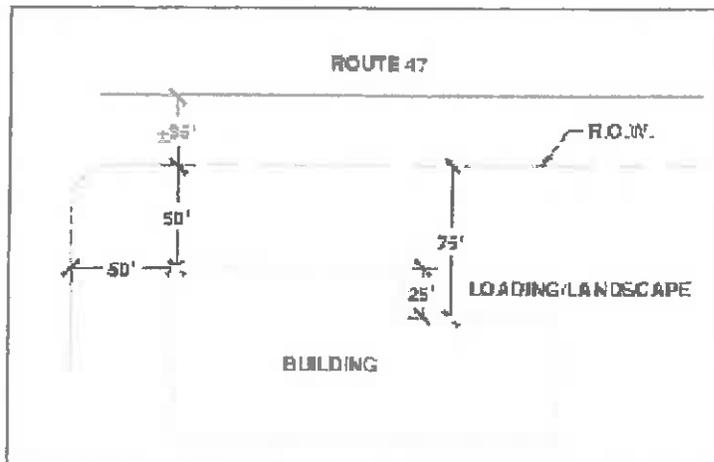


Figure 2. Staggered building setback

Buildings and landscaping (not parking lots) are intended to be the focal point of along Illinois Route 47. Where possible, buildings should be sited next to the road, and parking located on the interior of the development (see Figure #3, next page). Buildings along Illinois Route 47 should be designed with “front” facades on all four sides of the structure, and include:

- Storefront glass along 50% or more of a building’s façade that faces, or is visible from, Illinois Route 47;
- Decorative elements, such as cornices, wood trim, awnings, etc.; and
- One or more public entrances that are accessible to pedestrians from sidewalks and adjacent parking lots.

This objective is not intended to apply to major anchors such as food stores or discount centers where the scale of the building and type of operation requires buildings to be set back from the road. Rather, it is intended to apply to properties that have already been subdivided for commercial development, or to outlot buildings that are proposed as part of a larger community or regional commercial planned development that is 20 or more acres in size.

## Access and Circulation

Vehicular access from public streets should be designed to accommodate peak hour traffic volumes, without disrupting traffic flow. All development proposals must be accompanied by a traffic report that evaluates the number of trips anticipated from a development proposal, and makes recommendations for:

- The location and design of all points of access from public streets, including:
  - Acceleration and deceleration lanes,
  - Design of entrances and exit points (i.e., stop control, number of lanes, lane width, stacking distances, etc.);
- Circulation patterns through a commercial planned development; and
- Circulation between adjacent developments.

Where the impact of traffic associated with a development proposal adversely affects intersections or traffic flow along Illinois Route 47 or other public roads in the commercial corridor, the Village of Sugar Grove will request changes to the design of the project to avoid or mitigate such impacts. This may include a reduction in the size of the project.

The ability to maintain the safety and efficiency of Illinois Route 47 and other public streets in this commercial corridor will be key to the success of this commercial district. Neither residents of Sugar Grove nor neighbors of surrounding communities will want to shop in an area that experiences frequent traffic delays or accidents. Therefore, the following will be implemented:



- The number of access points will be limited to that determined to be essential for serving a project;
  - Separation between access drives and street intersections, or other access drives, will be maximized. This will avoid vehicular conflicts and ensure safe and efficient traffic flow is provided to and from businesses along Illinois Route 47 and between adjacent developments planned both north and south of Galena and Park Avenues;
  - Limited access (right-turns in and right-turns out) will be allowed only in those instances where barrier medians are constructed in the adjacent roadway to prevent illegal left-hand turns into and out of a development;
  - Access drives will be aligned with those that exist on the opposite drive of a roadway, unless the intersection does not meet traffic warrants for a signal and the existing or anticipated traffic volumes are too high to provide for safe travel across the road;
  - Cross access between properties within a planned development or between individual lots that abut one another will be required, so that motorists do not need to use Illinois Route 47 or other public roadways each time an individual wishes to shop at an adjacent business.
- A site design that does not require pedestrians to walk long distances (more than 300 feet) through parking lots;
  - The provision of pedestrian walkways through a parking lot, so that customers can safely walk between businesses and their car; and
  - Walkways in front of businesses that are at least 12 feet wide. These pedestrian ways should be, landscaped along the access drive side of the walk (outer edge) to separate pedestrians from moving cars.

Also, each development of 20 acres or more will be required to provide for full and safe pedestrian and bicycle access to, and within the development, providing appropriate connections to existing and planned facilities in Sugar Grove. This includes:

- Constructing sidewalk connections to all building entrances from public streets;
- Providing secure, bicycle parking racks at locations that are convenient for cyclists; and
- Installing benches and other street furniture in areas where pedestrians are likely to stop and gather (i.e., next to bicycle racks, between buildings or within public plazas).

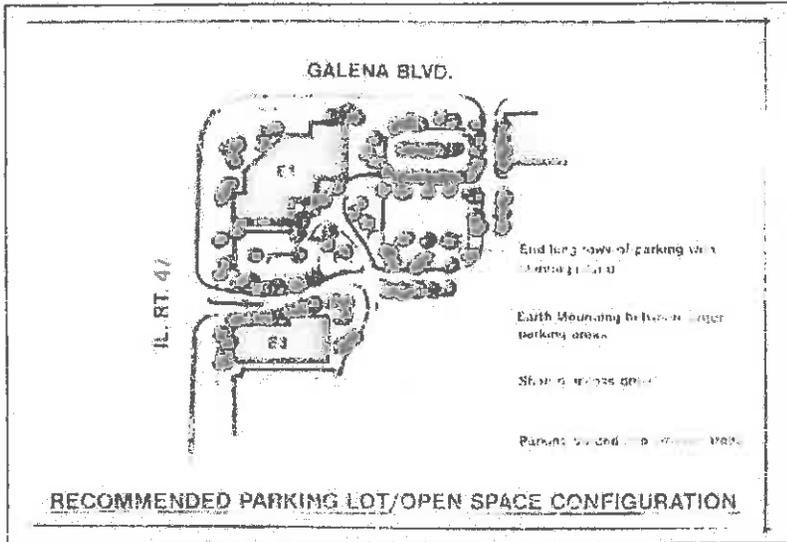
Traffic studies submitted with a development proposal will also address internal circulation in a project. The goal of the Village is to promote an integrated design that allows customers to park and then walk to individual businesses within a center, rather than move their car with each business transaction. This requires:

- A circulation pattern that does not funnel all traffic to the front of stores, where congestion discourages both the pedestrian and motorist;

## Parking Area Design

### *Landscaping:*

Large parking areas (100 or more spaces) that are associated with a commercial project must be divided into smaller sections so paved parking lots do not become the dominant visual element of a commercial development. Also, landscaped islands or median strips are required in all lots that are 20 or more spaces in size.



Trees planted in these areas add a vertical element in the lot that helps break up the horizontal expanse of large parking lots, in addition to providing shade for parked cars and dispersing air pollutants. Landscaped islands and medians not only allow landscaping to be introduced into the lot, but also help define traffic flow and protect customers who park their cars at the ends of parking bays from traffic traveling in the adjacent drive aisles.

Figure 4. Dividing parking lots

The following standards will be applied to the design of a landscaped median or island:

- Islands and medians should be 9 or more feet wide, and mounded to improve drainage;
- At least one, 9' x 18' landscaped parking island should be provided for each ten parking spaces;
- Not less than one, 3"-caliper shade tree should be planted in each island. Two are preferred;
- Not less than one, 3"-caliper shade tree should be planted in medians for each 30 lineal feet of length;
- Both landscaped islands and medians should be planted with shrubs and perennials for texture and seasonal color; and
- All trees should be specified as high-branched variety, and shrubs selected that have mature heights of three feet or less to ensure that a clear motorist line of sight is maintained at all times. Ornamental and evergreen trees should not be used, since they can block motorist line of sight.

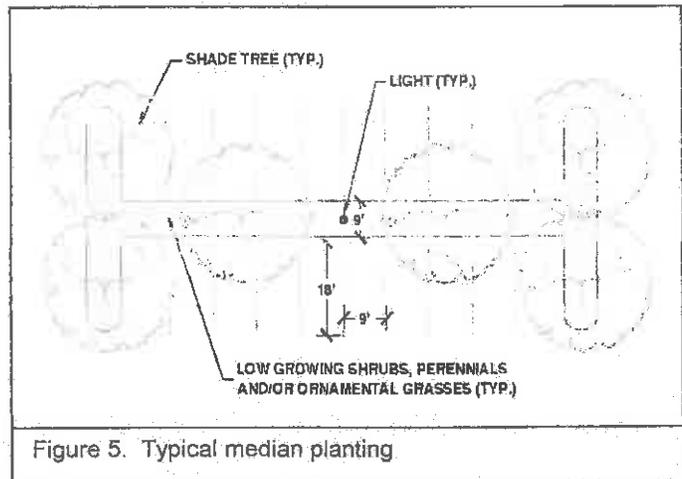


Figure 5. Typical median planting

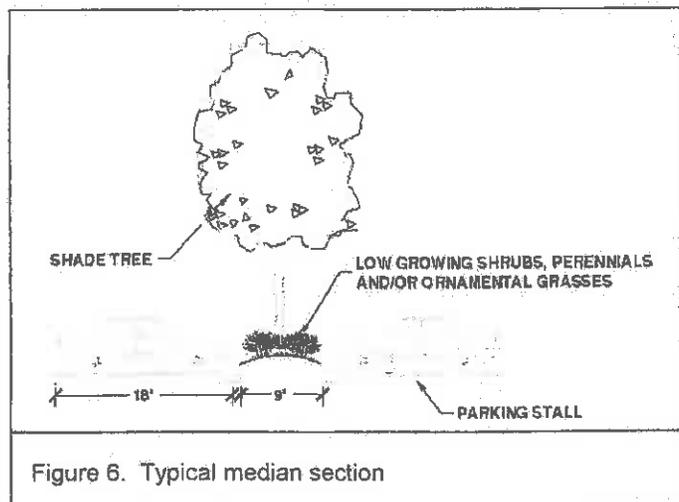


Figure 6. Typical median section



# Route 47 Corridor Study Sugar Grove, Illinois

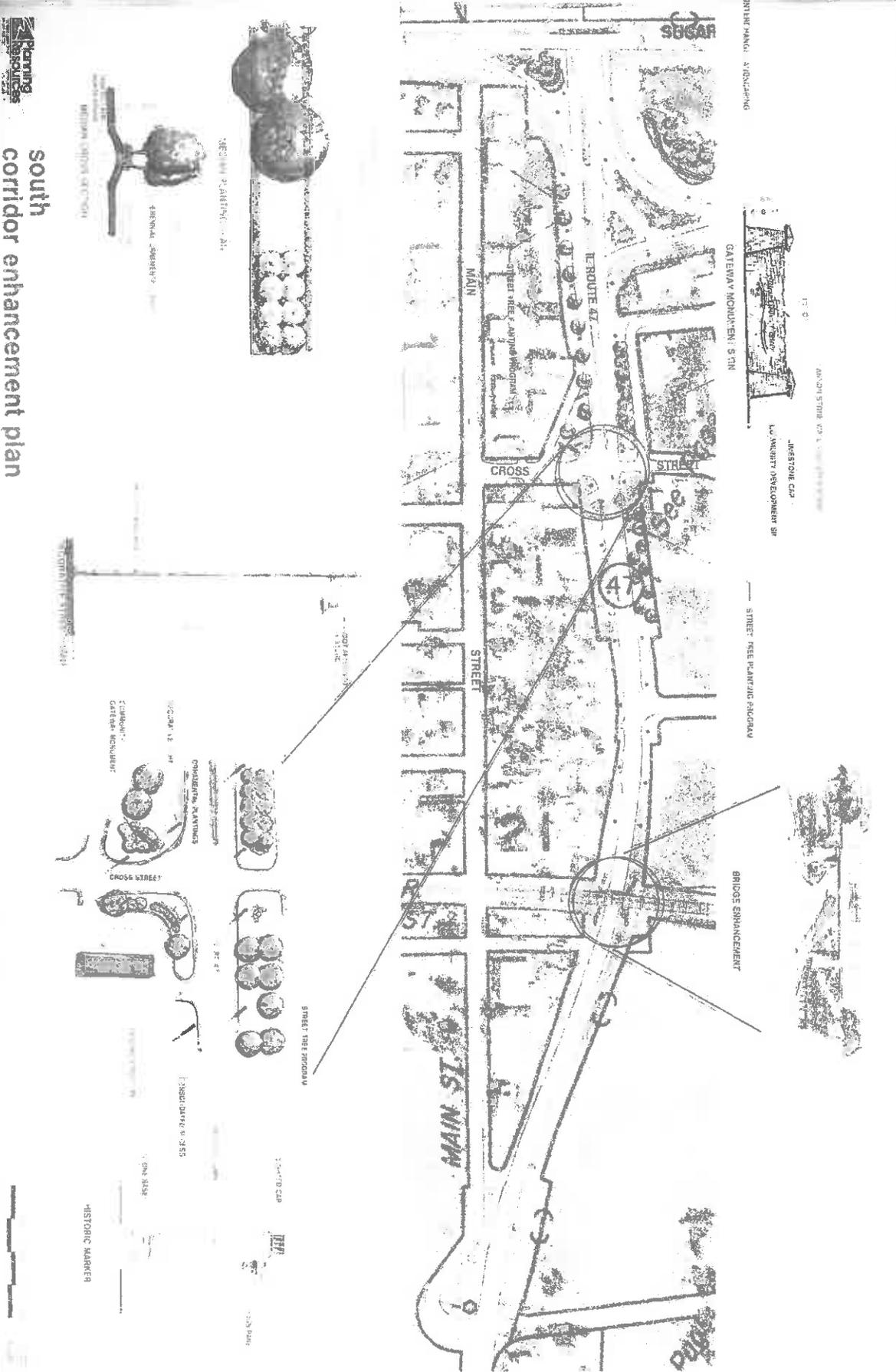
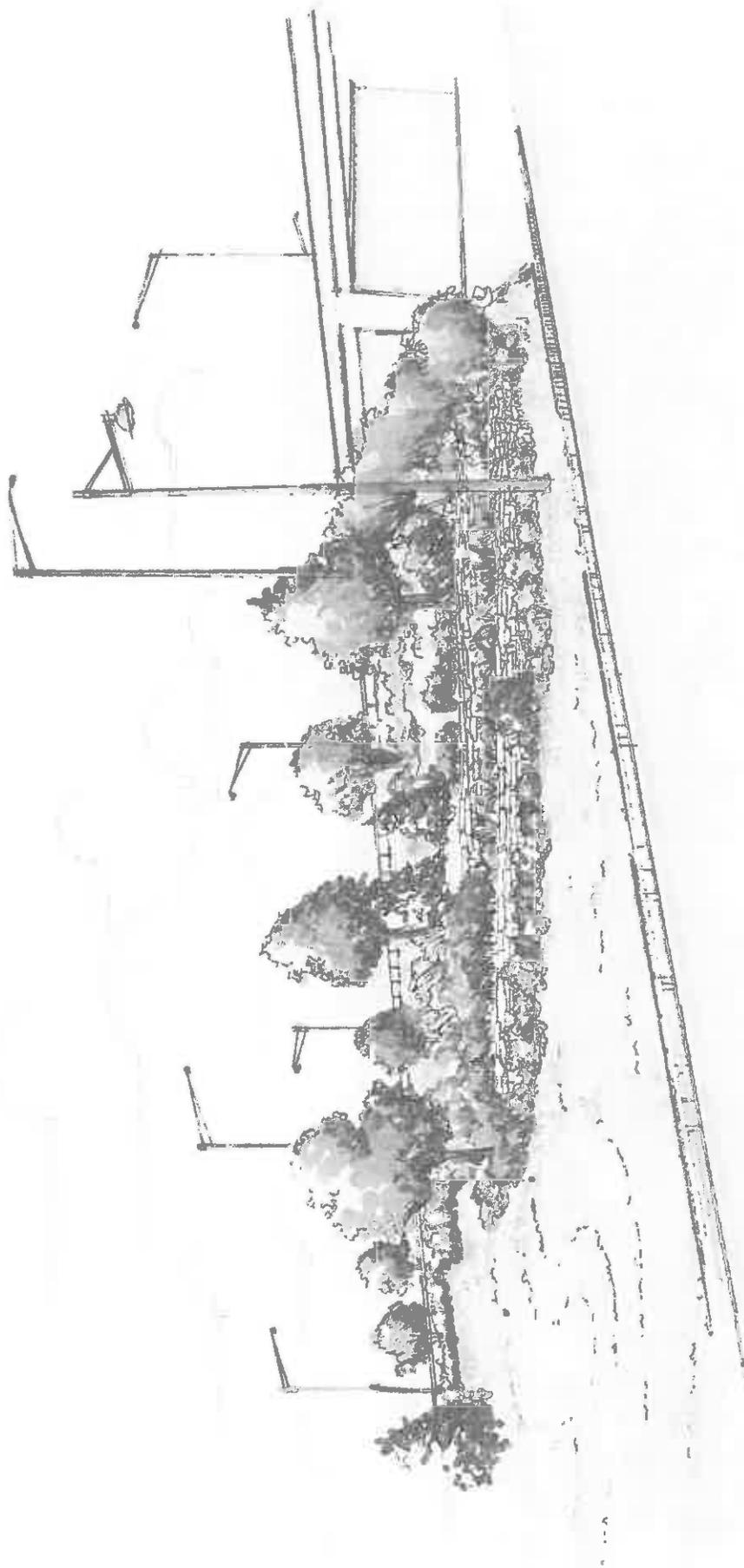


Fig. #7b



# PERSPECTIVE ELEVATION

### **Other Requirements:**

**Shared Parking** — Shared parking will be encouraged to reduce the area of a site that must be paved for parking. However, the property user or developer must be able to show that uses have sufficiently different peak hour usage to allow the parking area or lot to be shared. A proposal for shared parking will be processed as a special use, and the property user or developer will need to obtain a special use permit pursuant to 11-13-8 of the Zoning Ordinance.

**Striping** — Parking lots should be striped to identify parking spaces (including parking for the disabled), lane directions, and customer loading zones.

**Pedestrian Linkages** — Five-foot wide sidewalks should be constructed along access drives to lead pedestrians from the public streets (including Illinois Route 47) into the center. Also, pedestrian ways should be created to lead customers from parked cars through the lot to a storefront. They should be landscaped and constructed of concrete or decorative pavers.

### **Off-Street Loading**

Designated loading zones will be required for all uses that exceed 15,000 square feet of floor area. Such zones should be located at the rear of the building and either located inside a building or screened by walls and/or landscaping, pursuant to requirements of Sugar Grove's Zoning Ordinance (see **Landscape Screening**, below). Loading zones should be large enough to serve 75-foot long (WB 65) trucks.

Where it can be demonstrated that loading can be provided for retailers or restaurants that are less than 15,000 square feet in size without disrupting business operations or traffic flow in a center or individual property, the requirement for a 10' x 75' loading zone may be waived. However, the developer or property user must be able to satisfy the Village that the time for loading activities can be regulated. Designated

loading zones for panel trucks, UPS trucks and vans are required according to the formula (number of zones per square feet of gross floor area) included in Chapter 12 of the Village's Zoning Ordinance.

### **Landscaping**

A comprehensive streetscape plan has been developed for the Illinois Route 47 corridor that highlights this area as Sugar Grove's primary shopping area, and integrates retail commercial development along this roadway into a unified and appealing district (see **Figure #7a, #7b, and #7c**). This plan consists of the following elements:

- A landscaped median within the Illinois Route 47 right-of-way;
- Parkway trees, planted on 30-foot centers in the right-of-way, but clustered to achieve an informal design and maintain views to commercial properties;
- Decorative lighting in the Illinois Route 47 parkway;
- Fifty-foot wide landscaped berms planted with informal clusters of shade, flowering and evergreen trees and shrubs. These berms will be located on private property next to Illinois Route 47 and adjacent ramps that provide access to Illinois Routes 30 and 56, Park Avenue, Galena Boulevard, and Illinois Routes 30 and 56;
- Introduction of native limestone at the intersections of Illinois Route 47 with Bliss Road, Galena Boulevard and Cross Street, and within the three interchanges along Illinois 47 and
- Introduction of native limestone at the primary access drives to all planned commercial centers.

Landscape standards that follow should be carefully adhered to, so that the comprehensive design established for this corridor is realized. Recommended plant materials (trees and shrubs) are included in Exhibit "A" of this design manual.

**Berm Design**

Landscaped berms installed along public roadways, pursuant to the adopted Illinois Route 47 corridor plan, should be 50 feet wide, and vary informally from two to six feet in height. This will create a free form, naturalistic appearance that is consistent with the overall design intent for the corridor.

**Table 3  
Landscape Requirements for  
Bermed Perimeter Yards**

Plants /100 LF	No.	Size
Parkway Trees	3	3"-caliper
Shade Trees	2	3"-caliper
Evergreen Trees	3	6' - 8' height
Ornamental Trees	2	10'-12' height
Ornamental Shrubs	38	24"-30" height

In addition to these plants, the developer or property user should plant beds of perennials and annuals. This, in addition to the flowering trees and shrubs, will provide color that contrasts against the primarily green landscape.

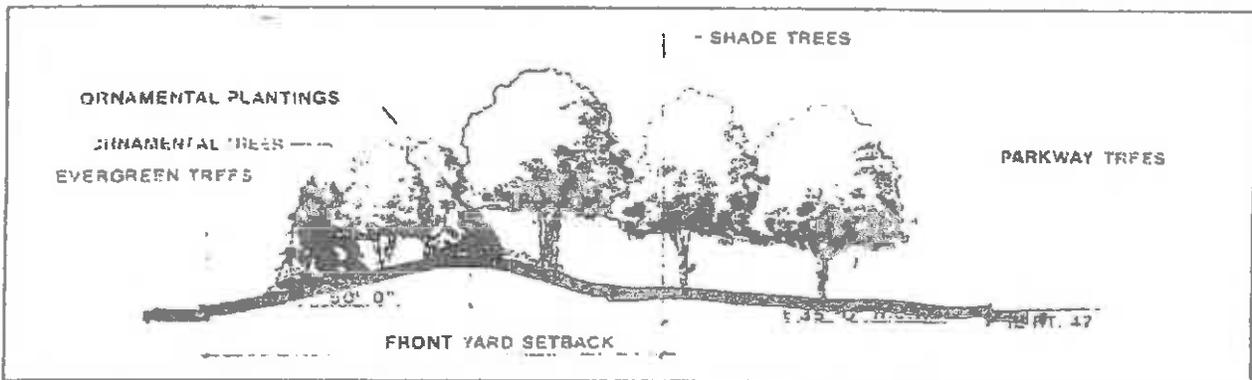


Figure 8. Typical berm cross-section

All berms should be located on the private property (not in the public right-of-way). Slopes should not exceed a ratio of 4:1 so that lawns can be maintained easily.

**Berm Planting**

Quantities for proposed shade, flowering, and evergreen trees and shrubs are identified in Table 3. Trees should be planted along the slopes of the berms, rather than on the crest of these earth mounds. Where parking lots (instead of a building) are planned along Illinois Route 47, Bliss Road, Galena Boulevard, Park Avenue, Cross Street or Illinois Route 30 and 56, the number of evergreen trees should be increased to maximize screening of parked cars from the public right-of-way.

**Access Drives/Entrances**

The intensity of landscaping should be increased at all property entrances to call attention to the access drives (see Figure #7a and #7b). Primary entrances should be designed to include landscaped medians, and access drives flanked with stone evergreen and ornamental trees, shrub plantings and outcroppings of native limestone.

**Perimeter Yards**

Tree and shrub plantings in interior side and rear yards, in addition to front and corner side yards, will be required. Landscaping in these yards will help soften those areas associated with a building and parking lot, and provide a backdrop for new construction. Requirements for

screening development from dissimilar uses or for screening views of off-street parking lots or loading docks are presented below (see **Landscape Screening**), and supersede those presented in this section.

Trees and shrubs proposed for planting in an interior side or rear perimeter yard should be selected from **Exhibit "A"**. The following represents the minimum number of plants that will be required for each 30 lineal feet of interior side or rear yard.

- One 3"-caliper shade tree; and
- At least six 24" to 36" ornamental shrubs.

Additional plant material may be required, based on site-specific circumstances, to achieve the objectives of this development manual.

### **Foundation Plantings**

An area not less than eight feet wide should be provided around the corner side, interior side, and rear elevations of a building for planting trees and shrubs. Such plantings also may be required along a front façade, unless the provision of such landscaping is inconsistent with the design intent of the center.

Trees and shrubs should be selected from **Exhibit "A"**. Beds of annuals and perennials are strongly encouraged to provide color that enhances the shopping experience.

### **Landscape Screening**

Parking lots, loading zones, trash enclosures, and outdoor storage areas should be screened according to standards included in Chapters 8 and 12 of the Zoning Ordinance. Also, screening will be required when properties proposed for development or redevelopment with a commercial use are located next to, or across the street from properties planned, zoned or used for residential or institutional purposes.

Screening should be at least five feet tall upon installation, and provided so that it is opaque, "year round". A screen may include fences,

walls and berms in addition to evergreen trees and shrubs, in order to provide year-round opacity. Where walls are proposed, they should be designed to match the principal building. Fences may be used only in those instances where such fencing is decorative, and fits within the context of the architecture of the project.

Additional height will be required to screen views of truck docks, outdoor storage areas or other utilitarian elements of a project that are proposed to be taller than five feet. Plant materials that are used for screening should be selected from **Exhibit "A"**.

### **Lawns**

All outlots and areas that are bermed should be planted with sod so that an immediate "finished" appearance is created for newly developed areas. Interior side and rear yards that are not part of a commercial outlot, or otherwise visible to the public, may be seeded. Underground irrigation systems are encouraged, so that plant watering is regularized, thereby improving the success of new lawns and allowing established landscaping to be easily maintained.

### **Tree Preservation**

The preservation of existing trees is required pursuant to Chapter 8, Section 2(G) of Sugar Grove's Zoning Ordinance. This includes the preservation of hedgerows that are likely to exist along lot lines. Existing trees may be used to fulfill other tree planting requirements, such as perimeter yards and berm plantings, unless otherwise determined by the Planning Commission and the Village Board during the site plan review process.

Care should be taken to ensure that trees identified for preservation are protected from grading and construction activities during site preparation and development. Protective fencing should be installed around the critical root zone of all trees, and engineering, grading and landscape plans should clearly show which trees will be preserved as well as the limits of protective fencing.

## Architectural Design

One of the key components to the success of the Illinois Route 47 corridor is the architectural design and quality of buildings constructed along this arterial roadway. Quality design will be attractive not only to consumers, but also to businesses. That is why the Village of Sugar Grove has selected a traditional, Midwestern “prairie style” architectural theme for businesses in this commercial corridor.

- Windows and doors should be trimmed in wood or other suitable material to draw attention to these openings;
- Decorative cornices or fascias, consistent with the “prairie style” architectural theme, are also desirable design features, and are strongly encouraged;
- The use of canopies to provide pedestrian protection from the elements is required.



Figure 9. Prairie style architecture

Also, adopting an architectural style that will be used for each commercial project will ensure compatibility with buildings that have already been constructed. This will create the cohesive commercial district desired by Sugar Grove, thereby building identity for those who live, shop and work in the community. It will also add to the value of properties within and surrounding this commercial corridor.

The following standards should be applied to all development:

- Buildings should be designed with rooflines. The extensive use of flat, unarticulated parapet walls is prohibited;

## Materials

Buildings constructed in the Illinois Route 47 corridor should be primarily built of brick, stucco or stone. The extensive use of wood, dryvit or concrete block (including decorative concrete block) is prohibited. The use of these materials should be limited to areas where wood is an accent, or where the design is intended to replicate stucco or a decorative stone base. Also, vinyl and aluminum siding are prohibited. These materials are not typical of the desired architectural styling.

Where siding is used as an accent, it either should be cedar or a wood-substitute (such as Hardiplank) that is acceptable to the Village of Sugar Grove. Decorative cornices or fascias, as well as trim for windows, doors, cornices and fascias, can be wood or other material that is appropriate for the architectural styling of the building (i.e., Hardiplank or Fypon).

Aluminum should be limited to soffits (to minimize maintenance), unless the width and application of aluminum mullions (window dividers) trims windows and doors in a way that makes these openings read as independent elements. The proposed application of aluminum on a building will be reviewed against the overall design intent, with the recognition that aluminum reduces maintenance of those areas that are difficult to paint.

**Prototypical Designs**



Figure 10 Prototypical fast food restaurant

The introduction of prototypical designs for businesses in the Illinois Route 47 Corridor will detract from this goal, by introducing architectural designs, colors and themes that disrupt the harmony and unity planned for this area. Therefore, site-specific design, rather than prototypical architectural buildings is required for all major franchises. This includes fast food or high-turnover sit down restaurants, gas stations, and freestanding drug stores. It also includes (but is not limited to) apparel stores, food stores, appliance stores, toy stores, general discount stores, and home improvement stores.



Figure 11. Architecture that blends with a center

The application of the design criteria specified in this manual to businesses that have corporate architecture is not intended to discourage businesses from building in the Illinois Route 47 Corridor. Rather, it is expected that such businesses will benefit from locating in an area where quality design and identity repeatedly attracts the consumer to Sugar Grove. For this reason, neither a prototypical building design, which disrupts the continuity of a commercial center or the Illinois Route 47 streetscape, nor the use of corporate colors that attract attention to a particular business franchise (i.e., red roofs) will be allowed.

**Exposed Gutters and Downspouts**

The use of exposed gutters and downspouts is prohibited, unless the design of the building prevents an interior system of roof drainage. In that case, gutters and downspouts should be recessed in brick piers or otherwise located at the interior corners of a building to minimize their appearance. Where they must be used, gutters and downspouts should be pre finished or painted with a color that matches the adjacent wall of the building.

**Screening Roof-Mounted HVAC**

All roof-mounted mechanical equipment should be screened from public view by roof structure, or by constructing a parapet wall. The roof structure or parapet wall should be as tall as the tallest unit proposed to be installed on the roof. Roof screens may be used on the rear wall of a building only in those instances where it can be shown that such screens can blend with the architecture of the building, and that such screens will not be visible to adjacent residents or motorists traveling along:

- Illinois Route 47;
- Bliss Road;
- Galena Boulevard;
- Park Avenue;
- Capitol Drive;
- Cross Street;
- Illinois Route 30; or
- Illinois Route 56.

### **Trash**

Trash bins should be located in masonry enclosures designed to match the building that they serve. They should be as tall as or taller than the bins, and fitted with quality wood gates, designed to screen views of trash. Also, concrete pads and approach aprons should be provided to bear the weight of these receptacles. An exception to this standard may be granted in those instances where bins are proposed to be sited next to a rear or side elevation of a building, and decorative fencing is used to screen trash receptacles in lieu of a masonry enclosure. However, the fence should be a design element, and not a utility fence, and positively contribute to the overall architectural context of the store or center. Also, the materials used for such a fence need to be durable enough for their intended function.

## **Lighting**

### **Parking Lot Lighting**

Parking lot lighting should be used as an element that unifies development within the Illinois Route 47 corridor. Poles should be 35 feet tall, and painted steel or anodized painted aluminum. Poles should be colored a dark bronze. Luminaires should be a shoebox form with flat or recessed lenses, and finished to match the poles. Not more than two fixtures should be mounted on any one pole. Lamps should be either clear metal halide (white light), and range from 150 to 400 watts, depending upon the spacing and location of the poles. High-pressure sodium lamps are not allowed.

All parking lot lighting must be designed, located and directed to avoid creating glare for either motorists or pedestrians. Floodlights are not allowed. Average footcandles in a parking lot should be at least 1.0, but should not exceed 3.0. The maximum footcandle intensity under a light source should be 12.0. In no case should light spillage across any lot line exceed 1.0.

Commercial centers that are 20 or more acres in area are encouraged to use an ornamental fixture to supplement the light source designed for this commercial corridor. An ornamental light is pedestrian in scale, and will enhance the overall esthetics of a center. Poles should be either 14 or 18 feet tall. Lamps should be metal halide (white light). Because these fixtures are intended to provide accent lighting, their wattage should be limited to 175. Also, all acorn- or globe-style fixtures should be equipped with refractors to direct light down and prevent glare.



Figure 12. Use of ornamental lighting in a parking lot

### **Security Lighting**

Security lights that will be installed on the side or rear elevations of a building also should be metal halide, low-wattage fixtures (100 watts or less). They should be designed with lamps that are recessed or flush with the fixture to prevent light spillage and glare that could be a nuisance for nearby property owners or motorists. The use of dropped lenses, or wall packs is prohibited.



Figure 13. Wide, landscaped pedestrian walks

## Amenities

The degree to which amenities will be required will depend upon the size and function of the retail center. The provision of such spaces encourages the shopper to stop, relax and enjoy the company of friends. These areas also entice the consumer to return, not only to purchase goods and services, but also enjoy the shopping experience.

All centers should include wide, landscaped walks in front of stores, and install landscaped seating areas for consumers. This is the minimum amenity package that will be accepted as part of a development proposal. Sidewalks in front of retail stores should be 12 or more feet wide to allow pedestrians to stroll between shops with adequate separation between the storefront and the adjacent drive aisle.

Outdoor dining areas, plazas and fountains are encouraged to create a pedestrian-friendly environment that causes shoppers to linger, often resulting

in the increased purchase of goods and services. Sculptures, planters with color flowers, and banners all contribute positively to the shopping experience, which in turn, results in repeat business and increased sales.



Figure 14. Outdoor plaza

## Public Sidewalks/Paths

Five-foot wide walks are required along all public rights-of-way and along customer access drives, except for Illinois Route 47, where a ten-foot wide, concrete recreational path is required. All walks and paths should be constructed according to standards of the Village, as described in Sugar Grove's Subdivision Control Regulations. Each developer or property user will be responsible for constructing walks that front the property proposed for development or redevelopment. Walks will be required to be completed before occupancy is allowed in a center or individual business.

In addition to these walks, pedestrian ways that lead customers from parked cars to the front of a business are encouraged. Landscaped walks provide a defined travel route through parking areas, thereby separating the pedestrian from moving traffic.



Figure 15. Pedestrian path through parking lot

## Overhead Utilities

All utilities must be buried underground. Where overhead utilities exist along Illinois Route 47 or any other road in this commercial district, the developer or property user will be asked to contribute his or her fair share of costs toward a comprehensive utility relocation program.

## Signs

A plan for that provides for coordinated signage must be submitted for review and approval along with the remainder of the development plans. Signs should be consistent with respect to location, configuration, materials, method of illumination, and colors, throughout the commercial planned development.

The criteria that follow have been developed to ensure coordinated business identification is provided, consistent with this requirement.

When uniformly applied, signs will identify businesses without competing with one another or cluttering the landscape.

### *Development Identification Signs*

Freestanding, development identification signs are allowed for planned retail centers in the corridor, which are five or more acres in area. Where such signs are proposed, they must adhere to the following criteria:

- Include a stone base, to help integrate the sign into the landscape planned for the Illinois Route 47 corridor;
- Maintain a minimum 15-foot setback from the property line or curb of an adjacent access drive, and a 20-foot setback from the edge of the curb of an adjacent street;
- Not exceed a 15-foot height, as measured from the top of the adjacent curb(s) to the top of the monument;
- Include a 100 square-foot maximum sign area (100 square feet allowed on each of two sign faces), upon which to install all sign copy; and
- Be externally illuminated with fixtures that are focused directly on the sign face and shielded to prevent glare otherwise visible to the motorist or pedestrian.

Development identification signs may not include tenant copy, unless the centers that they identify are 20 acres or more in size. When such signs are allowed, the following additional criteria will be applied:

- The name of the center should be most prominent (largest size), and located at the top of the sign;
- Not more than four tenants may displayed on a sign face (maximum of eight tenants displayed); and

- The style of copy and colors selected for the secondary copy (tenants) should be compatible with that used for the primary copy (center identification).

Landscaping that includes trees, shrubs, and perennials or annuals should be planted around the base of the sign to help it blend with the surrounding landscape.

### ***Freestanding Business Signs***

Freestanding business signs may be installed for gas stations or restaurants. They may be installed in addition to the development identification sign that might otherwise be allowed for a center that is five acres or larger.

A freestanding business sign also may be installed instead of the wall signs that would otherwise be allowed for a business. Where constructed, such signs should adhere to the following standards:

- Include a brick or a stone base, to help integrate the sign into the landscape planned for the Illinois Route 47 corridor;
- Maintain a minimum 15-foot setback from the property line or curb of an adjacent access drive, and a 20-foot setback from the edge of the curb of an adjacent street
- Not exceed a 9-foot height, as measured from the top of the adjacent curb(s) to the top of the monument; and
- Include a 36 square-foot maximum sign area (72 square feet allowed on each of two sign faces), upon which to install all sign copy (the sign base is not included in the calculation of sign area);
- Be designed with a horizontal, rather than vertical sign face that is enclosed in an aluminum frame;

- Include internally illuminated copy. The entire face of the sign may not be illuminated; and
- Only one business may be identified on a freestanding business sign.

### ***Wall Signs***

A wall sign is an architectural component of a building. It should reflect the period and style of the building's architecture, and be in harmony with the building's character and use. Depending on the styling of the building, wall signs may consist of:

- Individually-applied, internally illuminated letters mounted directly to the wall of a building;
- Externally illuminated wood plaques, with sandblasted, raised copy, or
- Externally illuminated sign copy and graphics that are painted onto the wall or a building.

The use of exposed neon for any element of a wall sign is not permitted. Logos or other features that add to the artistic quality of a sign are allowed, provided they are included in the overall area of a wall sign. Individual letters may not be mounted to raceways, and box or cabinet wall signs are expressly prohibited.

All colors should be compatible with the surrounding architecture. A comprehensive sign program that identifies proposed colors, as well as establishes the number of colors that may be used on a sign or within a center should be submitted for review. Where individual letters are used, returns on an individual sign, or series of signs in a center, should be the same color.

# Section III Approval Process

## Applicability

The design standards included in this manual apply to all commercially zoned properties along Illinois Route 47, between Bliss and Prairie Roads (see Figure #1). No owner or user of any property located in this corridor may construct or significantly alter any structure or site improvements without first obtaining approval by the Village of Sugar Grove. All structures, site improvements, landscaping, landscape elements, lighting and signs must conform to the applicable codes and ordinances of the Village of Sugar Grove, except as may be modified herein.

## Process

All development along and within this corridor will be processed as a commercial planned development, regardless of size, pursuant to requirements of Chapter 11 of Sugar Grove's Zoning Ordinance. This is because planned development within the Illinois Route 47 corridor is of a different character than other commercially zoned properties, and the specific design standards and changes from the underlying zoning ordinance warrant review and consideration by the Planning Commission and the Village Board. Title 11, Chapter 11, Section 4, General Provisions, will apply except where standards for yards and landscaping included in this manual supersede those presented in 11-11-4 B (5) and 11-11-4 B (6) of the Zoning Ordinance.

## Exceptions

The Planning Commission has the power to recommend, and the Village Board may approve, exceptions to requirements of the underlying commercial zoning district, when it is determined necessary to achieve the planning

objectives set forth for planned developments (see 11-11-4 of the Zoning Ordinance). Exceptions from the design standards included in this manual also may be permitted in those instances where the Village finds that such exception will not prevent a development from achieving the objectives presented in Section I, **Corridor Objectives** of this development manual.

A request for an exception from requirements of the Zoning Ordinance or design standards included in this manual will be reviewed against the specific needs of a project. If granted, the exception or exceptions will not be considered precedent setting for any other development.

## Application and Approval

A developer, owner, or property user planning to develop or redevelop property within the Illinois Route 47 Corridor should refer to 11-11-6 of the Zoning Ordinance for administrative procedures related to planned developments. Chapter 11 of the Zoning Ordinance provides guidance with respect to:

- Filing an application for a commercial planned development;
- Development Ordinances that will be created and adopted to regulate use, density, area, bulk, parking, etc. in the commercial planned development;
- Pre-application meeting(s) with the Village of Sugar Grove's Planning Council, a process developed to provide feedback early in the process on how a project conforms to the objectives of Sugar Grove;
- Submittal requirements and review procedures for concept plan approval, preliminary plan approval and final plan approval;

- Changes to an approved planned development, which will require review by the Planning Commission and Village Board.

The Planning Commission will, in making either a recommendation of approval, an approval with conditions, or denial of an application for a planned development in the Illinois Route 47 Corridor, prepare a written statement of Findings of Fact and Recommendations, pursuant to requirements in 11-11-6. These Findings will address items included in 11-11-6(C)(8), as well document:

- (1) How the proposed planned development meets the objectives adopted for the corridor, as presented in Section I, **Corridor Objectives**, of this development manual;
- (2) How the project is compatible with uses already developed or planned in the corridor;
- (3) How the project will economically benefit the Village of Sugar Grove;
- (4) Public services or facilities that will be required as a result of the proposed planned development, and the parties responsible for providing such services and facilities;
- (5) The extent to which the proposed planned unit development deviates from regulations otherwise applicable to the subject property, and the reasons why such departures are, or are not deemed to be in the public interest;
- (6) Proposed phasing and estimated dates of project initiation and completion, and

- (7) Conditions of approval (if any) being recommended for consideration by the Village Board, that might be specific to this project, or incorporated into final plans and support documentation.

This Statement of Findings of Fact and Recommendations will be presented to the Village Board within 45 days of the Planning Commission's recommendation, and form the basis of the Development Ordinance that will be prepared, subsequent to Village Board review, to regulate development in the planned development.

Once a special use planned development is approved, and the planned development ordinance is adopted, proposals for individual buildings within a center or on an individual lot may be presented to the Planning Commission and Village Board at a public meeting. The Planning Commission and Village Board will review and evaluate the development proposal against the adopted Development Ordinance. Because the framework for development within a planned development already will have been established, a petition for development may be processed for concept, preliminary and final plan approval. A developer or property user should refer to 11-11-6 of the Zoning Ordinance for required submittals.

The Planning Commission will review the development proposal at a public meeting, and recommend approval, approval with conditions, or denial of the application. The basis for this decision will be documented in a Statement of Findings of Fact and Recommendations, which will be distributed to the Village Board within 45 days of the Commission's recommendation.

The Village Board will review the petition and the Planning Commission's Statement of Findings of Fact and Recommendation, and authorize the Village Attorney to prepare a Development Ordinance that regulates the development proposal, including any exceptions from prior approvals that may be granted, or conditions of approval.

## **Site Development and Building Permits**

Subsequent to obtaining Village Board approval, the developer or property user should contact the Village's Building and Zoning Commissioner for information and processes related to securing building and occupancy permits.

# Appendix

**Exhibit "A", Recommended Species List**

**Summary of Visual Preference Survey Ranking**

*Rating Forms Tally, Design Standards*

*Rating Forms Tally, Example Centers*

**Potential Floor Area in Corridor, Based on Feasibility Study**

## Exhibit A — Recommended Species List

### Botanical Name

### Common Name

#### Deciduous

<i>Acer x freemanii</i> "Autumn Blaze" <sup>(a)</sup>	Autumn Blaze Freeman Maple
<i>Acer platanoides</i> "Emerald Queen" <sup>(a)</sup>	Emerald Queen Norway Maple
<i>Acer rubrum</i> "Red Sunset"	Red Sunset Red Maple
<i>Acer rubrum</i>	Red Maple
<i>Acer saccharum</i>	Sugar Maple
<i>Acer s.</i> "Green Mountain"	Green Mountain Sugar Maple
<i>Aesculus hippocastanum</i>	Common Horsechestnut
<i>Aesculus octandra</i>	Yellow Buckeye
<i>Carya cordiformis</i>	Bitternut Hickory
<i>Carya ovata</i>	Shagbark Hickory
<i>Castanea mollissima</i>	Chinese Chestnut
<i>Fraxinus americana</i> <sup>(b)</sup>	White Ash
<i>Fraxinus americana</i> "Rosehill" <sup>(b)</sup>	Rosehill White Ash
<i>Fraxinus pennsylvanica</i> <sup>(a) (b)</sup>	Green Ash
<i>Fraxinus pennsylvanica</i> "Marshall Seedless" <sup>(a) (b)</sup>	Marshall Seedless Green Ash
<i>Ginkgo biloba</i>	Ginkgo
<i>Juglans nigra</i>	Black Walnut
<i>Ostrya virginiana</i>	American Hophornbeam
<i>Pyrus calleryana</i>	Callery Pear
<i>Pyrus calleryana</i> "Bradford"	Bradford Pear
<i>Quercus alba</i>	White Oak
<i>Quercus bicolor</i>	Swamp White Oak
<i>Quercus palustris</i>	Pin Oak
<i>Quercus robur</i>	English Oak
<i>Quercus rubra</i>	Northern Red Oak
<i>Tilia americana</i> <sup>(c)</sup>	American Linden
<i>Tilia cordata</i> <sup>(c)</sup>	Littleleaf Linden
<i>Tilia cordata</i> "Greenspire" <sup>(c)</sup>	Greenspire Littleleaf Linden
<b>Evergreen</b>	
<i>Abies concolor</i>	White Fir
<i>Picea abies</i>	Norway Spruce
<i>Picea glauca</i> var. <i>densata</i>	Blackhills Spruce
<i>Picea omorika</i>	Serbian Spruce
<i>Picea pungens</i>	Colorado Spruce
<i>Picea pungens</i> "Hoopsii"	Hoopsii Blue Spruce
<i>Picea pungens</i> "Glauca"	Colorado Blue Spruce

(a) Not more than 5% of the total plant unit count, nor more than three (3) in a row

(b) *Fraxinus* species — Not more than 15% of total tree count without prior approval

(c) *Tilia* species — Not more than 15% of total tree count without prior approval

**Evergreen, continued**

*Pinus flexilis*  
*Pinus nigra*<sup>(s)</sup>  
*Pinus strobus*  
*Pinus sylvestris*

*Pseudotsuga menziesii*  
*Tsuga Canadensis*

Limber Pine  
 Austrian Pine  
 Eastern White Pine  
 Scotch Pine

Douglas Fir  
 Canadian Hemlock

**Flowering**

*Acer campestre*  
*Acer ginnala*

*Alnus glutinosa*

*Amelanchier x grandiflora*  
*Amelanchier laevis*  
*Amelanchier arborea*

*Betula nigra*  
*Betula platyphylla japonica*

Hedge Maple  
 Amur Maple (clump)

European alder

Apple Serviceberry  
 Allegheny Serviceberry  
 Juneberry

River Birch (clump)  
 Japonica Birch (clump)

*Cercis canadensis*

Eastern Redbud

*Cornus alternifolia*  
*Cornus mas*

Pagoda Dogwood  
 Cornelian Cherry Dogwood

*Crataegus crusgalli inermis*  
*Crataegus phaenopyrum*  
*Crataegus viridis* "Winter King"

Thornless Cockspur Hawthorn  
 Washington Hawthorn  
 Winter King Hawthorn

*Magnolia* "Jane"  
*Magnolia stellata* "Royal Star"

Jane Magnolia  
 Royal Star Magnolia

*Malus floribunda*  
*Malus* "Radiant"  
*Malus* "Spring Snow"  
*Malus zumi* "Calocarpa"

Japanese Flowering Crabapple  
 Radiant Crabapple  
 Spring Snow Crabapple  
 Zumi Crabapple

*Syringa pekinensis*  
*Syringa reticulata*

Chinese Lilac  
 Japanese Tree Lilac

**Tall Deciduous Shrubs**

*Cornus sp.*

Bailey Redtwig Dogwood  
 Grey Dogwood  
 Variegated Dogwood

*Eunonymus sp.*

Burning Bush  
 Dwarf Burning Bush

*Hamamelis vernalis*

Vernal Witch Haze

**Tall Deciduous Shrubs, Continued**

<i>Syringa sp.</i>	Chinese Lilac Common Lilac Hyacinth
<i>Viburnum sp.</i>	Allegheny Viburnum Arrowwood Viburnum Cranberry Viburnum Fragrant Viburnum Koreanspice Viburnum Nannyberry Viburnum
<b>Medium Deciduous Shrubs</b>	
<i>Corylus americana</i>	American Filbert Hazelnut
<i>Cotoneaster sp.</i>	Cotoneaster
<i>Forsythia sp.</i>	Border Forsythia Early Forsythia Weeping Forsythia
<i>Rosa sp.</i>	Virginia Rose Rugosa Rose
<i>Spiraea sp.</i>	Anthony Waterer Forbelli Spirea Little Princess Snowmound Spirea
<b>Low Deciduous Shrubs</b>	
<i>Cotoneaster sp.</i>	Cranberry cotoneaster
<i>Spiraea sp.</i>	Japanese species
<b>Tall/Medium Evergreen Shrubs</b>	
<i>Juniper chinensis</i>	Pfitzer Juniper
<i>Taxus sp.</i>	Brown Yew Hatfield Yew Hicks Yew Japanese Yew
<b>Low Evergreen Shrubs</b>	
<i>Juniperus sp.</i>	Andorra Juniper Creeping Juniper Sargent Juniper
<i>Taxus sp.</i>	Taunton Yew Dense Yew Nana Yew

(s) Not more than 5% of the total evergreen trees, nor more than three (3) in a row

### Rating Forms Tally, Illinois Route 47 Corridor Study

Landscaped Setbacks	Participant Ranking							Avg	Comments
Slide 1	-4	-4	-2	-5	-3	-1	-3	-3	
Slide 2	-5	-4	-5	-3	-3	-2	-3	-4	
Slide 3	4	0	1	0	-2	0	-1	0	
Slide 4	5	2	3	3	3	2	-1	2	
Slide 5	1	2	2	1	1	3	1	2	
Slide 6	0	3	4	3	2	2	-5	1	
Slide 7	3	3	0	3	-3	3	-5	1	
Slide 8	-5	-5	1	-5	-2	-3	-1	-3	
Slide 9	-5	-5	-3	-5	3	-3	1	-2	
Slide 10	1	0	2	-1	1	0	-1	0	
Slide 11	2	1	2	0	2	2		2	
Slide 12	2	2	2	-1	2	2		2	
Slide 13	3	3	3	4	3	2	2	3	
Slide 14	5	2	4	5	4	3		4	
Slide 15	-3	-4	-2	-5	-3	0	-3	-5	-3
Slide 16	-3	-4	-4	-5	-1	-1	-4	-5	-3
Slide 17	4	0	0	0	4	1	0	-2	1
Slide 18	4	2	2	1	4	2	0	-1	2
Slide 19	3	3	3	3	4	2	0	2	3
Slide 20	2	3	3	3	1	1	0	2	2
Slide 21	4	3	3	5	2	1	1	3	3
Slide 22	-5	-4	-4	-5	-2	-2	-5	-5	-4
Slide 23	-5	-4	-5	-5	-3	-1	-5	-5	-4
Slide 24	3	1	2	0	0	1	0	1	1
Slide 25	3	1	0	1	-1	1	2	1	1
Slide 26	1	3	2	4	3	1	0	1	2
Slide 27	4	3	3	4	3	2	1	2	3
Slide 28	4	3	3	2	3	2	1	2	3
Slide 29	1	4	4	5	5	3	2	2	3
Slide 30	-5	-4	-5	-5	-3	-2	-5	-5	-4

Parking Lot Landscaping	Participant Ranking							Avg	Comments
Slide 1	-5	-4	-4	-5	0	-1	-5	-5	-4
Slide 2	4	0	0	0	2	0	-4	-1	0
Slide 3	4	1	0	2	2	0	-3	-1	1
Slide 4	3	-1	1	0	1	-1	-3	-5	-1
Slide 5	-5	-5	-5	-5	1	0	-5	-5	-4
Slide 6	2	0	1	1	1	2	-5	-1	0
Slide 7	5	1	2	4	-1	4	2	0	2
Slide 8	1	0	2	4	2	1	3	0	2
Slide 9	4	0	2	0	1	3	0	1	1
Slide 10	-1	-1	3	-4	1	3	-2	0	0
Slide 11	2	0	3	0	2	3	-3	0	1
Slide 12	3	0	3	3	3	2	-3	1	2
Slide 13	4	1	4	0	1	4	3	2	2
Slide 14	1	-2	3		0	2	3	0	1
Slide 15	2	0	4	2	1	4	3	1	2
Slide 16	4	2	4	4	3	4	2	1	3
Slide 17	4	1	4	4	0	4	2	2	3

<b>Parking Lot Lighting</b>	<b>Participant Ranking</b>									<b>Avg</b>	<b>Comments</b>
Slide 1	3	0	-1	3	2	2	-4	-5	0		
Slide 2	5	2	3	5	4	4	-3	-2	2		
Slide 3	3	2	3	5	3	2	3	1	3		
Slide 4	4	1	-2	4	3	3	-4	-1	1		
Slide 5	4	1	0	4	1	1	3	1	2		
Slide 6	5	2	3	5	3	4	-4	1	2		
Slide 7	5	2	-2	4	1	2	1	1	2		

<b>Seating/Dining</b>	<b>Participant Ranking</b>									<b>Avg</b>	<b>Comments</b>
Slide 1	-3	-2	-3	0	2	1	-4	0	-1		
Slide 2	3	1	0	3	2	3	0	1	2		
Slide 3	0	-2	-3	-1	-1	2	-4	1	-1		
Slide 4	2	0	0	3	0	2	0	0	1		
Slide 5	2	-1	0	0	2	2	-2	2	1		
Slide 6	-3	-4	-4	-3	-4	-1	-5	0	-3		
Slide 7	4	1	0	3	0	2	-2	1	1		
Slide 8	3	1	0	4	1	3	-2	2	2		
Slide 9	4	2	3	5	3	3	3	3	3		
Slide 10	4	1	3	4	1	3	4	1	3		

<b>Prototype Designs</b>	<b>Participant Ranking</b>									<b>Avg</b>	<b>Comments</b>
Slide 1	3	1	0	5	0	2	3	0	2		
Slide 2	-5	-2	-2	-5	-1	-1	-5	-3	-3		
Slide 3	-3	3	2	-4	0	1	-2	0	0		
Slide 4	1	3	3	4	1	2	0	1	2		
Slide 5	1	3	1	4	1	2	0	1	2		
Slide 6	-5	-4	-2	-5	-5	-1	-5	-3	-4		
Slide 7	3	2	-3	0	1	2	4	0	1		
Slide 8	-5	-2	-4	1	1	-1	-4	-3	-2		
Slide 9	1	-2	-4	1	2	-1	-4	0	-1		
Slide 10	-1	-4	-4	-4	0	1	-4	-1	-2		
Slide 11	-1	-4	3	-5	-1	1	-4	-3	-2		
Slide 12	3	2	3	-5	3	3	4	1	2		
Slide 13	3	2	4	-5	3	3	4	1	2		
Slide 14	-3	-1	-4	-5	0	-1	-5	-3	-3		
Slide 15	0	2	-4	0	1	1	-5	0	-1		

<b>Monument Signs</b>	<b>Participant Ranking</b>									<b>Avg</b>	<b>Comments</b>
Slide 1	-5	-4	-4	-5	-1	-2	-4	-5	-4		
Slide 2	5	2	1	1	1	2	3	-1	2		
Slide 3	5	2	2	3	1	1	3	0	2		
Slide 4	-5	-4	-5	-5	-1	-2	-4	-4	-4		
Slide 5	3	0	2	3	1	1	3	0	2		
Slide 6	-4	-4	-3	-4	-1	-2	-2	-2	-3		
Slide 7	-1	0	2	4	1	2	2	1	1		
Slide 8	-2	-4	-5	-5	0	-1	-5	-5	-3		
Slide 9	-5	-5	-5	-5	-1	-3	-5	-3	-4		

Monument Signs	Participant Ranking								Avg	Comments
Slide 10	5	2	0	0	1	2	2	1	2	
Slide 11	-5	-4	0	-5	-1	-3	-5	-3	-3	
Slide 12	2	1	-3	0	-1	-1	-5	0	-1	
Slide 13	1	0	-3	2	0	1	-3	1	0	
Slide 14	-2	-1	-3	2	0	0	-4	-1	-1	
Slide 15	-3	-1	-4	1	-1	-1	-4	-1	-2	
Slide 16	2	2	2	2	1	1	1	0	1	
Slide 17	2	-2	-2	-3	0	1	-4	0	-1	
Slide 18	-1	0	-2	3	1	3	-4	1	0	
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Slide 20	-3	-1	-4	-4	-1	-1	-4	-1	-2	
Slide 21	2	2	0	1	-1	3	2	-1	1	
Slide 22	-3	-2	0	-4	-1	-2	-3	-1	-2	
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Slide 25	1	3	1	2	2	2	3	0	2	
Slide 26	3	4	2	4	0	2	1	0	2	
Slide 27	2	-1	-2	0	1	1	0	0	0	
Slide 28	4	1	2	2	-1	2	1	1	2	
Slide 29	2	2	3	4	0	3	3	1	2	

Wall Signs	Participant Ranking								Avg	Comments
Slide 1	2	-1	0	1	-1	1	0	0	0	
Slide 2	-2	-4	-4	-5	-1	0	-3	0	-2	
Slide 3	-4	-3	-2	-5	-1	2	-4	-4	-3	
Slide 4	-4	-4	-4	-5	-2	1	-4	-4	-3	
Slide 5	2	0	0	2	1	2	-2	1	1	
Slide 6	4	0	1	3	0	2	0	1	1	
Slide 7	3	-3	-1	3	-1	1	-2	-1	0	
Slide 8	-4	-3	-3	-5	-1	-1	-1	-2	-3	
Slide 9	4	1	2	2	0	3	1	0	2	
Slide 10	5	1	2	4	-1	3	1	0	2	
Slide 11	-4	-3	-3	-5	-1	-2	-2	-1	-3	
Slide 12	-4	-3	-3	-3	-1	-2	-2	-1	-2	
Slide 13	2	-4	3	-1	0	1	0	0	0	
Slide 14	4	1	3	3	0	2	1	1	2	
Slide 15	-4	-4	-3	-3	0	-2	-2	0	-2	
Slide 16	-4	-4	-3	-5	-1	-2	0	-1	-3	
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Slide 18	-5	-5	-5	-5	-1	-3	-3	-3	-4	
Slide 19	-4	-5	-5	-4	0	-4	-3	0	-3	
Slide 20	-5	-5	-5	-5	0	-5	-3	-1	-4	
Slide 21	3	1	2	2	1	2	1	1	2	
Slide 22	4	1	3	0	0	2	2	1	2	
Slide 23	-4	-2	-1	-2	-1	1	-1	1	-1	
Slide 24	4	1	0	-1	-1	2	-2	-1	0	
Slide 25	2	0	-2	4	0	3	0	1	1	
Slide 26	2	0	2	4	1	1	1	1	2	
Slide 27	4	2	3	4	0	3	3	2	3	

## Rating Forms Tally, Illinois Route 47 Corridor Study

Center #1	Participant Ranking										Avg	Comments
Architecture	-3	4	2	2	3	3	2	1	2	2	2	Sense of quality art.
Buildings to Street	-3	0	1	2	3	0	0	2	-1	0	0	Helped the most.
Quality of Landscaping	-4	2	3	1	2	1	0	2	-2	1		
Spaces/Amenities	-3	2	1	1	-3	-2	-4	2	-5	-1		
<b>Overall Rating, Center #1</b>	<b>-3</b>		<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>		

Center #2	Participant Ranking										Avg	Comments
Architecture	3	5	4	1	4	4	4	3	4	4	4	
Buildings to Street	2	5	2	1	-2	4	3	3	3	2	2	
Quality of Landscaping	-1	0	3	1	4	5	1	2	3	2	2	
Spaces/Amenities	-1	3	2	1	-2	4	4	2	4	2	2	
<b>Overall Rating, Center #2</b>	<b>1</b>		<b>3</b>	<b>0</b>	<b>-2</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>2</b>		

Center #3	Participant Ranking										Avg	Comments
Architecture	5	2	2	4	3	2	1	3	1	3	3	
Buildings to Street	4	0	0	4	4	2	2	4	1	2	2	
Quality of Landscaping	5		3	4	-1	4	2	5	3	3	3	
Spaces/Amenities	5		3	4	4	5	4	5	3	4	4	
<b>Overall Rating, Center #3</b>	<b>5</b>		<b>2</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>3</b>		

Center #4	Participant Ranking										Avg	Comments
Architecture	-4	-5	-2	-4	3	-3	-3	-3	-2	-3	-3	
Buildings to Street	-5		-2	-4	-2	-1	-3	-3	-2	-3	-3	
Quality of Landscaping	-5	-5	0	-4	-1	-3		-3	-5	-3	-3	
Spaces/Amenities	-5	-5	-2	-4	-1			-3	-5	-4	-4	
<b>Overall Rating, Center #4</b>	<b>-5</b>		<b>-2</b>	<b>-4</b>	<b>-1</b>	<b>-3</b>	<b>-3</b>	<b>-3</b>	<b>-4</b>	<b>-3</b>		

Center #5	Participant Ranking										Avg	Comments
Architecture	3	-2	2	4	4	3	5	4	4	3	3	
Buildings to Street	3	4	0	4		3	4	5	4	3	3	
Quality of Landscaping	2	0	3	4		4	5	5	4	3	3	
Spaces/Amenities	4	4	3	4		4	5	5	4	4	4	
<b>Overall Rating, Center #5</b>	<b>3</b>		<b>2</b>	<b>4</b>		<b>3</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>4</b>		

Center #6	Participant Ranking								Avg	Comments
Architecture	-5	-4	-3	-5	-3	0	-4	0	-3	
Buildings to Street	-5		-3	-5	-4	-3	-4	-5	-4	
Quality of Landscaping	-5	-5	-3	-5			-4	-5	-5	
Spaces/Amenities	-5		-3	-5			-4	-5	-4	
<b>Overall Rating, Center #6</b>	-5		-3	-5		-1	-4	-3	-4	

Center #7	Participant Ranking								Avg	Comments
Architecture	5	-3	2	4	3	3	0	3	2	
Buildings to Street	4	-2	2	2	4	1	2	2	2	
Quality of Landscaping	4	-4	3	4	4	2	1	2	2	
Spaces/Amenities	5	-2	2	4	4	1	2	2	2	
<b>Overall Rating, Center #7</b>	5		3	4	4	2	2	3	3	

Center #8	Participant Ranking								Avg	Comments
Architecture	-5	2	-1	-4	-2	1	0	-1	-1	
Buildings to Street	-5	2	-1	-4	-3	0		-5	-2	
Quality of Landscaping	-5	-2	-2	-4				-5	-4	
Spaces/Amenities	-5	-2	-1	-5				-5	-4	
<b>Overall Rating, Center #8</b>	-5		-1	-5		-1	-2	-4	-3	

Center #9	Participant Ranking								Avg	Comments
Architecture	-4	0	1	0	1	1	-1	2	0	
Buildings to Street	-4	0	1	0	-1	-1	-1	-1	-1	
Quality of Landscaping	-3	-3	1	0	1	0	-1	-1	-1	
Spaces/Amenities	-4	-2	2	0	0	-4	-1	-1	-1	
<b>Overall Rating, Center #9</b>	-4		1	-2	1	-1	-1	0	-1	

Center #10	Participant Ranking								Avg	Comments
Architecture	-3	5	2	3	4	5	2	3	3	
Buildings to Street	-3	5	1	3	4	4	3	4	3	
Quality of Landscaping	-3	5	4	4	4	4	1	3	3	
Spaces/Amenities	-2	5	4	3	4	5	5	4	4	
<b>Overall Rating, Center #10</b>	-3	5	3	3	4	5	3	4	3	

Center # 11	Participant Ranking									Avg	Comments
Architecture	-5	0	-1	-2	2	1	-2	2	-1		
Buildings to Street	-5	1	1	-2	2	-2	-2	1	-1		
Quality of Landscaping	-5	-4	0	-2	0	-2	-2	0	-2		
Spaces/Amenities	-5	-4	0	-2			-2	0	-2		
<b>Overall Rating, Center #11</b>	<b>-5</b>	<b>0</b>	<b>-2</b>	<b>2</b>	<b>-2</b>	<b>-2</b>	<b>1</b>	<b>-1</b>			

Center #12	Participant Ranking									Avg	Comments
Architecture	-2	5	2	4	3	2	0	4	2		
Buildings to Street	0	5	2	4	-1	-2	2	4	2		
Quality of Landscaping	2	5	4	5	4	2	3	4	4		
Spaces/Amenities	3	5	3	5	4	5	2	4	4		
<b>Overall Rating, Center #12</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>3</b>		

Center #13	Participant Ranking									Avg	Comments
Architecture	-4	5	2	1	3	-1	0	0	1		
Buildings to Street	0	5	2	1	2	-1	1	2	2		
Quality of Landscaping	-1	5	2	1	2	0	1	2	2		
Spaces/Amenities	0	5		1	1		0	1	1		
<b>Overall Rating, Center #13</b>	<b>-1</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>1</b>		

Center #14	Participant Ranking									Avg	Comments
Architecture	-5	-1	-2	-4	2	-3	-2	0	-2		
Buildings to Street	-5	-1	-2	-4	2	-3	-2	-3	-2		
Quality of Landscaping	-3	-5	0	-4	1	-3	0	-5	-2		
Spaces/Amenities	-5	-5	-2	-4			-2	-5	-3		
<b>Overall Rating, Center #14</b>	<b>-5</b>	<b>-2</b>	<b>-4</b>	<b>2</b>	<b>-3</b>	<b>0</b>	<b>-4</b>	<b>-2</b>			

Center #15	Participant Ranking									Avg	Comments
Architecture	-4	-4	2	-4	4	-2	0	-2	-1		
Buildings to Street	-1		2	-4	3	-2	0		0		
Quality of Landscaping	-3		2	-4	3		0		0		
Spaces/Amenities	-5		3	-4	1		0		-1		
<b>Overall Rating, Center #15</b>	<b>-3</b>	<b>2</b>	<b>-4</b>	<b>2</b>	<b>-2</b>	<b>0</b>	<b>-2</b>	<b>-1</b>			

Center #16	Participant Ranking								Avg	Comments
Architecture	-4	0	1	-4	-1	-2	-2	-4	-2	
Buildings to Street	-4		0	-4	-1	-2	-2	-4	-2	
Quality of Landscaping	-3		-2	-4	-2		-2	-4	-3	
Spaces/Amenities	-5		-1	-4			-2	-4	-3	
<b>Overall Rating, Center#16</b>	<b>-4</b>		<b>-1</b>	<b>-4</b>	<b>-1</b>	<b>-2</b>	<b>-2</b>	<b>-4</b>	<b>-3</b>	

Center #17	Participant Ranking								Avg	Comments
Architecture	5	0	3	5	5	4	1	0	3	looks too dark
Buildings to Street	5	5	4	5	4	0	2	-2	3	
Quality of Landscaping	5	5	3	5	5	3	2	-2	3	
Spaces/Amenities	5	5	3	5	5	4	2	-1	4	
<b>Overall Rating, Center #17</b>	<b>5</b>		<b>3</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>-1</b>	<b>3</b>	

### Site Data, Figure #3 Development Feasibility Study, Illinois Route 47

ID #	Use	Floor Area (square feet)		
A-1	Anchor Retail/Small Shops	190,000		
A-2	Outlot	12,000		
A-3	Outlot	16,000		
	<b>Area "A" Total Floor Area:</b>	<b>218,000</b>	<b>Spaces</b>	<b>1021</b>
	Parking Provided:	7.5 Acres		<b>Spaces/ 1000 GFA</b> 4.68
B-1	Specialty Retail/Restaurant/Office	82,000		
B-2	Specialty Retail/Restaurant/Office	36,000		
B-3	Specialty Retail/Restaurant/Office	36,000		
B-4	Specialty Retail	8,000		
B-5	Specialty Retail	8,000		
	<b>Area "B" Total Floor Area:</b>	<b>170,000</b>	<b>Spaces</b>	<b>1225</b>
	Parking Provided:	9.0 Acres		<b>Spaces/ 1000 GFA</b> 7.21
C-1	Outlot	16,000		
C-2	Anchor Retail/Small Shops	190,000		
C-3	Outlot	8,000		
	<b>Area "C" Total Floor Area:</b>	<b>214,000</b>	<b>Spaces</b>	<b>953</b>
	Parking Provided:	7.0 Acres		<b>Spaces/ 1000 GFA</b> 4.45
D-1	Outlot	40,000		
D-2	Anchor Retail/Small Shops	225,000		
D-3	Anchor Retail/Small Shops	180,000		
D-4	Outlot	8,000		
D-5	Outlot	16,000		
	<b>Area "D" Total Floor Area:</b>	<b>469,000</b>	<b>Spaces</b>	<b>2042</b>
	Parking Provided:	15.0 acres		<b>Spaces/ 1000 GFA</b> 4.35
E-1	Outlot	40,000		
E-2	Retail	100,000		
E-3	Outlot	16,000		
E-4	Outlot	16,000		
E-5	Retail	40,000		
E-6	Retail/Restaurant	40,000		
E-7	Retail/Restaurant	100,000		
E-8	Office	8,000		
E-9	Office	40,000		
E-10	Community Center	60,000		
	<b>Area "E" Total Floor Area:</b>	<b>460,000</b>	<b>Spaces</b>	<b>3880</b>
	Parking Provided:	28.5 acres		<b>Spaces/ 1000 GFA</b> 8.43
<b>Totals:</b>		<b>1,531,000</b>	<b>9120</b>	<b>5.96</b>



## Village of Sugar Grove Comprehensive Plan

Village of Sugar Grove  
10 Municipal Drive  
P.O. Box 49  
Sugar Grove, IL 60554  
Job #25364716



**Prepared By:**

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**ORDINANCE NO. 2005-0405**

**AN ORDINANCE ADOPTING AN AMENDED COMPREHENSIVE PLAN  
FOR THE VILLAGE OF SUGAR GROVE AND  
WITHIN 1.5 MILES OF ITS CORPORATE LIMITS**

**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 community within Section 6A of Article VII of the Illinois Constitution therefore pursuant to the powers granted to it under Chapter 24, paragraph 11-12-1 et. seq. Illinois Revised Statutes, and;

**WHEREAS**, the Village of Sugar Grove enacted and adopted a Comprehensive Plan in 1989 again 1998 and;

**WHEREAS**, the growth of the Village of Sugar Grove has made said large portions of the plan obsolete thereby creating the need for a complete revision to the Comprehensive Plan, and:

**WHEREAS**, the Plan Commission and the Comprehensive Plan Steering Committee in conjunction with Board of Trustees, as well as interested persons and groups within the planning area have reviewed the proposed amendments to the Comprehensive Plan as well as the Maps appended thereto; and;

**WHEREAS**, public hearings were held with respect to said Comprehensive Plan and Maps in accordance with State Statutes.

**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: TEXT ADOPTION**

That the text of the Comprehensive Plan developed is hereby approved and adopted as written, a copy of which is attached hereto as Exhibit "A" and made part hereof as if fully set forth herein.

**SECTION TWO: MAP ADOPTION**

That the maps entitled, "Figure 3: Land Use Plan", "Figure 4: Transportation Plan", "Figure 5: Parks, Open Space & Greenways Plan" and "Figure 6: Community Facilities & Utilities Plan" as incorporated within the Comprehensive Plan text, are hereby approved and adopted as drawn.

### **SECTION THREE: AREA OF APPLICABILITY**

That the Comprehensive Plan as hereby adopted shall be applicable to all land situated within the Corporate Limits of the Village of Sugar Grove and the territory contiguous thereto within 1.5 miles of the then existing Corporate Limits of the Village of Sugar Grove and which is not contained within any municipality.

### **SECTION FOUR: IMPLEMENTATION OF PLAN**

That the Comprehensive Plan adopted herein shall be implemented by its own authority pursuant to 65 ILCS 5/11-12-4 et. seq. of the Illinois Compiled Statutes and by ordinances of the Village of Sugar Grove establishing reasonable standard of design for subdivision and for resubdivision of unimproved land and of areas subject to redevelopment in respect to public improvements; establishing reasonable requirements governing the location, width, course, and surfacing of public streets and highways, alleys, ways for public service facilities, curbs, gutters, sidewalks, street lights, parks, playgrounds, school grounds, size of lots to be used for residential purposes, storm water drainage, water supply and distribution, sanitary sewers, and sewage collection and treatment; and may designate land suitable for annexation to the municipality and the recommended zoning classification for such land upon annexation.

### **SECTION FIVE: PRINTING AND PUBLICATION**

The President of the Board of Trustees is hereby authorized to execute and enter into agreements and contracts for the printing of the Comprehensive Plan and Maps adopted herein. Sufficient copies are to be made available to the public to be sold at a reasonable price to recoup the cost of printing.

### **SECTION SIX: RECORDING**

The Village Clerk is hereby authorized to record the Comprehensive Plan and Maps and this Ordinance in the Office of the Recorder of Kane County.

### **SECTION SEVEN: ORDINANCES REPEALED**

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed. Ordinance 764 which adopted the Illinois Route 47 Corridor Development Manual shall not be repealed by this Ordinance.

### **SECTION EIGHT: EFFECTIVE DATE**

This Ordinance shall be in full force and effect from and after its passage and publication in pamphlet form.

**PASSED and APPROVED** this 5th day of April, 2005 by the President and Board of Trustee of the Village of Sugar Grove, Kane County, Illinois.

*P. Sean Michels*

\_\_\_\_\_  
P. Sean Michels, President of the  
Board of Trustees of the Village of Sugar Grove

Attest: *Cynthia L. Welsch*  
\_\_\_\_\_  
Cynthia L. Welsch, Acting Village Clerk



	<u>AYES</u>	<u>NAYS</u>
Robert. Bohler	<u>✓</u>	_____
Kevin Geary	<u>✓</u>	_____
Mari. Johnson	<u>✓</u>	_____
Tom Renk	<u>✓</u>	_____
Marie Williams	<u>✓</u>	_____
Joe Wolf	<u>✓</u>	_____

## *Table of Contents*

<i>Section</i>	<i>Page</i>
<i>Introduction</i>	<i>1</i>
<i>Section 1: Demographic Overview</i>	<i>5</i>
<i>Section 2: Community Outreach</i>	<i>8</i>
<i>Section 3: A Vision for Sugar Grove</i>	<i>14</i>
<i>Section 4: Goals and Objectives</i>	<i>20</i>
<i>Section 5: Land Use Plan</i>	<i>31</i>
<i>Section 6: Transportation Plan</i>	<i>45</i>
<i>Section 7: Parks, Open Space &amp; Greenways Plan</i>	<i>50</i>
<i>Section 8: Community Facilities and Utilities Plan</i>	<i>58</i>
<i>Section 9: Implementation</i>	<i>64</i>

<i>Figures</i>	<i>Page</i>
<i>Figure 1: Community Setting</i>	<i>4</i>
<i>Figure 2: Existing Land Use</i>	<i>33</i>
<i>Figure 3: Land Use Plan</i>	<i>44</i>
<i>Figure 4: Transportation Plan</i>	<i>49</i>
<i>Figure 5: Parks, Open Space &amp; Greenways Plan</i>	<i>57</i>
<i>Figure 6: Community Facilities and Utilities Plan</i>	<i>63</i>

## *Acknowledgements*

### *Comprehensive Plan Steering Committee*

Robert Bohler	Larry Vaupel
Brent Eichelberger	Mari Johnson
Carmel Filip	Mike Ferencak
David Kintz	Pat Graceffa
Greg Breedlove	Rich Young
Irv Ochsenschlager	Scott Buening
Janet Doherty	Steve Benesch
Jim Bradford	Ted McKeown

### *Village Board*

P. Sean Michels, Village President  
Robert Bohler  
Thomas Renk  
Marie Williams  
Kevin Geary  
Joseph Wolf  
Mari Johnson

### *Plan Commission*

Irving Ochsenschlager, Chair  
Steve Benesch  
Brian Schiber  
Bob Dray  
Ryan Reuland  
Andrew Konovodoff  
Edward Saloga

A special thank you goes to everyone who participated in the planning process for the Village of Sugar Grove's Comprehensive Plan. This Plan was made possible by the contributions and insights of the residents, business persons, property owners, and representatives from various groups and organizations.

## ***Introduction***

This *Comprehensive Plan* for the Village of Sugar Grove, Illinois, sets forth long-range recommendations for future growth and development, as well as the maintenance and enhancement of the existing image and character of the community.

This draft Plan report summarizes the results of a two-year planning program in Sugar Grove, and incorporates much of the material included in previous interim reports and memoranda prepared during the course of the study.

### ***The Sugar Grove Community***

The Village of Sugar Grove is located in Sugar Grove Township, in south-central Kane County, Illinois, approximately 45 miles west of Chicago. The Village of Sugar Grove incorporated in 1957 with a population of 125.

Today, Sugar Grove encompasses a geographic area approximately 7 square miles in size. Much of Sugar Grove is bordered by unincorporated Kane County, with the exception of parts of the eastern boundary that border the City of Aurora and Village of North Aurora. Figure 1 illustrates the location and setting of Sugar Grove community.

Sugar Grove is characterized by open spaces, residential development, an attractive environmental setting, and exceptional access to transportation. Regional landmarks in the community include Waubensee Community College, Bliss Woods and Hannaford Woods Forest Preserves and the Aurora Municipal Airport. Major roadways within the community include Interstate 88 (East-West Tollway), Illinois Route 47, Illinois Route 56, and United States Route 30.

Developed areas within the community are comprised mainly of residential and

business/light industrial uses. The Aurora Municipal Airport consists mainly of an unincorporated land area that is surrounded by the Village of Sugar Grove and within the Village's Planning Area. Commercial sites exist in a few locations, along Main Street and along Illinois Route 47. The Village is almost entirely surrounded by agricultural uses, and is poised for substantial new growth and development.

### ***Background to the Comprehensive Plan***

This *Comprehensive Plan* is an update to the *Comprehensive Plan* completed for the Village in 1998. Recent development and infill development, proposed transportation facility improvements, and current growth pressures have warranted a more thorough plan to address the issues, challenges and opportunities confronting Sugar Grove.

### ***Purpose of the Comprehensive Plan***

This *Comprehensive Plan* is Sugar Grove's official guide for physical improvement and development. It considers not only the immediate needs and concerns of the community, but also projects improvement and development 5 to 10 years in the future.

Used to its potential, this *Comprehensive Plan* can help preserve and protect important existing features and resources, coordinate new growth and development, and establish a strong and positive community image and identity.

This Plan is "comprehensive" in both scope and coverage. It encompasses the use of land; the movement of vehicles and pedestrians; the protection of open spaces and environmental resources; and the provision of parks, schools, and other public facilities. It addresses residential areas, commercial and business development, public and institutional

lands, and the public rights-of-way. This Plan incorporates land currently within Sugar Grove's corporate boundaries, as well as the adjacent unincorporated areas.

This *Comprehensive Plan* establishes the "ground rules" for private improvement and development. It provides guidelines by which the Plan Commission and Village Board can review and evaluate private development proposals. The Plan also provides a guide for public improvements, and can help to ensure that local dollars are spent wisely and in a cost effective manner.

The *Comprehensive Plan* provides a basis for zoning, subdivision regulations, and capital improvement plans, all of which should be used to implement planning policies.

Finally, the *Comprehensive Plan* serves as an important marketing tool to promote Sugar Grove's unique assets and advantages. It can be used to help attract new families and desirable new development to the community.

### ***The Planning Process***

The Sugar Grove planning process has incorporated a six-step work program that has entailed the following:

1. Analyzing existing conditions,
2. Identifying issues and concerns,
3. Formulating a clear vision for the future,
4. Establishing goals and objectives,
5. Developing and evaluating alternative plans and policies, and
6. Preparing final *Comprehensive Plan* recommendations.

The process has been designed to produce a *Comprehensive Plan* that will accommodate desirable new growth and new development and capitalize on the assets of the community, while preserving and protecting open space, the natural

environment, and the unique "countryside atmosphere" of the community.

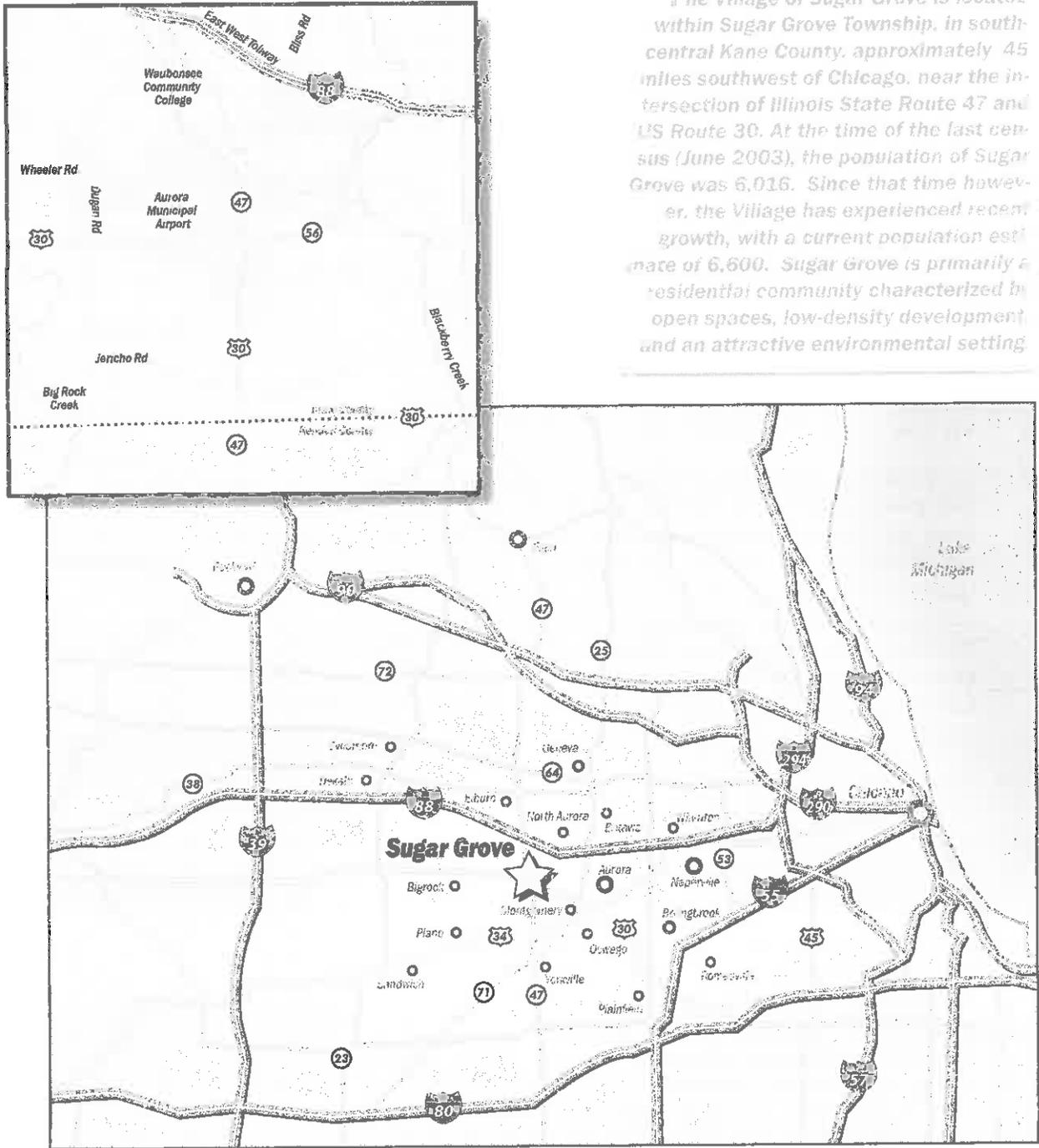
***Organization of the Plan Report:***

This *Comprehensive Plan* is organized into the following sections:

- *A Demographic Overview.* This section presents an overview of historical, current, and future demographics of the Sugar Grove Community.
- *A Vision for the Future.* This section describes, in general terms, the kind of community that Sugar Grove should be in the future. It includes a vision statement for the community in the Year 2014.
- *Goals and Objectives.* This section contains a list of goals and objectives that provide more specific guidelines for the new *Comprehensive Plan*.
- *Land-Use Plan.* This section provides a brief overview of existing land-use within Sugar Grove, and presents long-range policies and recommendations for high-quality and compatible new residential, commercial, business and public development, as well as the protection and enhancement of open spaces and environmental resources within the community.
- *Transportation Plan.* This section establishes the basis for a long-range system of roadways and multi-use trails that efficiently supports existing and future development.
- *Parks, Open Space, and Greenway Plan.* Environmental protection, open space and greenways/"linkages" are primary objectives of the *Comprehensive Plan*. This section is intended to help the Village maintain and preserve key environmental and open space features, enhance the countryside character of the area, and provide for a more complete range of park and recreational areas to serve new and existing development.
- *Community Facilities and Utilities Plan.* This section is intended to assist the Village in ensuring that high-quality community facilities and services are available to local residents and businesses in the future, including schools, fire and police protection, libraries, administrative facilities and meeting spaces, public utilities, and other public and semi-public uses.
- *Implementation.* This section highlights the steps and actions to be undertaken to begin the process of plan implementation of this *Comprehensive Plan*.

**Figure 1:  
Community Setting**

The Village of Sugar Grove is located within Sugar Grove Township, in south-central Kane County, approximately 45 miles southwest of Chicago, near the intersection of Illinois State Route 47 and US Route 30. At the time of the last census (June 2003), the population of Sugar Grove was 6,016. Since that time however, the Village has experienced recent growth, with a current population estimate of 6,600. Sugar Grove is primarily a residential community characterized by open spaces, low-density development, and an attractive environmental setting.



## *Section 1:*

### *Demographic Overview*

This section provides an evaluation of historic trends in population and housing change within Sugar Grove, as well as a current snapshot of key demographics in Kane County and the greater Chicago region. An understanding of growth and composition of the local population provides an important foundation for this *Comprehensive Plan*.

The demographic overview includes an assessment of:

- a) Population and household characteristics;
- b) Racial and ethnic identification;
- c) Housing unit trends and characteristics; and,
- d) Income and employment statistics.

The Village of Sugar Grove, and Kane County, Illinois, are located in the Chicago Primary Metropolitan Statistical Area. Additionally, Kane County is part of the six-county region that makes up greater "Chicagoland" area, within the jurisdiction of the Northeastern Illinois Planning Commission (NIPC), a comprehensive planning agency for the 6-county metropolitan region.

This section includes data from 1980, 1990 and 2000 to facilitate trend analysis. Data sources include the U.S. Bureau of the Census, NIPC, the 2003 Special Census and Claritas, Inc.

#### *Population*

Sugar Grove's official population count in 2000 was 3,909 persons. The 1990 population was 2,005, an increase of 1,904 people, or 95%. The population growth in Sugar Grove is not unique to municipalities within Kane County.

The reported population of Kane County in 1990 was 317,471 persons. The 2000 Census indicated 27.3% growth (or 86,648 persons) for a total population of 404,119.

The rate of growth in Sugar Grove's population has been tremendous over the last 20 years. Between 1980 and 2000, the population increased by about 2,543 citizens, a 186.2% population increase over the past twenty years.

According to the 2003 Special Census, Sugar Grove's current population is 6,016. NIPC has projected that the population of Sugar Grove will be approximately 62,472 by the year 2030. This is an anticipated increase of just over 1000% of the current population. Another Special Census is currently being undertaken with results due back to the village in the Spring of 2005.

#### *Age Distribution*

The median age has increased over time, mirroring larger population trends experienced regionally. The current estimated median age of Sugar Grove residents is 35.7 years, increasing considerably since 1980, where the median age was reported to be 26.5 years.

Over the last twenty years, the population of youths (those under nineteen years of age) in Sugar Grove has remained stable. This demographic represented 36.1 percent of the total population in 1980, 30 percent in 1990, and 34.8 percent in 2000. The percent of the population who is over 65 years in age has increased slightly, from 3.6 percent in 1990 to 4.7 percent in 2000.

#### *Households*

Regionally, household formation generally exceeds the rate of population growth, largely as a result of the increase in single-person households, longer life

expectancies, single-parent households and the rate of divorce.

A by-product of these trends is a decreasing household size. However, the general developing demographic trends indicate that the household rate is slowing, single-person households are increasing, and divorce rates are stabilizing. The Village of Sugar Grove varies slightly from these trends. Sugar Grove's average household size remained stable between 1990 and 2000, reported at 3.0 persons per household by both censuses. The current estimate of Sugar Grove's average household size as provided by Claritas Inc. is 3.1.

Between 1980 and 2000, Sugar Grove gained an additional 875 households, an increase of 220%. The 2003 estimated number of households is 1,456, growth of 14.5 percent since the 2000 Census.

By the year 2020, NIPC projects that Sugar Grove will have approximately 4,319 households, an increase of 3,047 households (239.5%) from the 2000 Census. However recent annual building permits indicate that the Village of Sugar Grove will exceed this projection.

### *Housing*

Sugar Grove has experienced significant growth in the number of housing units built and has a very low vacancy rate (1.9%).

The 2000 Census reported that most of the housing units in Sugar Grove are owner-occupied (87.6%), and that percentage of renter-occupied housing has decreased over time.

Sugar Grove's housing stock is new. Claritas Inc. reports that the number of houses constructed since 1999 has been increasing, and will soon represent the majority of housing within the Village.

According to 2000 Census, the median home value in 2000 was estimated to be

\$184,000. The current estimate provided by Claritas Inc. is \$208,924, an increase of \$24,924.

### *Income and employment*

The largest segment of the employed population is in the management, professional and related occupations (42.4% in 2000 and 41.9% in 2003). Sales and service occupations comprise the next largest segment of the population, approximately 29 percent in 2000 and 2003.

Much of the population of Sugar Grove is considered to be in the "high-income" brackets. The median household income in 1999 was reported by the 2000 Census to be \$75,856, and the current estimate by Claritas Inc is \$87,249.

The 2000 Census reported the poverty rate in Sugar Grove in 2000 to be 1.1 percent.

### *Comparisons to Kane County and the Greater Chicago Region*

To provide benchmarks and provide context, it is necessary to compare Sugar Grove to Kane County and the Chicago-Gary-Kenosha Consolidated Metropolitan Statistical Area (CMSA). The following conclusions can be drawn from this comparison:

- The median age in Sugar Grove is similar to surrounding communities.
- The percentage of adults (population over the age of 18) is similar to other communities.
- Sugar Grove has a smaller percent of the population that is over the age of 65.
- Sugar Grove has a more homogeneous population than Kane County and the CMSA.

- The average number of persons per household in the Village of Sugar Grove is similar to that of Kane County and slightly greater than the CMSA.
- The Village of Sugar Grove has a higher rate of owner-occupied housing than Kane County and the CMSA.
- The vacancy rate in Sugar Grove is lower than Kane County and the CMSA.
- The median home value is higher in Sugar Grove than Kane County and the CMSA.
- Sugar Grove's median household income (\$75,856) is greater than Kane County (\$59,351) and the CMSA (\$51,046).
- Sugar Grove's estimated family poverty rate (1.1%) is lower than Kane County (4.9 percent) and the CMSA (7.9%).

***Village of Sugar Grove: Summary of Trends***

Based on the figures presented in this section, it can be concluded that the Village of Sugar Grove is experiencing the current population trends:

- Significant population growth
- Homogeneous population
- Major increase in the number of housing units and the percentage of owner-occupied units
- Very low vacancy rate
- High median household income
- Very low poverty rate

## Section 2:

### ***Community Outreach***

Three separate Community Outreach efforts were undertaken to involve property owners, business persons and residents in the planning program. These outreach efforts provide important insight on local issues, concerns and opinions from residents, community leaders, the business community, and other participants. This section of the *Comprehensive Plan* report summarizes each of the following outreach efforts:

- a) A ***Project Initiation Meeting*** was conducted with the Steering Committee on December 12, 2002 at the Municipal Center.
- b) A ***Community Workshop*** was conducted with the residents of Sugar Grove on February 26, 2003 at the Municipal Center.
- c) ***Key Person Interviews*** were conducted with a select number of people identified by the Steering Committee. The interview process consisted of question and response dialogue.

#### ***Project Initiation Workshop***

A Project Initiation Workshop was conducted with the *Comprehensive Plan Steering Committee* on December 12, 2002. In addition to the Steering Committee, approximately 16 people attended and participated in the workshop. The workshop was designed to encourage Steering Committee members and other participants to communicate their concerns and feelings about their community as we begin the comprehensive planning process.

The workshop consisted of a series of four questions regarding the Village of Sugar Grove. Steering Committee members were asked to answer each question independently, using the questionnaires provided. Several of the questions were

then discussed with the group. Committee members were asked to return their completed questionnaires at the conclusion of the meeting. A total of twenty-one questionnaires were received.

This section summarizes the results of the Project Initiation Workshop. The summary reflects the opinions and comments stated during workshop dialogue and includes a summary of participants' responses to the workshop questionnaire.

#### ***1) Identify five (5) issues or concerns confronting the Village of Sugar Grove.***

The most common concern was related to the Aurora Airport and the impact of its growth (8 responses). The creation of a downtown area, the need to create a Park District, and protection of green space/land preservation/loss of farmland were next, with 7 responses each. Other frequently mentioned concerns were traffic (6 responses); rapid, impending growth and pressure on community services (5 responses); preservation of historic character/feel of community (4 responses); concern for development of quality housing, including that for all incomes and ages (three responses); the need to build more parks (3 responses). The following issues were mentioned by 2 participants: rising residential taxes; need for infrastructure; economic development; want to see smart controlled growth; and transportation related concerns—specifically, one respondent said “not another Randall Road”.

Issues mentioned once included: redevelopment of Route 47 Corridor; concern over the source of funds to satisfy the needs & desires of the community; lack of community development; school impact/education needs; develop a community spirit; create a shopping center; develop a light industrial area; low community participation in the development process; Metra; and create a

“watershed vision” (related to rivers and creeks).

**2) List, in order of importance, the three (3) most important issues discussed thus far.**

The most important issues are:

1. Rapid residential growth (incorporate into community without impacts (14 responses);
2. Bringing in business (11 responses); and
3. Need to develop infrastructure (11 responses)

Other frequently mentioned issues were: lack of commercial and retail facilities (10); identify major transportation and rail corridors (8); Village growth and size issues (8); growing traffic on IL 47 (5); concern for development of agricultural land and loss of green space (5); and preserve small-town character (5). Issues with three responses include: airport-expansion/authority; vision for regional watershed. Affordable/attainable housing, the need to expand the tax base and community services; lack of revenue/Village budget; and keeping a centralized community each had 2 responses.

Issues mentioned once included identification of a downtown central business district; pressure on the schools/education; and community spirit.

**3) Identify three (3) specific projects or actions that you would like to see undertaken within the Village of Sugar Grove.**

The most frequent responses were: the desire for creation of a park district (6 responses) and the redesign of the I-47 Corridor to reduce traffic congestion (6 responses); revitalize the downtown area, and improve the infrastructure (roads, water, sewer) (3 responses); and, with 2

responses each: increase commercial development along I-47 and 56, such as a grocery store and retail establishments; establish an economic development corporation; and locate a cultural or civic center,

Other responses mentioned by a single participant included: creation of bike and walking trails; build a Metra station in town; further the community character/spirit; develop a commercial downtown center; inventory and identify important and sensitive natural resources in the area; create boundary agreements; improve local feeder roads; extend Municipal Drive and Galena Boulevard; development of access roads, better access on Route 30; and approve and develop residential communities.

**4) What are the primary strengths and assets of the Village of Sugar Grove?**

The most common responses were the access to transportation, including the airport and road and highway corridors (5 responses), small town character (5 responses), and the “clean slate”/opportunity for good comprehensive planning (5 responses); the amount of open/green space (4 responses); the community’s location (3 responses), the nearby Aurora Airport (3 responses), residents who care about their community and get involved (3 responses) and the Wabaunsee Community College (3 responses).

Other common responses included the young people in the community and young age of new residents (2); local schools (2); sense of community (2); and the historic Main Street/architecturally significant historic structures (2).

Responses cited by a single participant included: green space/rural feeling; employee base for business; large enough parcels to affect a master planned community; police department; fire department, quality residential

development; land for development; water supply and the amount of publicly-owned space and privately-owned natural features.

### ***Community Workshop***

A Community Workshop with the residents of Sugar Grove was conducted on February 26, 2003. Approximately 25 people attended and participated in the workshop. The workshop was designed to encourage residents to communicate their concerns and feelings about their community during the early stages of the comprehensive planning process.

The workshop consisted of a series of four questions regarding the Village of Sugar Grove. Participants were asked to answer each question independently, using the questionnaires provided. Several of the questions were then discussed with the group. Those participating were asked to return their completed questionnaires at the conclusion of the meeting. Of the 25 questionnaires distributed, a total of twenty-one questionnaires were received.

This section summarizes the results of the Community Workshop. The summary reflects the opinions and comments stated during workshop dialogue and includes a summary of participants' responses to the workshop questionnaire.

#### ***1) Identify five (5) issues or concerns confronting the Village of Sugar Grove.***

The most common concern was maintaining the rural (small town) feel (resisting rapid growth and sprawl) (17 responses). The need for planned, and historically sensitive commercial development was next (14 responses). Followed by creating a park district or developing park and recreational facilities (13 responses); traffic congestion and transportation infrastructure (12 responses); and maintaining the high quality of the schools as the community

grows (11 responses). Other frequently mentioned concerns included: lack of industrial and commercial land to create tax revenue (8 responses); the need for a greater variety of housing options (7 responses); preservation of historic character (5 responses); the ability of public services to meet growing demand (5 responses); and the responsiveness of Village leadership and staff (5 responses).

Issues mentioned by four or fewer respondents included: water quality (4 responses); growth of the airport (4 responses); need for a community vision (3 responses); need for a grocery store (2 responses); need for quality entertainment uses (2 responses); bike/hike trails (2 responses); annexation of land (2 responses); and the need for a Metra station (1 response).

#### ***2) List, in order of importance, the three (3) most important issues discussed thus far.***

The most important issues are:

- The need to grow the commercial and industrial tax base;
- Preserve rural character; and,
- Increasing retail development.

Other frequently mentioned issues (in order of importance) were: maintaining quality schools; need for infrastructure improvements; potential airport expansion; need for diversity in housing; and funding to maintain Village services.

Issues mentioned less frequently included: historic districts; larger lots for future homes; too many track home developers; impact fees to cover new growth; limited area of industrial zoning; development of the town center; balancing new and existing developments; and implementing and following the plan.

**3) Identify three (3) specific projects or actions that you would like to see undertaken within the Village of Sugar Grove.**

The most frequent responses were: the creation of a park district and recreational facilities (13 responses); encourage commercial development (11 responses); historic preservation and historically sensitive development in the Village center (8 responses); the redesign of the IL-47 Corridor to reduce traffic congestion and increase visual appeal (6 responses); and maintain and expand schools (6 responses). Less frequently mentioned responses include: design hike/bike paths (5 responses); zone some land for industrial (4 responses); and build a grocery store (3 responses).

Other responses mentioned once or twice included: build a Metra station in town; expand community services, technological improvements; expand and solidify boundary; general roadway improvements; creation of a community news letter; extend Gordon Lane south; add traffic signals along Prairie; and improve water quality.

**4) What are the primary strengths and assets of the Village of Sugar Grove?**

The most common responses were: excellent access to transportation, including the airport and road and highway corridors (16 responses); small town character (11 responses); resident's commitment to the community (7 responses); and the good reputation of the school district (7 responses). Other responses that were noted five times include: land available for development and growth; high quality homes and good property values; and beautiful open/green spaces.

Responses cited two or fewer times include: Wabauunsee Community College; community commitment to plan for the future; few traffic problems; low

crime/safety; Village leadership; and no strip malls.

**Key Person Interview Summary**

Interviews were conducted with people consisting of residents, business owners, county and municipal staff, consultants, and other individuals representing a local issue or cause. The interview process consisted of question and response dialogue. The questions were designed to solicit the opinions, concerns and issues regarding the Sugar Grove Comprehensive Plan and the planning process. Interviews were conducted at the Sugar Grove Municipal Center on February 19, 2003 and February 20, 2003. In total, 13 people participated in the interview process.

Below is a summary of the results of the Key Person Interview Process. The summary reflects the opinions and comments stated during the interview dialogue and includes a summary of participants' responses to questions asked during the interview process.

**1) How would you define/describe the character of Sugar Grove?**

The interviewees describe the character of Sugar Grove as a community that is currently rural, but is about to experience urbanization. Some interviewees are frightened about the future growth, but more believe that the Village has a great deal of potential to plan and prepare for growth, and to develop a community in which all can be proud of. Interviewees describe Sugar Grove, as a quiet, low-crime, family friendly, bedroom community. There is no downtown, and the small industrial core that does exist has been neglected. Descriptions heard only once throughout the interviews are listed on the following page.

Descriptions heard only once throughout the interviews:

- Large lots
- No character
- Geographically separated
- Outlying suburb

**2) What do you believe are the primary assets and advantages of Sugar Grove?**

Sugar Grove's location and proximity to Interstate 88 was the overwhelming response by interviewees. Most people interviewed see great potential and locational benefits from Illinois 56, Illinois 47, U.S. Route 30 and Interstate 88. Another asset commonly cited by interviewees was Sugar Grove's natural resources. The parks, bike trails, and large forest preserves provide relief from urbanization, and add greatly to the quality of life in the community. Interviewees also believe that the schools, and existing infrastructure (Aurora Airport, Burlington Northern-Santa Fe Railway, community leaders, and utilities) were an asset to Sugar Grove. Advantages and assets cited by only one interviewee are listed below.

- Sense of community
- Waubensee College
- Good relationship with developers
- Boundary agreements
- Pass through traffic
- Quiet
- In a position to learn from other communities
- Quality of Life
- Low crime
- Large lots

**3) What do you believe are the primary weaknesses and disadvantages of Sugar Grove?**

Interviewees were quick to cite the lack of a downtown and small commercial and industrial tax base as Sugar Grove's primary weakness. They believe that the Village must identify a central business district to capture retail sales tax and to expand the non-residential property tax base. Identification and promotion of industrial sites would also help the Village diversify its tax base. Some respondents believe the Village is too poor and that infrastructure is too expensive, and this will be to the Village's disadvantage as growth occurs in the future. Geographic separation by major roadways is also a disadvantage according to interviewees. A few people interviewed believe that the Village's water quality, the lack of housing diversity/options, and appearance and monotony of new construction were disadvantages to Sugar Grove. Weaknesses and disadvantages cited by only one interviewee are listed below.

- No park district
- No shopping
- Sprawl
- Nothing unifies the village
- High speed Internet
- Traffic
- Not pedestrian friendly
- Lack of Village staff
- No natural boundaries
- Perception of encroaching development

**4) What do you consider to be the single most important issue confronting Sugar Grove today?**

Controlling growth and having a plan for growth were the most commonly heard responses from interviewees throughout the interview process. While some interviewees believe that there is tremendous potential, new growth must be controlled and directed to ensure the Village maximizes benefits associated with

growth, and minimizes any negative impacts. Concerns about traffic, the economy, lack of industrial land, and establishing a vision for Sugar Grove were mentioned by a small number of interviewees. Issues cited by only one interviewee are listed below.

- Quality of life
- Natural resources
- Recreation and open space
- Natural boundaries
- Leadership
- A proactive approach to growth
- Water quality
- Relationship with developers
- Geographic separation
- Illinois Route 47
- Schools
- Utilities
- Balance
- Need for a downtown

**5) *If you had the power to undertake one project or improvement within Sugar Grove, what would it be?***

Construction of a town center, improving the Village's water quality, and identification and acquisition of open space and environmentally sensitive areas received the most responses from people interviewed. Projects or improvements mentioned by only one interviewee are listed below.

- Widen U.S. Route 30
- Widen Illinois Route 47
- Preserve historic downtown
- Comprehensive plan
- Streetscape improvements
- Construction of an interchange at IL 47 and I-88.

**6) *What are your primary concerns regarding growth and development of the Sugar Grove area?***

When asked what the primary concerns regarding growth and development of the Sugar Grove area were, there was very little consensus among interviewees.

Concerns heard from more than one interviewee are: is the Village prepared for growth; is there adequate infrastructure in place; what will happen to stormwater; loss of character/appeal; and increased traffic and impacts on transportation. Concerns cited by only one interviewee are listed below.

- Lot sizes
- Impact fees
- Blackberry Creek
- Big Rock Creek
- Loss of identity
- Monotonous housing
- Lack of a defined core
- A mix of land uses
- Lack of housing diversity
- More industrial land
- Lack of a Metra station
- Impact of proposed Prairie Parkway
- No shopping/town center

### *Section 3:*

## *A Vision for Sugar Grove*

On Thursday, October 23, 2003, a Visioning Workshop for the *Comprehensive Plan* was conducted at the municipal building in Sugar Grove, Illinois. The purpose of the workshop was to develop a Vision Statement that describes Sugar Grove as it will be in the year 2014.

### *Workshop Session*

Participants in the Visioning Workshop included Sugar Grove Village Board, Comprehensive Plan Advisory Committee, business owners, Planning and Zoning Commissioners, Village staff, and interested residents.

Following a brief discussion of the planning process for the Sugar Grove assignment, the participants were asked to identify issues by creating a wish list of public and private sector projects or improvements and by identifying any problems or obstacles that could limit the implementation of the Comprehensive Plan. A summary of the written statements prepared by all workshop participants are presented later in this report.

As part of the issue identification process, participants were separated into seven work groups. The groups were created by sequentially numbering participants with numbers one through seven. Each group separated from others and performed the next steps of the visioning session at a separate table, working only with participants in their group.

Each group was asked to describe the Village of Sugar Grove as they hoped it would be in the year 2014. In particular, the groups were asked to articulate the accomplishments and achievements that had been made since the Village's Comprehensive Plan was completed in 2004. To assist the groups with

developing and illustrating their vision, each group was given a base map of Downtown Sugar Grove.

After developing their vision the seven groups were asked to present their vision to the larger group for review and discussion.

### *Vision Statement*

The Vision Statement, presented at the end of this section, has been prepared by the Consultant and is based primarily on the workshop described above. However, the Vision Statement also takes into consideration the results of other work activities undertaken as part of the ongoing planning process.

The Vision Statement is intended to be a retrospective that chronicles the accomplishments and achievements that have been undertaken in Sugar Grove since the Comprehensive Plan was completed in 2004.

The Vision Statement provides important focus and direction in the preparation of the goals, objectives, policies, and recommendations during the next phases of the planning process.

It should be emphasized that the Vision Statement is intended to provide a brief, overall snapshot of Sugar Grove in the Year 2014. While it incorporates the main ideas and recurring themes discussed at the workshop, it does not include all of the specific projects and actions suggested by participants or smaller workgroups. However, many of these specifics will be incorporated into later phases of the planning program, as more detailed plans and policies are developed for the Sugar Grove community.

*Issues Identification Summary*

**List three new private sector projects or developments you would like to see undertaken within Sugar Grove.**

The three most commonly mentioned private sector improvements were:

- 1) the redevelopment of a town center (6 responses each);
- 2) development of an industrial park, a shopping center, and creative retail development along IL Route 47 (as opposed to strip center “cookie cutter” type development) (5 responses each); and
- 3) attracting a major grocery store (such as Jewel) and downtown retail development (3 responses each).

Projects mentioned once included: a town newspaper, a movie theater, a volunteer center, a bowling alley, a quilt shop, controlled retail growth, limited commercial growth, controlled residential growth that is concurrent with infrastructure growth, higher density housing, a private/public golf course or recreational area, neighborhood residential growth, a drug store, restaurants, a golf course community, more entertainment options, corporate office development along I-88, a research business park, a business conference center, expanded park district and to limit banks from building on prime locations.

**List three new public-sector projects or improvements you would like to see undertaken within Sugar Grove.**

The three most commonly mentioned public sector improvements were:

- 1) improve the park district and create a forest preserve or some other means to preserve green space (5 responses each);
- 2) build a better library and improve the water supply (3 responses each); and

- 3) build a better bike trail system, improve the roads, develop a town center, improve and expand the fire and police departments, preserve historic structures, widen Route 47 from Yorkville to I-88, and build a Bliss Road entrance/exit to I-88 (2 responses each).

Projects mentioned once include: curbside pick up of leaves and branches, better school facilities and more buildings, improved traffic flow and roads, walking access to shopping areas, build a youth center, build an entrance/exit at I-88 from Hankes, expand Village infrastructure to support a much larger community, build a high school in town, create an airport authority, employ a full-time Village fire department, complete an interchange at Route 47 and I-88, and build a four-lane road from Aurora to Sugar Grove.

**What would you not like to see take place within Sugar Grove in the future?**

Most participants said they would not like to see population overgrowth and too much development take place in Sugar Grove (7 responses each).

Residents said they don’t want to see Sugar Grove develop into a strictly residential, “bedroom” community (4 responses); or become another Naperville (3 responses each). They do not want an expanded airport, development that overtakes all the green space, “cookie cutter” strip malls, or any other entrances/exits to I-88 other than Galena (2 responses each).

Issues or undesirable projects mentioned once were: Village fragmentation, a megamall, heavy industrial development, large apartment complexes, residential expansion around the airport, a Metra station, and sprawl.

***Please list the three most important projects, improvements or new developments mentioned thus far.***

Of all projects listed in the first two steps of the community workshop, participants were asked to select the three most important projects, improvements or new developments. Development of a comprehensive traffic plan and managing the water resources were the most popular responses, with 8 votes each. Development of a town center and establishment of a retail/commercial base were also popular responses (7 votes each).

Other frequently mentioned improvements or new developments were: the need to match school facility growth with the expanding population (5 votes); building a better library, controlling population growth, development of a central business district and an industrial park all had 3 votes each; and an improved park district and boundary agreements were next, with 2 votes each.

Projects or improvements mentioned once included: the need for Sugar Grove to develop an identity, protect open space, create an airport authority, incorporate farmland use in the Comprehensive Plan, and build a better trail system.

***What problems, obstacles or concerns must be overcome before Sugar Grove can reach its full potential?***

When asked to identify obstacles that need to be overcome for the Comprehensive Plan, respondents cited a number of issues, with no clear consensus. Responses were: a lack of communication, lack of vision and implementation to move Sugar Grove forward, a lack of proper infrastructure, developers who are only interested in making money in Sugar Grove and don't really care about the community, transportation limitations, the lack of

commercial areas, high taxes, lack of cooperation between Aurora and Sugar Grove to form an airport authority, boundary agreements, spot development, the need to better coordinate with developers, and the need to better coordinate with the county, state, Tollway authorities, and the highway commission.

## A VISION OF SUGAR GROVE

*SINCE SUGAR GROVE'S COMPREHENSIVE PLAN WAS COMPLETED 10 YEARS AGO, considerable change has occurred. The community has achieved a healthy balance of growth in all market sectors. Although most of the growth has been residential in nature, significant industrial and commercial developments have diversified Sugar Grove's tax base, created employment opportunities, and provided residents with a local place to shop and dine.*

*Despite the growth that has occurred, the small town feel of Sugar Grove has been maintained and environmental features have been protected and enhanced. These assets have served to distinguish Sugar Grove from nearby communities and add greatly to the desirability of the community. The tenets of the Comprehensive Plan, adopted in 2004, coupled with sound decisions made by elected officials and community leaders are largely responsible for the sound growth and development of the Village of Sugar Grove.*

### *In the year 2014 . . .*

*The much anticipated "town center" projects have both been completed. Not long ago Sugar Grove had a limited amount of shopping opportunities and most residents traveled to nearby communities for their shopping. With the two distinctly different commercial centers that have been developed, residents now patronize local businesses and retail sales-tax dollars remain in the community. At the intersection of Illinois 56 and Galena Boulevard, a more contemporary pedestrian oriented commercial shopping and residential area has been developed. This mixed-use development has become a major focal point of the community, providing residents and visitors with a pedestrian environment that offers shopping, dining, entertainment, recreation, and housing opportunities. The other town-center development represents the community's "civic core" and has reestablished Downtown Sugar Grove and Main Street as the vibrant pedestrian-oriented shopping district it once was. Consisting of civic, commercial and residential uses, Downtown Sugar Grove is once again a traditional downtown and a destination for the community.*

*To minimize the impacts on municipal services and infrastructure, growth has occurred outward from the geographic center of the community. Leapfrog developments in the Village's agricultural areas have been discouraged, and a wide range of housing opportunities exist*

*within the community. Most of the residential development that has occurred has been single-family housing. A mix of housing sizes and product types has created a housing market that provides affordable housing opportunities for first-time homebuyers and seniors, as well as high-end developments complete with golf courses and swimming and tennis clubs for move-up buyers. Higher density development has been built appropriately around the "town center". The condominiums, town homes, apartments and senior housing developments have enabled a diverse population to call Sugar Grove home.*

*The local tax base is diverse and strong as a result of significant industrial, business and commercial growth over the last decade. Commercial service, business park, and industrial uses surround the airport, taking full advantage of this transportation resource. Corporate office buildings and other business uses, including a conference center, have been developed along Interstate 88. Commercial developments, in addition to the "town center", have been built along major roadways providing the community with grocery stores, restaurants and convenient service uses.*

*Despite the growth that has occurred, the large natural resource areas that distinguish Sugar Grove from nearby communities have been preserved and protected. The Forest Preserve's and Park District's open space practices and policies, together with the Village's sound subdivision regulations and development practices, are largely responsible for the numerous park sites, forest preserves, preservation areas, and the greenway network that connects residents with park sites and regional trails.*

*The community has invested heavily in its infrastructure and community facilities. A new fire station has been built on Municipal Drive and is staffed by full-time firefighters. Other Village departments, including public works and police have also expanded to keep pace with growth. Several new schools, including a high school have been constructed. Although some students are still transported by bus, most of the children safely walk or bike to the schools conveniently located near their homes. Much of the school construction has been financed by a strong land-cash donation ordinance, requiring developers to address impacts created by their development.*

*As growth has occurred within the community, the Village has implemented the Transportation Plan developed by the Village's traffic engineer. The growth and development has financed much of the improved transportation infrastructure and most vehicle congestion and safety concerns have been addressed. Improved relationships and communication with KDOT, IDOT and Illinois Tollway Authority has resulted in a smooth implementation of the Transportation Plan. Key transportation projects that have been completed include the widening of Illinois Route 47, and the construction of a full interchange at IL 47 and Interstate 88.*

*A more regional view of community issues has fostered an improved political climate in the community. Improved relationships between the Village and other public organizations has allowed the community to plan for its ultimate growth and address resident concerns. The recent creation of the Aurora-Sugar Grove Airport Authority has addressed most of the community's concerns regarding the airport's operation and expansion. Boundary agreements with Aurora, North Aurora, Montgomery, Big Rock, Elburn, Yorkville, Plano and Batavia have allowed Sugar Grove's elected officials to accurately plan and effectively manage the growth and development within their planning jurisdiction.*



## Section 4:

### Goals and Objectives

A *Comprehensive Plan* is an expression of what a community wants to become in the future. The plan, if carefully crafted, can become a reliable policy guide for decision-making and Village action.

The *Comprehensive Plan* includes statements of goals and objectives, which provide the framework for planning recommendations, policies and future projects and actions:

- **Goals** describe desired end situations toward which planning efforts should be directed. They are broad and long-range. They represent an end to be sought, although they may never actually be fully attained.
- **Objectives** describe more specific actions that should be undertaken in order to advance toward the overall goals. They provide more precise and measurable guidelines for planning action.

Together, the goals and objectives paint a picture of what a community wants to accomplish with its *Comprehensive Plan*, and with other development tools and ordinances. They provide direction, and serve as a guide for evaluating specific projects and land use alternatives.

The goals and objectives presented below are based on: a) input from Village staff and the Steering Committee; b) the community workshop; c) the key person interviews; and d) Sugar Grove's 1998 *Comprehensive Plan*.

### Growth Management

#### Goal:

Create compatible and efficient land use patterns that facilitate cost-effective and efficient provision of public facilities and services that will support existing development and planned growth.

#### Objectives:

1. Provide for the annexation of lands necessary to accommodate the future growth of Sugar Grove, and control the quality and phasing of new development.
2. Maintain and establish boundary agreements with adjacent communities, including Big Rock, Yorkville, Plano, Batavia, Elburn, Aurora, North Aurora, and Montgomery, and monitor border development activity to ensure land use compatibility.
3. Maintain a balanced arrangement of land uses (quality neighborhoods, tax base, and employment) by promoting development according to the adopted *Comprehensive Plan*.
4. Adopt and maintain up-to-date development controls that will provide for future growth in accordance with the desired type, intensity and design quality of land uses.
5. Focus new development adjacent to existing development to prevent important farmland from being developed prematurely.
6. Avoid extending public utilities over large acres of undeveloped land to serve properties in outlying areas, since this will promote sprawl, rather than compact development.
7. Direct new residential and non-residential development to areas planned for such uses, so that land patterns maximize the efficiency of

public services and protect and reinforce existing land uses.

8. Guide infill development of vacant parcels so that it is compatible in design, character, function and scale with adjacent uses.
9. Require developers to provide sewer and water capacity to meet the long-range needs of the community.
10. Assure that the intensity of new development does not overburden existing and planned utility systems, roadways and services and other taxing bodies.
11. Provide generous landscaped buffers in areas where more intensive development abuts land that is either used or planned for residential or institutional uses.
12. Establish appropriate impact fees to mitigate the Village's costs associated with accommodating new development.

### ***Residential Neighborhoods***

#### ***Goal:***

Maintain and enhance the Village's single-family residential character, while providing a housing inventory that is diversified in dwelling unit type, size and design, and which supports the local population; accommodates projected future growth; and creates a high-quality residential environment.

#### ***Objectives:***

1. Maintain the single-family image and character of Sugar Grove, by promoting new single-family residential subdivisions.
2. Maintain a variety of housing types, lot sizes, and prices to meet the needs of all existing and future residents.
3. Ensure that residential growth is consistent with the capacity of public

facilities, services, and infrastructure to serve new development.

4. Strive to become a community of distinctive and cohesive residential "neighborhoods," rather than a collection of individual subdivisions.
5. Avoid the creation of small, isolated pockets of residential land use that cannot be served efficiently by sewer and water, public services, schools, and police and fire protection.
6. Prevent urban sprawl by requiring residential development to adhere to the recommendations of the Comprehensive Plan.
7. Require architectural review and anti-monotony codes for new residential subdivisions.
8. Protect residential areas from encroachment by land uses that are incompatible or which may create adverse impacts.
9. Require developers of residential planned developments to protect the natural environment and to provide amenities for residents, including:
  - a) Preservation and enhancement of natural resources;
  - b) The use of durable, permanent building materials, such as brick, stone, cedar, and cement board siding;
  - c) Individual lot landscaping, in addition to parkway tree planting;
  - d) Perimeter landscaped yards, at least 30 feet wide, to buffer residences from adjacent streets and land uses;
  - e) Open spaces and parks, including play features and playgrounds; and
  - f) Sidewalks and bicycle paths.
10. Require developers to respect and preserve natural features, such as

vegetation, wildlife habitat, waterways, wetlands, topography and scenic vistas.

11. Require developers to preserve existing structures that reflect the history and heritage of Sugar Grove, when planning and designing new residential subdivisions. Provide new initiatives for the preservation of homes and sites of unique character or historical significance.
12. Continue to embrace cluster housing and other conservation design as techniques to preserve major stands of mature trees or other sensitive natural resources, and accommodate new development with minimal impact to quality natural areas in Sugar Grove.
13. Require landscape screening, increased setbacks, and restricted access for houses that will be located along major collector and arterial roadways, and railroads.
14. Accommodate medium density housing as part of larger, mixed use planned developments in areas that are within walking distance of shopping, employment, public transportation, community facilities, schools, and parks.
15. Protect residential privacy and maintain access to sunlight and open space through building setbacks, separation between living units, and building orientation, in accordance with good planning.
16. Preserve existing housing through effective code enforcement and preventive maintenance.
17. Require adequate, usable open spaces in all new residential developments, designed to meet the needs of residents. All open spaces should be accessible by sidewalks, bikeways, and trails.
18. Require developers to provide paved pedestrian linkages and sidewalks to daily activity areas such as elementary

schools, convenience shopping centers, community centers, libraries, and open spaces.

19. Require developers to provide for the connection or extension of planned streets to adjacent, undeveloped properties, to create transportation linkages between residential neighborhoods and to provide street system continuity for the benefit of all residents of Sugar Grove.
20. Preserve the active stables/equestrian estate-residential uses in the Village, particularly the areas in the north, near Norris Road.

### *Commercial Development*

#### **Goal:**

Promote new commercial and business development that provides local residents and the surrounding region with a diversity of goods and services, enhances the Village's tax base, and provides employment opportunities.

#### **Objectives:**

1. Plan for the creation of two "town centers": 1) A retail, service, office and residential area located on properties between Galena Boulevard and Illinois Route 56 (see land use map); 2) A civic and institutional area located along Main Street.  
  
The Town Centers should include:
  - a) A central focal point, such as a park or town square;
  - b) Design guidelines for signs, lighting, landscaping and architecture; and
  - c) Extensive use of plazas, brick walkways and parks.
2. Market the Corridor Commercial areas along Route 47 between Wheeler Road and Route 56, near the intersection of Galena Boulevard and Route 56, and the area at the intersection of Route 47 and I-88 as major commercial centers

- that include regional-scale shopping centers, restaurants and department or discount stores, according to planning and design guidelines established for this area.
3. Revitalize existing neighborhood commercial areas along Route 47 through site design, landscaping, architecture and signage.
  4. Encourage a variety of new commercial uses that will increase the range of employment opportunities, and strengthen and expand the Village's tax and economic base.
  5. Require cross-access between adjacent commercial properties, and consolidate access drives to improve safety and maintain the operational efficiency of traffic flow on adjacent highways.
  6. Require developers to upgrade adjacent collector and arterial streets with right-of-way and pavement widths sufficient to accommodate anticipated traffic and associated vehicular turning movements into and out of commercial centers, and to contribute toward the future installation of traffic signals, once warrants are met.
  7. Require developers to provide adequate off-street parking and loading to serve proposed uses.
  8. Create a specialty shopping district along Main Street (between Snow and Prairie Streets) as a way of preserving the history and architectural heritage of Sugar Grove.
  9. Discourage the establishment or extension of strip commercial development (generally one lot deep) and encourage the grouping of retail, office and commercial activities in centers of unified design character (including façade treatment, signs, lighting, and architectural design).
  10. Discourage the development of commercial uses at locations that cannot be adequately served by existing transportation, utilities and other public facilities.
  11. Require commercial buildings to be constructed primarily of brick and stone to reduce maintenance and promote high quality structures that are permanent in appearance.
  12. Require all outdoor storage areas visible to the public to be screened by landscaping, fencing, walls, or a combination of these elements.
  13. Require the screening of all roof-mounted mechanical equipment on all sides of a building that are visible to the public.
  14. Require landscape screening between new commercial development and existing or planned residential or institutional uses to be provided within perimeter yards.
  15. Require developers to provide sidewalks along both sides of major arterial streets and highways for pedestrian access to commercial centers, and promote internal pedestrian linkages in commercial developments.
  16. Promote site planning that addresses the needs of the handicapped according to good planning practice, in addition to state and federal regulations.
  17. Minimize and mitigate any negative impacts of commercial and business uses activities on neighboring land-use areas.
  18. Encourage the corrective maintenance and rehabilitation of older commercial and business properties that are in poor condition or do not conform to community standards.
  19. Ensure that appropriate stormwater management and environmental protection provisions are included in all new commercial developments.

## *Business Park and Corporate Campus Development*

### **Goal:**

Develop a business park and corporate campus base, in campus-like settings, that ensures a diversified economy; complements other types of local development; strengthens the Village's tax base; and provides employment opportunities for Village residents.

### **Objectives:**

1. Encourage business park and corporate campus development consistent with the Comprehensive Plan, and including the following characteristics: campus-type settings, defined by generously landscaped building and parking setbacks; wide, tree-lined streets; quality architecture; landscaped buffers along all boundary lines of the park; screening of off-street parking and unenclosed loading; pedestrian linkages; and uniform signage and lighting.
2. Direct non-polluting light industrial, warehouse and distribution and heavy commercial land uses to existing and planned business parks, and develop according to appropriate standards.
3. Require buildings in business parks and corporate campus areas to be compatible to adjacent surroundings in form, texture, colors, consistent with a campus-type setting. Prohibit the use of metal or vinyl siding.
4. Promote the development of vacant sites, and underutilized sites within existing business areas, including Aero Business Park, Sugar Grove Industrial Park, Marquette Industrial Park, Sugar Grove Office and Industrial Center, and Waubensee Corporate Center. Development and redevelopment should be according to the standards and guidelines established in the Comprehensive Plan.
5. Business park areas should be located near the airport and along major roadways, and maximize access, visibility and exposure for new business uses, but also minimizes business park traffic within other parts of the Village.
6. Corporate campus areas should be located along the north and south sides of I-88 near the Route 47 overpass, which maximize access, visibility and exposure for new office and corporate uses.
7. Business park uses should emphasize high-tech, office, distribution, research, and airport support development. There is a national trend toward such developments within planned business environments, and the locational assets and airport afforded by Sugar Grove suggest significant potential in this area.
8. Corporate campus uses should emphasize large-scale office developments. The I-88 corridor is home to other similar corporate campus areas and the trend for such uses is extending westward.
9. Limited commercial development designed to serve the day-to-day needs of business park and corporate campus employees and patrons should be considered within business park and corporate campus developments at strategic locations.
10. Business parks should be designed and developed so that offices, showrooms, and similar uses occupy high-visibility locations around park peripheries.
11. Access to individual building sites within business parks and corporate campuses should be via an internal circulation system. Site access from peripheral arterial and collector streets should be limited to major entrances serving the overall development area.
12. Adequately screened off-street parking and loading facilities should be provided within all business and corporate campus sites, and the consolidation of parking areas and

driveways serving two or more uses should be encouraged.

13. Site improvements within business parks and corporate campuses, such as lighting, signage and landscaping, should be well designed and coordinated in order to help create a positive identity and visual image throughout the development area.
14. Particular attention should be given to screening and visual separation between business parks and other nearby land uses. The periphery of business parks should be extensively landscaped, particularly where business parks border residential neighborhoods or major roadways.
15. Corporate campus development should take advantage of its location along I-88 by orienting attractive facades and corporate signage (for corporate identity, not advertising) toward the highway. The periphery of corporate campus areas should be extensively landscaped, particularly when corporate campuses border residential neighborhoods.

### ***Transportation***

#### ***Goal:***

Provide a coordinated system of roadways, pedestrian facilities, recreational pathways, and public transportation services that provides for the safe and efficient movement of vehicles, bicycles and pedestrians, reinforces surrounding land development patterns, and enhances regional transportation facilities.

#### ***Objectives:***

1. Support the Comprehensive Plan's Transportation Plan for the identification of where new roads and access points are needed to serve projected growth, so that adequate

rights-of-way can be reserved as development occurs.

2. Work with Metra to develop a future Metra station, related facilities and parking along the Burlington Northern Railway at the proposed Municipal Drive and/or near the Prairie Parkway or Gordon Road.
3. Based on the Transportation Plan, create a functional classification system for all existing and planned roadways in Sugar Grove's planning area.
4. Create balanced land use patterns that reduce the need for commuting time between residential land uses, places of employment, shopping, and public spaces.
5. Ensure that future roadway infrastructure provides for multiple east-west and north-south roads through Sugar Grove, thus minimizes the likelihood of congestion and over use of select roads.
6. Provide for continued maintenance of the present road system, thereby expanding the lifespan of existing roads, and ensuring the safety of those who travel on them.
7. Identify and realign problematic intersections in order to eliminate dangerous vehicular conflicts caused by poorly placed and designed intersections.
8. Discourage direct access onto individual properties from Sugar Grove's arterial streets.
9. Maximize safety and maintain the operational efficiency of Sugar Grove's arterial and collector streets by:
  - a) Requiring the consolidation of curb cuts; and
  - b) Minimizing the number of curb cuts allowed for new development.
10. Require developers to design street grid patterns in new subdivisions that

minimize or eliminate cul-de-sacs, provide sufficient cross access through the development, and connect appropriately to adjacent developments and existing roads, in order to facilitate roadway maintenance and improved overall circulation.

11. Work with developers to design a system of streets that discourage “shortcutting” of traffic through residential neighborhoods.
12. Locate land uses that are high trip generators, such as commercial and industrial uses, along roads that can or will be upgraded to handle such traffic.
13. Discourage the establishment of “private streets” in new subdivisions.
14. Require all public and private streets to be constructed according to standards and specifications included in Sugar Grove’s Subdivision Code.
15. Expand the pedestrian circulation system by requiring all developers to provide sidewalks along both sides of all streets.
16. Develop a comprehensive network of multi-use trails to link residential subdivisions with schools, parks, shopping areas, public facilities, open spaces, forest preserves, and other multi-use trails in the area.

### ***The Natural Environment***

#### **Goal:**

Preserve, protect and enhance the existing natural resources and environmentally sensitive open space areas that are essential to the overall image and character of Sugar Grove.

#### **Objectives:**

1. Identify and regulate the key “environmental corridors” that pass through Sugar Grove, which include flood prone areas, wetlands, surface watercourses, native vegetation, and

wildlife habitats, into an integrated area-wide open space network.

2. Adopt best management practices for storm water management to ensure that new developments do not contribute run-off that increases off-site flooding or degrades water quality in surface or ground water systems.
3. Identify, protect and preserve important natural areas and resources, by setting these areas aside as permanent open spaces. Prioritize the acquisition of lands determined to be particularly vulnerable to disturbance or development.
4. Maintain the functional value of natural areas, such as floodplains, wetlands, and wooded areas, when planning all new developments within Sugar Grove.
5. Develop and preserve the network of linear open spaces illustrated on the *Comprehensive Plan* to protect streams, wetlands, floodplains, hydric soils; and to connect parks and other permanent open lands; and to serve as a buffer between incompatible land uses.
6. Discourage development in areas where soils display characteristics that make development infeasible, such as hydric soils that are saturated, flooded or ponded for at least part of the year.
7. Promote the clustering of housing in a way that preserves trees and other important natural resources that exist on a developable site.
8. Preserve Sugar Grove’s existing, mature trees, by:
  - a) Maintaining and enforcing the Village’s tree preservation ordinance;
  - b) Removing undesirable and/or invasive species;
  - c) Working with developers to identify desirable tree species, and alter development proposals to avoid impacts to these trees;

- d) Requiring developers to post bonds to guarantee tree preservation during construction; and
  - e) Enforcing tree protection through regular inspections.
9. Prevent the urbanization of floodplains, and encourage the use of flood prone land for public open space, recreation, wildlife habitat, and pedestrian trails.
  10. Protect aquifers, wetlands and streams from pollutants by promoting reduction in the amount of eroded soil, fertilizers, herbicides, insecticides, and other physical, chemical or biological substance carried into waterways by stormwater runoff.

### *Community Facilities and Services*

#### **Goal:**

Provide and support public facilities and services such as police and fire protection, road maintenance and snow removal, education, health and medical, and social services for all residents and businesses of Sugar Grove.

#### **Objectives:**

1. Encourage, cooperate and participate in the planning of schools, religious institutions, libraries, and other community services to meet existing and future needs of Sugar Grove.
2. Promote community, cultural and religious institutional organizations that will enhance the Village's appeal.
3. Provide and maintain a high level of municipal and community services, on appropriately-sized parcels for police; elevated and underground water storage tanks; and other governmental functions.
4. Encourage efficient land use planning to minimize inefficiencies and reduce costs of providing public services, such as: snow plowing and road repair; postal service; emergency services (fire,

police and ambulance); and school bus travel.

5. Maintain top quality police, fire and emergency medical services throughout the Village.
6. Work with and cooperate with local schools to promote the continued excellence of public schools and educational services within the Village.
7. Continue to provide adequate water distribution, sanitary sewer and storm sewer systems within the Village.
8. Maintain a high level of refuse collection service within Sugar Grove and continue to promote and encourage recycling.
9. Ensure that all sites, facilities, and buildings for all Village departments and services are adequate; complement the neighborhoods in which they are located; are attractive and well-maintained; and, undertake maintenance, expansion and replacement programs as necessary.
10. Identify opportunities for new or expanded public facilities or services which can enhance the overall quality of life within Sugar Grove and help attract new families and businesses.
11. Maintain a quality fleet of vehicles and capital equipment needed to deliver top quality services to the community.
12. Develop a long-term plan for the maintenance and improvement of aging infrastructure systems within Sugar Grove, including water distribution, sanitary sewers, storm sewers, and roadway conditions.
13. Maintain the Library District as an important resource for the community and work with the Library to identify an appropriate 3-5 acre site that would accommodate a new facility and related parking.

14. Promote attractive detention basins and retention ponds at appropriate locations that contribute to the desired character and appearance of the Village and promote aquatic biodiversity.
15. Require stormwater management facilities to provide enough capacity to ensure that new development does not contribute run-off that increases the likelihood of off-site flooding or degrades water quality in surface or ground water systems.
16. Promote new or upgraded facilities and services for key groups within the community, including the elderly, teens, and the handicapped.
17. Seek grants and other sources of revenue from outside agencies and organizations that can be utilized to help maintain the provision of top quality municipal services, facilities and infrastructure within the Village of Sugar Grove.
18. Establish and maintain intergovernmental cooperation and agreements with nearby communities, other governmental agencies, and public and private agencies to improve and expand the range, quality, and efficiency of public services and facilities available to Sugar Grove residents.

### ***Parks and Recreation***

#### **Goal:**

Promote adequate, well-designed parks, open spaces and recreational facilities designed to serve the needs of all segments of Sugar Grove's population.

#### **Objectives:**

1. Cooperate with Sugar Grove Park District, the Kaneland School District and Kane County Forest Preserve District so that recreational and open space lands can be acquired to fulfill the

- expanding needs of the Village of Sugar Grove.
2. Encourage the development of parks and recreational facilities next to existing schools and proposed school sites.
3. Require developers to provide active and passive recreation areas within walking distance of all new dwellings, designed to serve the needs of the residential community; update existing ordinances as needed to achieve this objective.
4. Develop a large public park, commons, or village green as a part of the new Town Center development to create a central gathering place and activity area for all residents of Sugar Grove.
5. Develop a multipurpose trail system, using existing rights-of-way, protected greenbelts, open space corridors, and easements to provide connections between subdivisions, schools, parks, shopping areas, public facilities, open spaces, forest preserves, and other multi-use trails in the area to ensure safe and convenient pedestrian and bicycle access to all park sites and recreational areas.
6. Undertake more extensive landscaping and "greening" programs along major street corridors.
7. Develop community-scale parks that are accessible from collector roadways, and near existing or planned residential subdivisions.
8. Require developers to equip parks in the first phase of their residential subdivisions, to ensure that commitments for open space and recreation are maintained, and provided in a timely fashion.
9. Encourage the Park District to continue to upgrade existing parks and recreational facilities; undertake

improvement and replacement programs as required.

10. Encourage the Park District to ensure that all parks and open spaces are adequately and attractively maintained and that reforestation is undertaken as required.
11. Support Park District efforts to provide new recreational programs which respond to the needs and desires of Sugar Grove residents.
12. Continue planting programs on public properties, pocket parks, and along roadways, all of which add to the character of the Village.
13. Continue to cooperate with local schools in the provision of recreational services.
14. Encourage the Park District to take steps to preserve and protect open space areas and environmental features on private properties throughout the Village.
15. Continue to work closely with local community groups and other voluntary organizations in the provision of recreational services.

#### ***Utilities***

##### ***Goal:***

Accommodate the future growth and development of Sugar Grove by planning for the phased expansion of utilities to meet projected growth, and ensuring that rural residential subdivisions are directed to areas where soils can accommodate such development.

##### ***Objectives:***

1. Require developers to contribute to the cost of new wells and elevated or underground water tanks to serve projected development.
2. Require developers of all new development to install water and sewer

lines that have sufficient capacity to meet the anticipated demand associated with their project, and to accommodate future development according to the adopted land use plan.

3. Require utility and drainage easements in all new subdivisions developed with individual septic systems to accommodate future sewer systems and other utilities.
4. Provide for and design storm drainage and flood basins in accordance with good design, planning practice, and existing ordinances.
5. Require natural gas, electric, telephone, and other cable and transmission lines to be installed below ground, and require developers to bury existing utilities, so that their visual impact is eliminated, and the aesthetics of the area in which the utilities are proposed to be located, maintained.

#### ***Agricultural***

##### ***Goal:***

Prevent the premature conversion of prime agricultural land to non-agricultural uses by the use of careful planning for utility extensions and the orderly phasing of development.

##### ***Objectives:***

1. Identify areas for prime agricultural use within the Village's one and one half mile planning jurisdiction and, to the extent possible and appropriate, prevent the premature conversion of these areas for new development.
2. Provide appropriate transitional uses between the existing and planned portions the community to protect agricultural land and to minimize conflicts between dissimilar uses.
3. Require new subdivisions that are proposed to be constructed next to active farms, which are intended to be a

permanent agricultural use, to maintain a 100-foot, landscaped buffer between residences and agricultural operations.

### ***Village Identity***

#### **Goal:**

Provide a strong and positive Village image and identity through landscaping, maintenance code enforcement, and Village-sponsored beautification programs.

#### **Objectives:**

1. New development should be accommodated, however the new development should maintain and enhance the Village's small-town character and traditional heritage.
2. Create well-defined entrances into the Village through special treatments of signage, landscaping, and other design techniques, including landscaped parkways and building setbacks, and ornamental lighting.
3. Ensure architectural compatibility between commercial developments, and provide consistency in landscaping, setbacks, lighting and signage.
4. Encourage local groups and organizations to participate in the beautification of local parks and other public spaces through plantings of flowers, trees and shrubs.
5. Preserve, replace and plant trees and other vegetation in public spaces, including the public rights-of-way.

### ***Citizen's Awareness***

#### **Goal:**

Instill in Sugar Grove's residents an active interest in the future of the Village and its community functions.

#### **Objectives:**

1. Develop and maintain a free-flow of communication between the municipal government and Sugar Grove residents.
2. Keep citizens informed of events, actions, and other issues that may affect residents, the Village, and surrounding areas.
3. Encourage the formation of civic improvement organizations that will actively strive for the betterment of the Village of Sugar Grove.
4. Cooperate with and support local groups and associations interested in the promotion of a better community.
5. Sponsor programs, events, and celebrations that can stimulate public involvement and participation, foster a strong community spirit and identity, and bring together residents from various neighborhoods on a regular basis.

## ***Section 5: Land Use Plan***

This section presents a brief overview of existing land-use within the Village of Sugar Grove and presents long-range policies and recommendations for high quality and compatible new residential, business and commercial development, as well as the protection of and enhancement of open spaces and environmental resources within the community.

### ***Existing Land-Use***

The Village of Sugar Grove contains a wide range of residential, commercial, industrial, public, and institutional land uses. Since Sugar Grove is a rapidly growing community, it also contains a significant amount of land devoted to agriculture, open spaces, and other undeveloped properties. The existing land-use pattern is an important consideration in regard to the Land Use Plan which identifies recommended land uses for future development in Sugar Grove.

Figure 2 highlights generalized existing land-use, based on field surveys undertaken by the Consultant in the Spring of 2003. A brief overview of existing land uses is highlighted below.

### ***Single-Family Residential Uses***

Sugar Grove is primarily a single-family residential community, and its existing residential areas are among its most important assets.

The Village contains a diverse mix of single-family areas, each with somewhat different characteristics such as street configuration, lot sizes, and size and price of homes. With the exception of older rural residences, most of the housing in the Village is rather new and much of it has been constructed recently.

### ***Attached Single-Family Residential***

Attached single-family residential areas consist of townhomes and duplexes, where dwelling units share a common wall. They are constructed on narrower lots than detached single-family homes, and therefore are generally constructed at a greater density. There are several attached single-family developments and residences within Sugar Grove, scattered throughout the community. Most attached single-family homes in Sugar Grove are part of larger developments, located in northeastern Sugar Grove. There are also several attached single-family homes located within the older area of Sugar Grove, near the Municipal Center.

### ***Multi-Family Residential Uses***

Multifamily development can consist of apartment complexes, condominiums, or other buildings that contain more than one dwelling unit. Sugar Grove has very little multi-family residential development at the present time. Existing multi-family developments within the Village include Rolling Oaks and Waterford Place.

### ***Commercial Uses***

Commercial uses in Sugar Grove include retail, service, and mixed commercial uses. Most existing commercial development is located along Main Street and IL 47/US 30, in the older part of Sugar Grove. Other "strip" developments are scattered throughout the community, providing local commercial uses to nearby residents.

The Village is currently lacking a larger concentration of commercial uses located along one of the major roadways within the community.

### ***Industrial Uses***

Sugar Grove has very little industrial development at the present time. There is a small industrial park located north of Wheeler Road, and three other industrial parks, varying in size, located near the intersection of Dugan Road and US Route 30. None of the industrial parks are fully built-out, and each has vacant parcels available for development.

### ***Parks and Open Space***

Sugar Grove has a significant amount of land devoted to parks, recreation, and open space, and these areas are an important part of the overall image and character of the community. Of particular note are the three forest preserves, owned by the Forest Preserve District of Kane County. The three forest preserves are all located in the north eastern area of Sugar Grove.

Parks, open spaces, and environmental features, which are considered to be among the Village's most important assets, are described in more detail in a following section of this report.

### ***Public and Institutional Uses***

Public and institutional uses, such as churches, schools, governmental sites and buildings, and utility facilities, are scattered throughout the Village. Public and Institutional uses are described in more detail in a following section of this report.

### ***Agricultural Land***

Active farm land comprises much of the remaining undeveloped land surrounding the Village. While agricultural land is particularly prominent in the areas west and south of the Village, smaller areas are located between housing developments to the east.

In addition to the large agricultural lands indicated in Figure 2, a number of residential properties adjacent to the

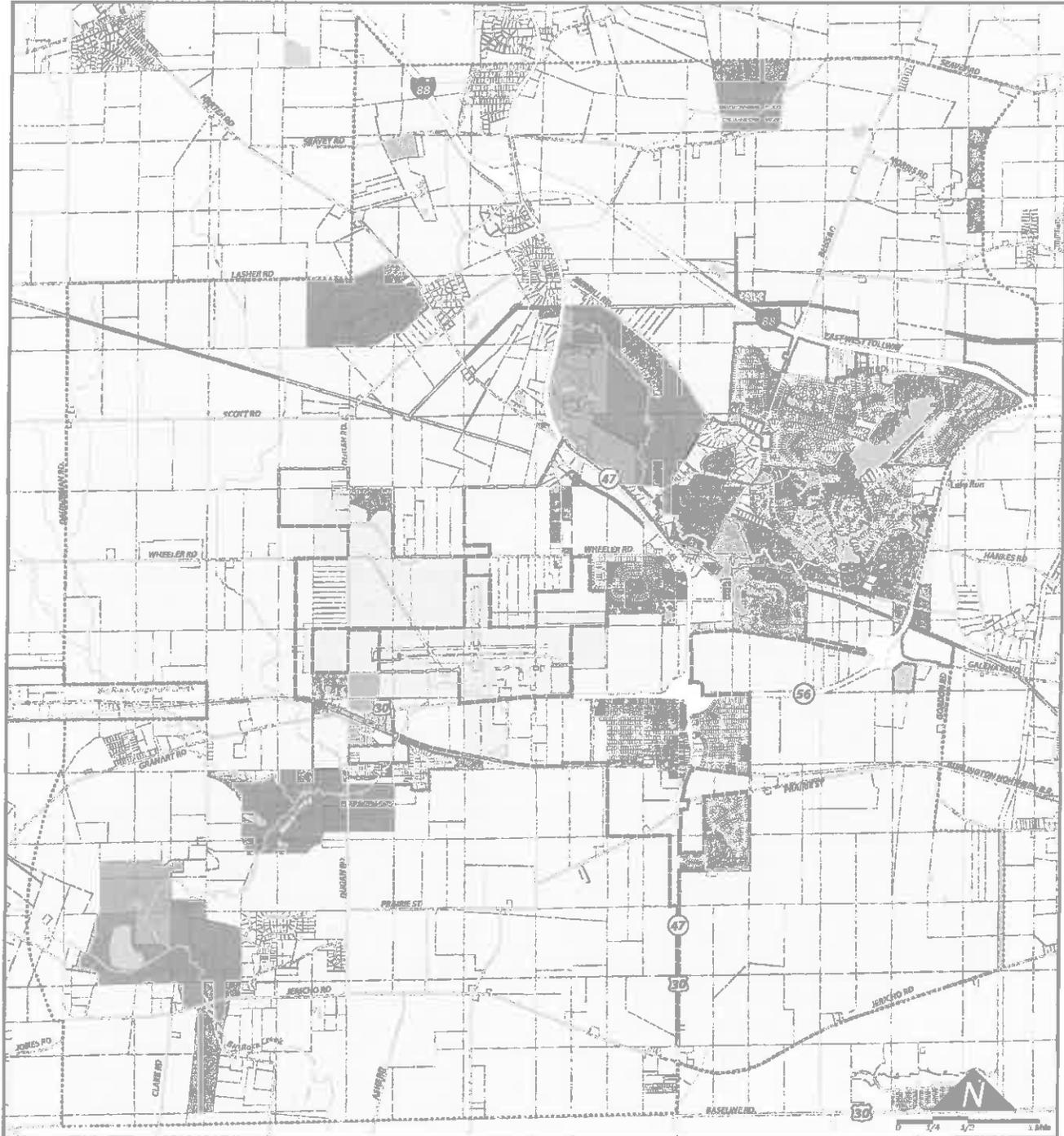
agricultural lands (typically an isolated residential lot or parcel) have associated agricultural uses. Although these properties are separate single-family parcels, as highlighted in Figure 2, many contain agricultural components such as a barn, horse stables, breeding kennels, and small amounts of livestock.

### ***Vacant Land***

In addition to the agricultural lands, there are a number of vacant parcels, large and small scattered around and throughout the Village. Generally, these parcels are too small to accommodate agricultural uses, or have physical characteristics that prevent the land from being used agriculturally.

- |                                                             |                                                                                 |                                                                             |
|-------------------------------------------------------------|---------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| <input type="checkbox"/> Detached Single Family Residential | <input type="checkbox"/> Industrial                                             | <input type="checkbox"/> Agricultural Land                                  |
| <input type="checkbox"/> Attached Single-Family Residential | <input type="checkbox"/> Aurora Municipal Airport                               | <input checked="" type="checkbox"/> Village of Sugar Grove Corporate Limits |
| <input type="checkbox"/> Multi-Family Residential           | <input checked="" type="checkbox"/> Public/Semi Public & Institutional Property | <input checked="" type="checkbox"/> Planning Boundary                       |
| <input checked="" type="checkbox"/> Commercial Retail       | <input checked="" type="checkbox"/> Parks/Recreation/Open Space                 | <input type="checkbox"/> Stream/Watercourse                                 |
| <input type="checkbox"/> Commercial Service                 | <input checked="" type="checkbox"/> Utility                                     |                                                                             |
| <input checked="" type="checkbox"/> Mixed Commercial        | <input type="checkbox"/> Vacant Land                                            |                                                                             |

**Figure 2**  
**Existing Land Use**



### *Land Use Plan*

Sugar Grove's unique landscape and access to major regional transportation networks has shaped much of the existing development, and will continue to influence new growth. The existing environmental assets, including the Forest Preserves (Hannaford Woods, Bliss Woods, Big Rock Forest Preserve, and Aurora West), streams and waterways (Blackberry Creek, Lake Run, Dugan Creek, Nelson Creek, Welch Creek, and Big Rock Creek), and numerous wooded areas create an attractive environmental setting somewhat unique to the Chicago's western suburbs. New development should utilize these areas as assets and build on their appeal while preserving them for community enjoyment.

The Village of Sugar Grove has experienced recent growth and development pressure continues to persist. The population of Sugar Grove has doubled in the past ten years and Sugar Grove's access to transportation, attractive "countryside" character, unique environmental setting, and land availability indicate that the high demand for new residential, commercial, and business growth will continue during the next 10 to 15 year period.

New growth in Sugar Grove will entail primarily the development of unincorporated vacant and agricultural land that currently surrounds the community. The recommendations of this plan strive to prevent the premature conversion of agricultural land, and promote its continued agricultural use until farming is no longer feasible or desirable by the land owners. When this occurs the Land-Use Plan presented in this section identifies the best use for these parcels.

Growth into these agricultural and vacant areas will require annexation, and may be subject to boundary agreements between

Sugar Grove and neighboring municipalities.

Some leapfrog development has occurred and there are vacant and agricultural areas within the existing municipal boundaries of Sugar Grove. Although most growth will be "green field" type development, redevelopment of older, marginal properties, particularly within the older areas of Sugar Grove could occur.

The Land-Use Plan provides a guide for future land development within the Village's planning jurisdiction. It identifies which lands should be devoted to residential, commercial, business, public, and open space uses. It also describes how various land-use areas should be related and interconnected.

The Land-Use Plan (Figure 3) builds upon the existing land-use structure of Sugar Grove (highlighted in the previous section and illustrated on Figure 2). It strives to reinforce and strengthen the residential and open space character of the community. Single-family residential development should continue to predominate, and the many open space and environmental resources should be preserved and protected.

The Land-Use Plan also endeavors to achieve a balance between the preservation of the significant environmental features and open space amenities that define and distinguish Sugar Grove, while accommodating and promoting high-quality and desirable new development.

It should be emphasized that the Land Use Plan is a **general guide** for growth and development within the planning jurisdiction. It is not a site development plan. While it is specific enough to provide guidance on land-use decisions, it is also flexible enough to allow for individual negotiations and the consideration of creative approaches to land development that are consistent with the policies and

guidelines included in the Comprehensive Plan.

### ***Residential Areas***

Sugar Grove is, and should continue to be, a residential community comprised of primarily single-family homes. Its neighborhoods and subdivisions should continue to be enhanced as important community assets and protected from incompatible land uses and other influences including noise and traffic.

While quality new residential development should be promoted, the rate of growth should be managed to correspond with the capacity of public services and infrastructure facilities to serve new development. Development from the center of the Village outward should be encouraged, and the development of agricultural areas already incorporated into the Village's taxing boundaries should be encouraged.

The Land-Use Plan highlights three categories of residential land use: Estate Residential, Single-Family Residential, and Multi-Family Residential.

### ***Estate Residential***

Estate Residential areas provide for low-density residential development that strives to maintain or create the rural atmosphere that currently exists within the outlying areas of Sugar Grove, while preserving open space and natural resources.

Estate Residential areas should preserve existing trees and forests, sloping topography, wildlife habitat/corridors, and views and privacy. Clustering homes should be promoted in areas where it can be used as a method of preserving environmental features and natural resources.

The Land Use Plan designates agricultural and undeveloped properties that would be suitable for new estate residential

developments in the future. These areas can generally be described as the areas along or near the environmental corridors that are recommended for preservation.

More specifically, Estate Residential is proposed for the following areas:

- In the northwest and southwest sections of the Village, where protecting and preserving Big Rock Creek and Welch Creek and the forested areas of the Sauer Family Prairie Kame, have been identified as a community goal.
- North of Bliss Woods Forest Preserve on the north of Merrill Road and south of Denny Road where preservation of Blackberry Creek, and Bliss Woods Forest Preserve have been identified as a community goal.

Estate Residential areas should develop at an overall gross density of 1 dwelling unit, or fewer, per acre. Gross density calculations include the entire land area for a development, including open space requirements and right-of-way.

Ideally, homes within the Estate Residential areas should be on lots 1 acre in size or greater. However, due to open space requirements, environmental features, and site constraints, this may not always be possible, and as a result, the precise size of lots, along with the development character, will be subject to review by the Village. The Village will consider open space requirements, the size and character of nearby existing and planned residential developments, and environmental conditions in the area in determining appropriate lot sizes that are proposed to be less than the desired 1 acre size.

### ***Single-Family Residential***

Single-Family Residential areas provide for moderate-density residential areas that continue the existing pattern of residential

development within the Village of Sugar Grove. Existing homes located on typical suburban lots (usually between ¼ and ½ acre in size) with garages fronting the street characterize much of the existing residential areas of Sugar Grove, and the Single-Family Residential designation is intended to continue this pattern of development.

While the construction of estate residential developments would preserve more open space within the community, developments with smaller lots should be permitted in areas of the community where significant natural resources have not been identified and where resource preservation has not been identified as a high priority or necessity.

Development within the Single-Family Residential areas, regardless of density, should be characterized by conservation design, a significant amount (40% or more of the total land area) of open space including a centrally located park site, and the preservation of environmentally sensitive features.

The Plan highlights undeveloped properties that would be suitable for Single-Family Residential Development in the following areas:

- South of the Burlington-Northern Railway Line, north of Granart Road and east of Dugan Road.
- In the northernmost section of the Village, generally north of the East-West Tollway (Interstate 88), and between Harter Road and I-88 north of Lasher Road.
- East of Dugan Road, south of the Burlington-Northern Railway Line.

Single-Family Residential areas should typically develop at an overall gross density of 1 to 3 dwelling units per acre. Gross density calculations include the entire land area for a development,

including open space requirements and right-of-way.

Ideally, homes within the Single-Family Residential areas should develop on parcels typically less than 1 acre in size, but no smaller than ¼-acre in size. The Village will remain flexible with the precise size of lots and the development character of individual developments in these areas, as they will be influenced by site constraints and open space requirements. Parks sites, school sites, open space/natural area designations, and bikeway/corridor linkages should be appropriate for individual site characteristics and environmental conditions of the area. All Single-Family Residential developments are subject to review and approval by the Village.

#### *Multi-Family Residential Uses*

While Sugar Grove should continue to be primarily a single-family residential community, developed primarily as Estate Residential and Single-Family Residential, the Village should consider a limited amount of new, high-quality multi-family housing, including townhomes, cluster homes, or condominium complexes in selected locations, provided the developments are characterized by innovative site planning, protection of environmental features, a significant amount of open space, and are compatible with nearby existing residential areas.

Attractively designed multi-family developments, including townhomes, cluster homes, or condominiums could provide a “transition” in the intensity of land use between the businesses, transportation facilities, and other commercial areas and single-family neighborhoods.

It is important that the housing stock in the Village of Sugar Grove provide housing opportunities for residents in all stages of their lives. As the community matures,

there will be an increasing amount of residents that will be seeking smaller more affordable housing opportunities to stay in the community in which they have reared their families. Senior housing and assisted living facilities are important considerations for future residential development. Both senior housing and assisted living facilities should be provided in convenient locations to accommodate the needs of senior citizens within Sugar Grove.

The Plan highlights undeveloped properties that would be suitable for Multi-Family Residential Development in the following areas:

- North of the planned high-school, west of Illinois Route 47.
- North of Galena Boulevard, east of Illinois Route 47, near the planned town center commercial area.
- North of Hanks Road and west of Illinois Route 56.

Townhouses, cluster homes, and similar developments might be considered, on a case-by-case basis, as a part of mixed-use development projects in other appropriate locations. New multi-family *could* be considered appropriate near the proposed Metra Park & Ride/Station or developed commercial areas if they are appropriately incorporated as a component of a larger single-family residential planned development.

Townhome developments should typically develop with a maximum density range of 6 to 8 dwelling units per acre. Apartments and condominiums should be appropriate to the surrounding character in terms of their density and bulk. Owner-occupied multi-family housing units are also strongly encouraged, rather than rental units.

All new multi-family development should be of a scale and character compatible with nearby existing single-family homes.

New multi-family development should reinforce and enhance overall neighborhood quality rather than detract from it.

### ***Residential Development Policies***

The following policies should be used to guide all improvements and new developments within the Estate Residential, Single-Family Residential, and Multi-Family Residential designated areas in the Land Use Plan.

- As new residential development takes place in Sugar Grove, the Village should promote the formulation of residential “neighborhoods,” rather than separate and free-standing subdivisions. The Village should encourage new residential developments to apply the neighborhood unit concept, as outlined in the policies below.
- Neighborhoods should be designed primarily for residential use. Shopping and services, elementary schools, and parks and playgrounds should be easily accessible by pedestrians and bicycles as well as vehicles. The boundaries between neighborhoods and adjoining non-residential land-use areas should be clearly defined and screening and buffering should be provided as required.
- Neighborhoods should incorporate a centrally located neighborhood park site and provide for greenway connections to other elements of the park system.
- Through-traffic should be routed around residential neighborhoods, along either arterial or collector streets as outlined in the Transportation Plan. Pedestrian walkways and bikeways should connect homes with schools and other neighborhood facilities. The

Village should strive to maintain a neighborhood atmosphere in which all residents feel safe and secure.

- New residential neighborhoods should be served by a safe and convenient circulation system with streets and roadways relating to and connecting with existing streets in adjacent areas. However, residential traffic should be separated from non-residential traffic wherever possible. All new homes should “back” to arterial and collector roadways. New residential streets should generally follow the contours of the land and seek to highlight the natural features of the area.
- New residential neighborhoods should fit in with the surrounding landscape. Environmental corridors, natural vegetation, wooded areas, embankments, and mature trees in residential areas add greatly to the ambiance of the Village and should be maintained. Changes to the natural topography should be minimal.
- All new residential construction, including additions and remodelings, should be characterized by high-quality design and construction and should be compatible with the scale and character of the surrounding neighborhood. Brick, stone, cedar, and cement board siding are appropriate building materials.
- Stormwater management should be addressed on a comprehensive basis within all residential areas.
- Major new residential developments should be developed as “planned unit developments.” The PUD technique gives the Village maximum control over residential area design and development, and also gives the potential developer flexibility and

incentives for creative and high-quality development.

### *Commercial Areas*

The Land-Use Plan promotes high-quality new commercial and business development during the next 10 to 15 years in order to:

1. Diversify and strengthen the Village’s tax base,
2. Help relieve the tax burden that is currently borne by local residents,
3. Provide revenues to support new Village services and facilities,
4. Create new jobs, and
5. Provide much needed shopping opportunities for local residents.

Commercial development, which includes retail, office, restaurant and service uses, should continue to be located primarily along IL 47. However, the proposed Town Center area should also contain a significant amount of commercial development, and serve as the pedestrian oriented shopping area within the community.

Three types of commercial areas should be encouraged in Sugar Grove:

1. “Neighborhood commercial areas” that serve the day-to-day convenience needs of nearby residents.
2. “Corridor commercial areas” that provide for a more diverse range of goods and services that serve the entire community.
3. “Town Center commercial area” that provides a unique pedestrian oriented shopping/mixed-use area within the community.

While large “regional shopping areas” may be desirable from a tax/revenue standpoint, the community outreach

component of the Planning Process indicated a strong desire to improve shopping opportunities within the Village. Therefore, the Village should pursue a balanced approach to commercial development, identifying opportunities for commercial uses to serve the residents of the community and areas for regional shopping.

The key features of the commercial areas shown in the Land Use Plan are highlighted below.

### ***Neighborhood Commercial***

Neighborhood commercial areas are illustrated along IL 47, at the location of the existing commercial area near the older section of Sugar Grove. Ideally, Neighborhood commercial uses will be scattered throughout the Village, primarily located along arterial roadways and their intersections. Proposed neighborhood commercial areas include properties within close proximity to the intersections of:

- Jericho Road and IL 47/US 30.
- Jericho Road and Dugan Road.
- Jericho Road and Gordon Road.
- Gordon Road and Prairie Street.
- Bliss Road and a future east-west connection north of I-88.
- Seavey Road and Harter Road.
- Scott Road and Dugan Road.
- Granart Road and Dugan Road
- Northwest of the intersection of Norris Road and Seavey Road.
- South of the Village Hall within the Stillwater Development.
- North of Prairie Street within the Settler's Ridge Development.

Neighborhood commercial areas are important to provide residents with a local place to shop and do business.

Neighborhood commercial areas should be incorporated into new development areas, provided they front, and are located along, major and minor arterial roadways. When commercial uses are incorporated into residential developments, they should be screened and buffered from adjacent residential areas and should provide pedestrian access to the commercial areas from adjacent residential uses.

### ***Corridor Commercial***

In general, commercial development along IL 47 should be considered for Corridor Commercial. The corridor should provide sites for retail, business and personal services, offices, restaurants, business parks, public and institutional, and residential uses. Grocery stores, restaurants, and other retail stores are examples of appropriate commercial uses within the Corridor Commercial Areas.

Most of the commercial growth areas located along IL 47 should have sufficient lot depths to accommodate contemporary commercial development. Lot depths should permit an extensively landscaped setback along the arterial street, the creative clustering of commercial buildings, shared parking areas, the consolidation of access drives, and vehicular connections between adjacent commercial properties.

### ***Town Center Commercial***

There are two separate areas identified within the Land-Use Plan as Town Center Commercial.

1. The Intersection of Galen Boulevard and Illinois Route 47
2. Both sides of Main Street, from the historical downtown south through the Promenade Development.

The intersection of Galena Boulevard and IL 47 presents an excellent opportunity for the Village to provide destination shopping within the community. The Town Center Commercial area should consist of denser, clustered, pedestrian oriented shopping. Uses within the Town Center Commercial area should include retail, dining and entertainment uses. The area should be developed as a “walkable” area, much like traditional downtowns. Parking should be provided in the rear of buildings, and buildings should orient inwards, creating a unique shopping experience for visitors. Landscaping, streetscaping, pedestrian amenities, building construction and orientation, lighting, wayfinding signage, building signage, façade treatments are all important considerations with the development of the Town Center Commercial area. In addition to commercial uses, the Town Center area may also include civic uses, outdoor plazas, and cultural amenities.

### ***Commercial Development Policies***

The following policies should be used to guide all improvements and new developments within the areas designated as commercial in the Land Use Plan.

- The character and appearance of new commercial developments will be quite important. All new commercial developments should reinforce the image of Sugar Grove as a high-quality residential community and should be compatible with the Village’s open space character and countryside atmosphere. Commercial development should be characterized by the highest possible standards of design and construction, and consist of primarily of brick and stone.
- The design and appearance of commercial buildings, site development, landscaping, lighting, signs and graphics, and pedestrian

amenities should be all of special concern within commercial areas. Commercial centers along IL 47, US 30/IL 56 and other major roadways should be designed to enhance the view from the road.

- Since commercial and business areas are located along important traffic routes, access to individual properties should be carefully controlled to minimize conflicts with through traffic. The consolidation of access drives for adjacent properties should be encouraged.
- Adequate off-street parking should be provided within all commercial areas. The consolidation of parking facilities for multiple businesses should be encouraged. Parking lots should be extensively landscaped, particularly along major streets. Shared parking should be encouraged, particularly within mixed-use development areas. All parking lots should be designed for maximum safety and ease of use.
- Commercial sites should be characterized by an ecological approach to storm water management. Natural drainage measures should be employed to preserve the pre-development runoff characteristics of the site, utilizing best management practices.
- Continue to utilize the *Route 47 Development Manual* to guide landscaping, signage, building orientation, parking lot design, and overall design and development guidelines for commercial uses along Route 47.
- In addition to new commercial development, existing commercial and business areas should also be improved and enhanced as required, particularly along Main Street. Projects should be undertaken to improve the appearance of the public rights-of-way,

including landscaping, lighting, signage, sidewalks, crosswalks and pedestrian amenities. Enhancements to private properties should include façade, parking lot, outdoor lighting, site landscaping, and signage improvements.

- Commercial areas should not adversely impact adjacent neighborhoods. Screening and buffering should be promoted between commercial and residential areas, including landscaping and attractive fencing. Commercial traffic and parking should not be allowed to “spill over” into the neighborhoods. Noise, safety and grounds maintenance should also be carefully monitored within commercial areas.
- New commercial and office development should occur in planned commercial areas. Further “strip” commercial development should be discouraged. Where possible, new commercial uses should be clustered in small groupings with shared parking areas, common access drives, and related design and appearance.
- Open space features should be incorporated into new commercial and office development projects. These should include the preservation and enhancement of natural environmental features, as well as the provision of new open areas, squares, plazas and courtyards as focal points for pedestrian activities. All commercial and office lots should be characterized by extensive landscaping.

#### ***Business Park and Corporate Campus Areas***

While nearly all of the existing Sugar Grove’s business parks have vacancies, the construction of the Prairie Parkway, full interchange of I-88 and expansion of the Aurora Airport, together with

anticipated residential growth, opportunities for high-quality new business park development around the airport and I-88 will likely be created. Compatible corporate campus, office, research and business uses would increase employment opportunities and enhance the local tax base.

It is recommended that the Village promote development of portions of the I-88 corridor, generally between IL 47 and Bliss Road, as planned corporate campus uses, characterized by generous setbacks, well-landscaped sites, and prominent exposure onto the adjacent highway. The corporate campuses should also consider the environmental corridors as illustrated on the Land Use Plan and incorporate these areas into their overall site design.

New business parks around the airport should be guided by an overall site development plan to ensure the coordination of building sites, traffic access and circulation, and open space amenities. The business parks should be screened and buffered from nearby neighborhoods, and should be attractive when viewed from adjacent streets. The environmental corridors, wooded areas, and other natural features shown on the Land-Use Plan should be preserved and protected as the business park areas are developed in the future.

In addition to the large business parks and corporate campuses, smaller areas for office and business uses could be considered appropriate in commercial areas of the Village, provided these uses are located above ground floor retail uses.

#### ***Business Park and Corporate Campus Development Policies***

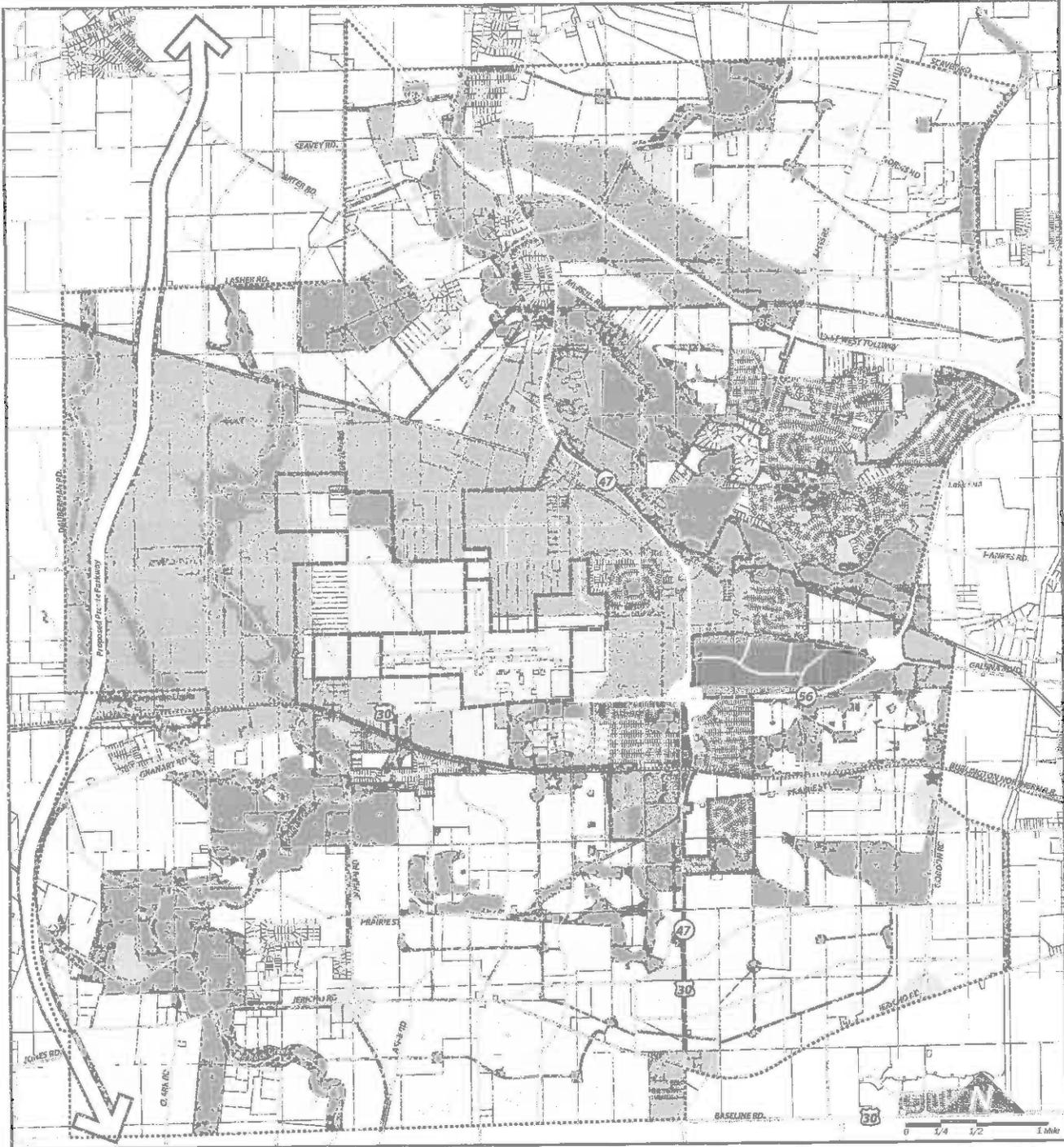
The following policies should be used to guide all improvements and new developments within the areas designated as business in the Land Use Plan.

- New corporate campus areas should be located along the East-West Tollway (I-88). This not only maximizes visibility and exposure for new business uses, but also provides convenient access to visitors and employees.
- New corporate campus uses should emphasize office/research development. There is a national trend toward such developments within planned business environments, and the locational assets afforded by I-88 suggest significant potential in this area.
- New business development should be located in planned business parks surrounding the Aurora Airport to help ensure coordination of circulation systems, lot configuration, building design, parking and access facilities, environmental amenities and land use compatibility.
- New business park development should only be permitted in areas that can be adequately served by public utilities and infrastructure facilities. This includes adequate access into the business park areas from major arterial roads. Approach routes and interior roadways must have design capacities sufficient to serve anticipated future needs.
- Limited commercial development designed to serve the day-to-day needs of business park employees and patrons should be considered within business parks at strategic locations. Commercial development should be designed as an integral part of a business park, and be sized to serve the needs of that park.
- New business parks should be designed and developed so that offices, showrooms, and similar uses occupy high-visibility locations around park peripheries. These peripheral locations should be subject to special building and site design controls to insure a high-quality appearance from major roadways and surrounding development areas.
- Major entrances into corporate campuses and business parks should be designated by attractive “gateway” features. Gateways should include special signage, landscaping, and low-intensity lighting. Storm drainage retention ponds with aerators and other environmental features can also provide gateway features.
- Major entry roads and industrial collectors should be attractively designed and visually distinctive. These roadways should have street trees and street lighting, with accent landscaping at key access drives.
- Access to individual building sites within business parks should be via an internal circulation system. Site access from peripheral arterial and collector streets should be limited to major entrances serving the overall development area.
- Adequately screened off-street parking and loading facilities should be provided within all business sites, and the consolidation of parking areas and driveways serving two or more uses should be encouraged.
- Site improvements within business areas, such as lighting, signage and landscaping, should be well designed and coordinated in order to help create a positive identity and visual image throughout the development area.
- Particular attention should be given to screening and visual separation between business parks and other nearby land uses. The periphery of business parks should be extensively

landscaped, particularly where  
business parks border residential  
neighborhoods or major roadways.

- Estate Residential
- Single Family Residential
- Multi-Family Residential
- Neighborhood Commercial
- Town Center Commercial
- Corridor Commercial
- Corporate Campus
- Business Park
- Open Space
- Public/Semi-Public
- Airport
- Stream/Watercourse
- Village of Sugar Grove Planning Area
- Existing Corporate Limits
- ★ Metra Station
- ★ Alternate Metra Stations

Figure 3:  
**Land Use Plan**



**Village of Sugar Grove Comprehensive Plan**  
URS • TPAP

## *Section 6:*

### *Transportation Plan*

The primary purpose of the Transportation Plan is to establish the basis for a long-range system of roadways that efficiently supports existing and anticipated development. The Village should use the transportation plan to achieve the desired goals and objectives of the community, and to:

- a) Secure the rights-of-way for new roadways and trail systems prior to or concurrent with land development;
- b) Determine the impact of proposed developments on the area-wide transportation system;
- c) Work with land developers to provide the transportation improvements required to serve new development;
- d) Establish design standards for the various types of new roadways and pathways to be provided within the planning jurisdiction; and
- e) Anticipate the long-range financial requirements for transportation system improvements and establish the basis for funding support and assistance.

The transportation plan is illustrated on Figure 4.

#### *Functional Classification System:*

The Village of Sugar Grove is served by a system of roadways under the jurisdiction of the State of Illinois (IDOT), Kane County (KDOT), Sugar Grove Township, and the Village of Sugar Grove. Classifying the various roadways according to their function is an important element in the planning process. Not all roadways within Sugar Grove's Planning Area are intended to serve the same purpose, and, therefore, should not have the same design characteristics.

The two major considerations in functionally classifying roadways are: a) the level of access, and b) the mobility which they provide. There is an inherent conflict in

addressing the need for a roadway to provide mobility, while allowing for adequate access to abutting properties.

Regulating the number of driveways and side streets is necessary on arterials to enhance their primary function of mobility. Conversely, the primary function of local roadways is to provide access, the implementation of which causes a limitation on mobility. Therefore, the extent and degree of access control is a significant factor in defining the functional category of a roadway.

Four functional classifications are recommended for public streets within Sugar Grove's Planning Area, as discussed below and illustrated in Figure 4.

#### *Expressways/Limited Access Highways*

Interstate highways provide access to destinations beyond Sugar Grove and the surrounding region. Their limited number of access points and physical design permits travel at higher speeds, and they are generally used for travel over longer distances than are the other classifications. The Federal Highway Administration has jurisdiction over the nation's interstate highway system.

*East West Tollway (I-88)* traverses the northern section of Sugar Grove's Planning Area. The expressway provides convenient access to the regional transportation system. The East-West Tollway is currently the only existing expressway within the Planning Area.

The *Prairie Parkway* is a proposed limited access highway connecting I-88 to I-80. The project is currently in its planning phases. A Corridor Protection Study was completed in 2002, to protect the anticipated right-of-way from development. The Village should be actively involved in the Parkway Study to ensure the best interests of the Village are considered. The *Prairie Parkway* currently serves as the Planning Area's western boundary.

### ***Arterials***

Principal arterial routes serve the primary centers of activity within the Village. They are generally characterized by the highest traffic volumes and the longest trip lengths. They are roadways which have intercity continuity, regional importance, and provide reasonably continuous routes through the Village. For the purpose of this Plan, major arterials are roads that typically carry traffic volumes greater than 12,000 vehicles per day (vpd), and are usually under the jurisdiction of the state or county governments.

There two arterials within the Village: Illinois Route 56/US Highway 30, and Illinois State Route 47. These principal arterial streets provide convenient access to nearly all points within the community, and help connect Sugar Grove to Interstate 88 and adjacent municipalities.

Although congestion has not been identified as a concern by the community, additional capacity will be needed in terms of widening, left turn lanes and coordinated traffic signals as the community continues to develop. Standards for setbacks and access controls are needed to reduce negative impacts of future development along these major roads.

Improvements are also needed to link these principal arterials to various neighborhoods and activity areas within the Village. The Village should connect principal arterials other arterials and collectors. Improvements to these roads must be approved by the Illinois Department of Transportation.

As improvements are made to arterial roadways, sidewalks and/or bike trails should be installed within the right-of-way along both sides of the streets.

### ***Collectors***

Collector streets provide both property access and traffic circulation within residential neighborhoods and commercial and industrial areas. Collectors differ from arterials in that they penetrate into these land use areas, distributing trips from the arterials throughout the area to their ultimate destination.

Development of a collector street system is critical to moving residents throughout the Village. A collector street system should be developed as a generalized grid throughout the Village, and connect all local streets to arterial roads.

Collector Streets in Sugar Grove should be designed to carry less than 12,000, but should accommodate more vehicles than a local street.

As improvements are made to collector roadways, sidewalks and/or bike trails should be installed within the right-of-way along both sides of the streets.

### ***Local Streets***

Residential or local streets provide a means of access between a property and a collector or arterial street. Local streets are not designed to accommodate high volumes of traffic or traffic traveling at high speeds. Non-local motorists can create problems in neighborhoods along local streets and create concerns for safety.

The Village should discourage cut-through traffic through the development of a collector and arterial street system as identified in Figure 4. Collectors and arterials will provide a faster and more direct route of travel to most destinations and should be the preferred option by motorists. Local streets should be protected from high traffic volumes. Non-local, "cut-through" and commercial traffic on local streets should be minimized.

As local streets are constructed throughout the community, the Village should require developers to install sidewalks on both sides of all local streets. If local streets exist without sidewalks, sidewalks should be installed as part of any major resurfacing or widening project undertaken by the Village.

### *Interchanges*

Interchanges present a way to access and egress expressways, limited access highways and arterial roads. They are necessary to allow vehicles to merge in with traffic at higher speeds. There are 3 existing interchanges within the Village of Sugar Grove.

- **IL 56/US 30 & I-88 Interchange:** a partial interchange that allows eastbound vehicles on IL 56/US 30 to continue east on I-88, and allows westbound vehicles on I-88 to veer southwest into the Village of Sugar Grove.
- **IL 47 & I-88 Interchange:** a partial interchange that allows traffic traveling on IL 47 to travel westbound onto I-88, and allow eastbound traffic on I-88 to head north or south on IL 47.
- **IL 47 & IL 56/US 30 Interchange:** a full interchange that allows east or westbound vehicles to travel either north or south and vice-versa.

The Village should pursue the completion and development of full interchanges at I-88. It is likely that these interchanges will be needed to accommodate future growth and development within the Growth Areas and to provide for convenient access of employment centers within the Corporate Campus areas designated in the Land Use Plan.

The Village should set aside land, and plan for, the development of an interchange at Bliss Road and I-88. Although this is not an immediate priority for either the Tollway Authority or the Village, the

necessary right-of-way could be acquired through the development process as adjacent property develops. The Village can utilize this land as an open space buffer between I-88 and adjacent residential development until the interchange is developed.

If the proposed Prairie Parkway is developed, there will be a full interchange at U.S. 30.

### *Public Transportation*

In general, the residents of Sugar Grove currently have little or no direct access to public transportation. No Metra station is located within the Village. The nearest Metra station is located in Aurora and a station is planned for Elburn. Pace bus service is not provided within the Village.

Currently, Metra, in cooperation with Burlington-Northern Santa-Fe Railroad, is undertaking a study to extend Metra service west towards Plano. The study will determine whether the land uses and projected populations will generate enough riders to warrant Metra stops in Montgomery, Oswego, Yorkville and Plano. The importance of this study is that it indicates that Metra's efforts and intentions are providing service on the BNSF line that does not travel through the Village of Sugar Grove.

The Transportation Plan has identified a 20-acre parcel along the Burlington Northern railway west of the proposed Municipal Drive extension. The site is large enough to accommodate a Metra train station, associated facilities, and Metra's required parking.

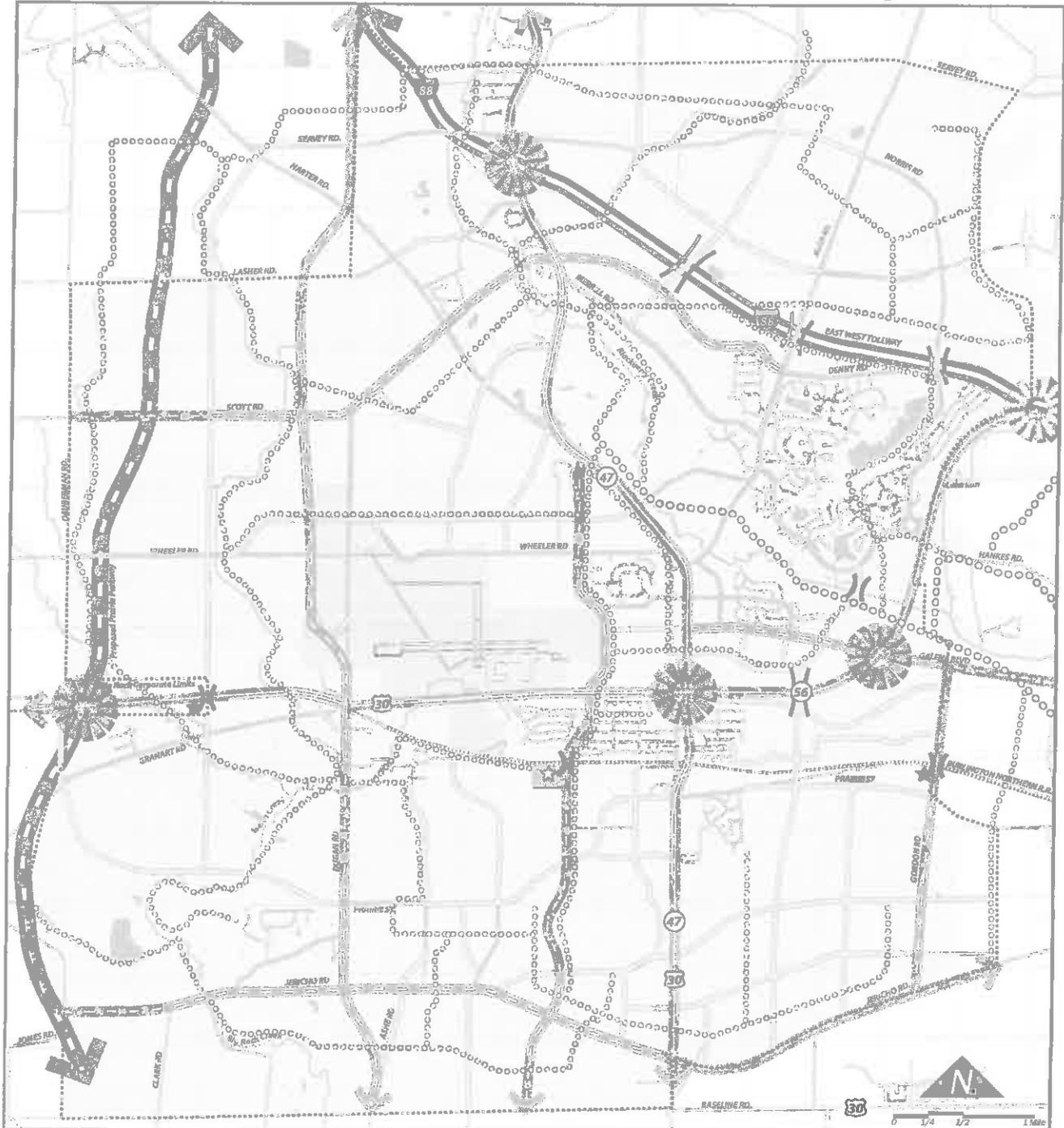
The Village of Sugar Grove should work with Metra to acquire, design and develop a Metra Station on this site and operate a separate service line that would ultimately connect to the existing BNSF line.

If establishing this line is not a short-term objective of Metra, the Village of Sugar

should work with RTA, including Metra and PACE Bus Service to establish Park-and-Ride on this site. A parking lot could be constructed and commuters could park and be bussed via Pace Bus service to a Metra Station in a neighboring municipality. When warranted, a Metra Station could be constructed on the site and the facility would transition from a Park-and-Ride to a Metra Station.

- |                     |                          |                                      |
|---------------------|--------------------------|--------------------------------------|
| Existing Expressway | Full Interchange         | Airport                              |
| Proposed Expressway | Partial Interchange      | Stream/Watercourse                   |
| Existing Arterial   | Existing Trail           | Floodplain/Floodway                  |
| Proposed Arterial   | Proposed Trail           | Village of Sugar Grove Planning Area |
| Existing Collector  | Grade Separated Crossing | Alternate Metra Station              |
| Proposed Collector  | Metra/Park & Ride        |                                      |

Figure 4  
**Transportation Plan**



## *Section 7:*

### *Parks, Open Space and Greenway Plan*

An attractive environmental setting, which consists of wooded areas, rolling hills and landscape, wildlife habitats, wetlands, native vegetation, and small lakes and streams, is one of Sugar Grove's most important distinguishing characteristics. These natural features, together with parks, forest preserves, and other open spaces, provide scenic beauty and ecological diversity and contribute to Village's unique image and identity within the western suburbs and surrounding area.

The Parks, Open Space and Greenway Plan is intended to help the Village maintain and preserve key environmental and open space features, enhance the countryside character of the area, provide for a more complete range of park and recreational areas to serve new and existing development, and to connect current and future residents of the community to the park system.

The Parks, Open Space and Greenway Plan is illustrated on Figure 5.

### *Overview of the Parks, Open Space and Greenway Plan*

Environmental protection is one of the primary objectives of the Parks, Open Space and Greenway Plan. The Plan strives to set aside areas with special environmental and ecological value for protection from development. This creates natural areas, habitat for wildlife, and corridors for the natural flow of stormwater and the movement of wildlife.

A key feature of the Parks, Open Space and Greenway Plan are the "greenway corridors" which encompass wetlands, flood plains, distinctive plant communities to be preserved, and conceptual connections within residential areas. These will create a network of open space that enhances the residential neighborhoods and the image and character of the community.

This image is not only aesthetically pleasing but also essential to attracting and maintaining high quality commercial and residential development. People are attracted to beauty, quiet surroundings and recreational opportunities close to their neighborhoods and surrounding their Village.

The Plan also highlights other open space and environmental features, including existing and future park sites, Forest Preserve properties, recreational trails, and private recreational features. All of these open space elements are essential to the image and character of Sugar Grove.

### ***Greenway Corridors***

Greenway corridors, which help establish the overall structure of the open space system within Sugar Grove, generally follow surface watercourses and drainage ways defined by the flood of record, or, are conceptually illustrated as a direct connection linking park sites and open space areas in the residential areas

In a similar fashion to the famous Emerald Necklace Linear Park System created by Frederick Law Olmstead, the parks within Sugar Grove should be connected to each other, creating a safe and attractive network of greenways and open space that will provide a safe, off-street transportation system and provide a recreational amenity for the community.

Sugar Grove is uniquely positioned to establish greenways throughout most of the community. Many communities have recognized the benefits and popularity of a greenway and trail network after most development has occurred. The majority of residential growth in the Village of Sugar Grove however, will transpire in the future, providing the Village to require greenways through residential developments linking park sites to the entire park system.

Key natural features located within or near the greenway corridors include flood plains, wetlands, wooded areas, forested areas, and future parks sites.

- ***Watercourses and drainage ways.*** There are several watercourses that flow throughout the Village including Blackberry Creek, Lake Run, Big Rock Creek, Nelson Creek, Dugan Creek, and Welch Creek.
- ***Wetlands.*** Wetlands occur within the greenway corridors and in other isolated locations. They are defined by vegetation, hydric soils, and surface and ground water conditions.

- ***Forested Areas.*** Numerous mature woodlands and tree lines are located along and near the greenway corridors and in other areas of the community not yet subdivided/developed.
- ***Future Parks.*** Within each residential block, a centrally located neighborhood park is illustrated. Although the precise size and location cannot be determined until platting, it is important that the greenway network within Sugar Grove is incorporated into residential development and connects to neighborhood parks.

Figure 5 highlights the greenway corridors that should be preserved and protected in the future. These corridors will create a network of green space that enhances residential neighborhoods, provides linkages between land-use districts, and preserves the countryside image and character of the Village.

### ***Forest Preserve District of Kane County***

There are 4 forest preserves owned by the Forest Preserve District of Kane County within the planning area boundary of the Village of Sugar Grove. Three of the four forest preserves are located in the northern areas of Sugar Grove's Planning Area, and one is located in the southwest corner of the planning area.

*Hannaford Woods* is a 336 acre forest preserve located on Merrill Road. The site consists of 80 acres of wetlands and 60 acres of wooded areas. Blackberry Creek meanders through the preserve. The Virgil Gilman Trail also crosses through the forest preserve. Parking and restrooms are provided at the Hannaford Woods.

*Bliss Woods* is a 300 acre preserve comprised of 200 acres of woods and 65 acres of wetlands. Bliss Woods provides parking, toilets, grills, and shelters to visitors. There are also 40 camping sites within the preserve. The Virgil Gilman Trail connects to Bliss Woods.

*Prairie Kame* is a forest preserve considered to be an isolated, landmark sentinel overlooking the extensive outwash plains to the southwest. It is an 82-acre preserve consisting of prairie covered gravel on the leading edge of the great glaciers that moved through and retreated from the Sugar Grove area 12,000 years ago.

Big Rock Forest Preserve is located at the confluence of Big Rock Creek and Welch Creek in the southwest section of Sugar Grove's planning area. The 456-acre preserve contains a restored prairie and oak-hickory savannah woodland. The forest preserve is adjacent to Deer Valley Golf Course and Camp Dean, a Girl Scout Camp.

### ***Sugar Grove Park District***

In 2003 an overwhelming majority of the residents of Sugar Grove passed a referendum for the reorganization of the Sugar Grove Park District. Prior to the Park District's reorganization, the Village of Sugar Grove acquired, developed and maintained park sites within the community. The Village is now in the process of transferring ownership of all park sites in the community to the Park District. All maintenance, development, programming and scheduling responsibilities of parks within the Village of Sugar Grove are now the responsibility of the Sugar Grove Park District.

The existing and future parks within the Village of Sugar Grove are highlighted below.

#### ***Existing Parks***

Currently there are 13 park and open space sites within the Sugar Grove Planning Area as shown on Figure 4. Each site varies in size, intensity and development. The 13 existing parks within Sugar Grove include:

- *Black Walnut Park* is a neighborhood park located along Black Walnut Drive.
- *Bliss Park* is a neighborhood park located along Spruce Street.
- *Chelsea Park* is a neighborhood park accessible from Bristol Court.
- *Dugan Park East* is a neighborhood park in the Dugan Woods neighborhood along Fays Lane east of Donald Street.
- *Dugan Park West* is a neighborhood park in the Dugan Woods neighborhood along Fays Lane.
- *Mallard Park* is a neighborhood park located along Mallard Lane.

- *Sheffield Plains Park is a neighborhood park on the south end of Joy Court.*
- *Snow Park is a neighborhood park located along Calkins Drive, east of Grove Street.*
- *Strafford Park is a neighborhood park located west of Courtney Circle.*
- *Strubler Park is a neighborhood park on Terry Drive.*
- *Sugar Grove Sports Complex is a sports complex used for intense athletic programming, located on Wheeler Road, east of Dugan Road.*
- *Volunteer Park is a community park on Main Street, behind Kaneland John Shields Elementary School.*
- *W.R. Keck Park is a neighborhood park on at the south end of Patricia Drive.*

### **Future Parks**

Parks and open space can be used for pure aesthetic enjoyment, for passive recreation such as bird watching, nature walks and picnics, and for active recreation such as soccer, baseball or other competitive sports.

There are 2 basic types of parks within a community: neighborhood parks and community parks. Neighborhood parks are smaller in size and are ideally centrally located within a neighborhood or development. Community parks are larger in size, developed more intensely, and are better suited for recreational programming, including athletic leagues and tournaments. To preserve the safety of residential areas and to provide efficient access for visitors, community parks should be located along major streets.

The general location of future parks and open space areas is illustrated on Figure 4. The location and size of the future parks

should be construed as “conceptual” since the size and configuration are determined as the land is platted for residential development.

Neighborhood parks should be between 3 and 7 acres in size, 5 acres considered ideal. The central location of a neighborhood park ensures all residents of a development benefit from recreational amenity of the development. Neighborhood parks should provide both active and passive recreation.

Community parks have no minimum or maximum size. Community parks should protect significant natural resources within the community, and provide areas for active recreation, suitable for athletics, including lighted fields, parking areas, and field houses. The size of a community park should be need driven, with the appropriate size determined by the development objectives and park amenities needed by the community.

Residential developers should provide new neighborhood parks, as they are creating the demand by building homes and generating new populations within the community. This nexus serves as the legal principle behind the Village’s land dedication ordinance.

In general, neighborhood parks should be incorporated into all new residential development. Neighborhood parks are small parks that should be centrally located within a development or neighborhood. Neighborhood parks function as a local, “close to home” park site, providing both active and passive recreation opportunities conveniently to nearby residents.

Administration of the Land Dedication Ordinance is critical to successful implementation and achievement of the Parks, Open Space and Greenways Plan. Although considered open space, a property that is used for stormwater management or that is below the flood

plain provides limited recreation potential. The Park District and Village should not accept these sites as park donations, for the very same reasons developers view these areas as liabilities. Park donations should be “high-and-dry” and suitable for recreational uses.

Community parks are not acquired and developed like neighborhood parks. Community parks are not typically provided by one developer, and materialize by administering the Land Dedication Ordinance in a different fashion.

Since community parks are larger in size and serve several developments and neighborhoods, the burden of providing a community park cannot be borne by one developer/development. Instead, the Village and Park District should accept cash-in-lieu of a land donation where parks are not required or desirable. This often occurs when small parcels are developed and a park donation would be too small (i.e. less than 3 acres), or if an existing neighborhood park currently provides service to the new development. Cash received instead of a land donation can be used to finance the acquisition and development of community parks.

The ideal location for community parks within Sugar Grove is adjacent to the waterways and greenways, as illustrated in Figure 5. Active recreation such as team sports or playgrounds should be located, planned and designed so that their normal use will not interfere with the enjoyment of adjacent land owners nor degrade the natural resources and ecosystems within the open space network.

Other types of parks include sports complexes and special use facilities such as gymnasiums and swimming pools. The demand and need for these facilities should be determined by the Sugar Grove Park District, and they should be located in a similar fashion to community parks. In general, the Village should support the

development of park and recreational amenities provided residential areas are protected from their negative impacts, including noise, light and traffic.

#### *Other Park, Open Space and Recreational Features*

Several other park and open space areas contribute to the image and identity of Sugar Grove, and provide recreational and leisure-time opportunities for residents of the Village. These features, also highlighted in Figure 5, include the following:

- **Wooded Areas.** In addition to the wooded areas along and near the greenway corridors, there are numerous mature woodlands and tree lines located in other portions of Sugar Grove’s planning area that are not yet subdivided. The Village should work with land developers to preserve and protect these important natural features in the future.
- **Schools.** Local schools can play an important role in providing recreational services. Kaneland South Elementary School in Sugar Grove has both outdoor and indoor recreational facilities that serve various needs within the community. In addition to Kaneland South Elementary School, 1 high-school/middle school campus and 2 elementary schools are planned.
- **Golf Courses.** Golf courses provide recreation to residents, preserve large areas of open space, create scenic views, and can be used to provide stormwater storage. There are 4 golf courses within the Village of Sugar Grove’s Planning Area. Bliss Creek Golf Course is a privately owned golf club located along IL 56/US 30. Bliss Creek provides 18-holes of golf to the public. Deer Valley is a 9-hole executive course located in Big Rock Forest Preserve in the southwest section of the Village, north of Jericho Road. The Black Sheep

Golf Club is a 27-hole members only course, located on Seavy Road. A private golf course, not available to the public is located west of Dugan Road, south of Granart Road. The Village of Sugar Grove should encourage operational improvements to the facility to improve safety, as the club house and maintenance facility are located on east side of Dugan Road while the course is located on the west side of Dugan Road. Dugan Road is a proposed major arterial road, and the relocation of these facilities would improve the safety of players and motorists. At a minimum, the grade separated crossing for golfers, golf carts, and maintenance equipment, should be maintained, while the relocation of the facilities to the west side of the road should be encouraged.

This Plan supports the perpetual use of this golf course, regardless of its ownership and operation. If the facility ceases to operate or the property owner has intentions to redevelop the site, the Village should work with the Forest Preserve, Park District or private land owner to allow the facility to continue to operate.

- **Utility Corridors.** While the presence of overhead electrical transmission lines are in stark contrast to the natural character of the area, these public rights-of-way do create open space corridors with potential for use as recreational pathways, landscape treatments, and aesthetic enhancements, particularly at locations where they cross major roadways. These corridors can provide safe pedestrian and bicycle pathways that are separated from vehicular traffic.

#### ***Future Open Space Requirements***

All new residential developments within the designated Growth Areas of the Land Use Plan should incorporate at least 40 percent of the gross area as open space. This policy is intended to preserve, in

perpetuity, open spaces and areas of particular natural resource value as an integral part of all types of development projects.

Open spaces to be dedicated as a part of new developments should include “high-and-dry” neighborhood parks, greenway corridors, and could also include wildlife habits, wetlands, wooded areas, natural vegetation, and recreational trails.

Maintenance responsibilities for open space should be established at the time of development approval. Undesirable open space areas, such as stormwater management facilities could be maintained by a property owners association, or a not-for-profit corporation, provided a public agency (such as the Village, Park District, or Forest Preserve District, School District, Township, etc.) does not wish to accept ownership and maintenance responsibility of the land. Ultimate ownership should be determined by the Village of Sugar Grove.

The lands along the greenway corridors should receive top priority as a part of these open space dedications. While most of the lands within the greenway corridors have natural limitations regulated by the U.S. Army Corps of Engineers, the Village might consider leniency in other requirements, such as density, to compensate for setting aside more than the required 40 percent amount of open space. In some cases, the Village could work with a petitioner to seek purchase of the open space by one of the public agencies.

The open space dedication recommended in the *Comprehensive Plan* is a guideline that could be modified on a project-by-project basis, depending upon the character of the site and the quality of the plan. If a development has extensive wetlands and/or stormwater detention or retention areas, the amount of open space could exceed 40 percent. Where open space is well planned to meet the

objectives of the *Comprehensive Plan*, trade-offs could be considered in terms of smaller lots than the underlying zoning in exchange for creative cluster/open space and conservation design.

For example, cluster/open space design is a site planning technique that concentrates buildings on a part of the site in order to preserve the remaining land for recreation, open space, agriculture or the preservation of environmentally important features. This type of development allows a reduction in lot area provided there is no significant increase in the number of lots that would be permitted under a conventional subdivision. Conservation design rearranges the development on each parcel as it is being planned so that half (or more) of the buildable land is set aside as open space.

The way to protect greenway corridors and open spaces is through the plan review process. Most important in this effort is the setting aside of areas with special environmental and ecological value for protection from development. The designated open space within a project should incorporate the greenway corridors as a priority. Setbacks from roadways, detention ponds and easements could also be included when they are improved for active or passive recreational use. This process preserves open space, habitat for wildlife, and corridors for the natural flow of stormwater and the movement of wildlife. These corridors are identified in the *Comprehensive Plan*.

As new areas of unique natural resources are identified, they should be added to the greenway corridors or areas identified as "Other Environmental Resources to be Preserved" as shown in the Land Use Plan.

- Existing Park
- Proposed Neighborhood Park
- Forest Preserve
- ⊠ Camp Dean
- ⊠ Other Existing/Future Open Space
- ⊠ Golf Course
- Greenway
- Wetland
- ▨ Forested Area
- Airport
- ⊠ Village of Sugar Grove Planning Area
- ▨ Stream/Watercourse

Figure 5  
**Parks, Open Space  
 & Greenways Plan**



## *Section 8:*

### *Community Facilities & Utilities Plan*

Public facilities provide important services and necessary utilities to the residents and businesses of Sugar Grove and contribute significantly to the overall “quality of life” of the community. These include schools, fire and police protection, libraries, utility providers, administrative facilities and meeting spaces, religious facilities, and other public and semi-public uses.

The Community Facilities Plan is intended to assist the Village in ensuring that high-quality community facilities are available to local residents and businesses in the future. It should be used by the Village and other organizations to ensure that appropriate sites are reserved for community facilities that will be needed in the future.

It is important to emphasize that the Plan presents general policies and guidelines for community facilities. The Plan is not intended to pre-empt or substitute for the more detailed planning and programming which should be undertaken by the Village and other service agencies and organizations.

For example, even though the Plan highlights generalized locations for fire stations, it does not preclude the need for the more detailed planning, programming, and site selection which fall within the purview of the Fire Protection Districts, and other agencies and organizations.

The Community Facilities Plan is illustrated on Figure 6.

#### *General Recommendations*

The Village should promote continued cooperation, interaction, and collaboration among the various agencies and organizations that serve Sugar Grove, including the School District #302, Waubensee Community College, the

Sugar Grove Fire Protection District, and others.

The Village should also keep abreast of the plans, policies, and projects of these other agencies and organizations. For example, future schools, fire stations, and other public facilities will be important components of Sugar Grove, and their location and design should be of special concern to the Village.

Community facilities should be compatible with surrounding uses and should enhance the character of the neighborhoods in which they are located. Sites should be attractively landscaped with screening and buffering provided if necessary. Traffic generated by community facilities should not adversely impact surrounding areas. Adequate and attractively designed off-street parking should be available at all community facility sites.

The Village and other service districts should be attuned to the changing needs and requirements of local residents and businesses, and new facilities and services should be provided if they become necessary or desirable in the future. As nearby agricultural areas are more intensely developed, community facility and service needs may change dramatically.

#### *Kaneland Community Unit School District, #302*

District #302 covers most of the Sugar Grove Planning Area. Students attend John Shields Elementary School (located in Sugar Grove), Kaneland Middle School, and Kaneland High School. Currently, all schools in District 302 are at, or over capacity. The school district is in the midst of a construction program that will include increasing the capacity of the high school from 700 to 1550; building two new elementary schools, one of which will be on a site south of I-88; and reorganizing from a K-4, 5-8, 9-12 pattern to a K-5, 6-8, and 9-12 pattern. An annual growth rate of

7% is being used for estimates of future enrollment. Assuming that growth continues according to current trends, the school district will need new elementary schools, a middle school, and a high school.

District #302 has acquired approximately 180 acres near the intersection of IL-47 and Harter Road. The School District plans to develop a campus on the site, including a new high-school and middle school. Access to the site will be from Harter Road and Wheeler Road.

### *Waubonsee Community College*

Waubonsee Community College, is located north of the incorporated limits of Sugar Grove on Route 47, serves the communities of Kane, Kendall, DeKalb, LaSalle, and Will. The college has a full-time enrollment of approximately 3,300 students. The college has three campuses: Sugar Grove Campus (12 buildings); Aurora Campus (16 buildings); and, the Waubonsee Center at Copley (Ogden Avenue in Aurora). Waubonsee Community College has experienced a 6-8% annual increase over the past few years, and is looking to continued growth over the next 5-10 years.

To accommodate a growing student body, the Waubonsee Community College Board has adopted a master plan designating 6 new buildings on the Sugar Grove campus. The expanding campus will likely burden the existing on-site infrastructure and utilities. Annexation to the Village would provide the College with municipal services, easing the campus expansion. The Village of Sugar Grove should encourage the College to voluntarily annex into the Village of Sugar Grove. Additionally, the Village of Sugar Grove should allow appropriate expansion of the Sugar Grove Campus, to maintain and enhance this community amenity.

### *Sugar Grove Public Library*

The Sugar Grove Public Library has been in existence for over 40 years. The current library, located on Snow Street, consists of a main brick building and modular meeting space. The Public Library has indicated that the current facilities are too small. Future residential growth will likely require the construction of a new main branch, or a satellite branch of the Library. As demands for products and services continues to increase, appropriate agencies and other taxing bodies should continue to cooperate to ensure the growth and expansion of the Public Library system.

### *Police Department*

The Sugar Grove Police Department services all of the existing corporate limits of the community. In correlation to Sugar Grove's growth, the Police Department should increase its staff accordingly. The Police Department has indicated a need for 24 total officers once the Village's population reaches 10,000 residents. The Police Department plans to add at least one more officer this year and 2-3 more over the next 1-3 years.

The Sugar Grove Police Department is currently housed in the Village's Municipal building, and additional space will be required to accommodate new officers. Additional space for the Police Department could be provided at planned fire stations within the community.

Sugar Grove's primary public safety concern relates to traffic and motor vehicle accidents. These could be alleviated, or reduced, through the implementation of traffic calming measures, continual improvement of the transportation system, and proper implementation of the Transportation Plan.

### ***Fire Department***

The Sugar Grove Fire Protection District currently has one station to provide fire protection and emergency services to the community. The current fire station is located along Main Street in the older section of the Village. The Fire Protection District has plans to close the current facility and relocate to a new station near the Municipal Building on Municipal Drive. To meet the future needs of new growth, the Fire Protection District has identified a need for 5 stations. Property for a second station has been secured. The Fire Protection District has identified 3 other areas in the community where a station will be needed. The Village of Sugar Grove should assist the Fire Protection District in acquiring and developing these fire stations, require the provision of fire hydrants in new developments, and ensure the water supply system is adequate for current and future needs of the Fire Protection District. The Village of Sugar Grove can also assist the Fire Protection District by ensuring new development accommodates the size and turning radius of fire trucks within the engineering of streets and cul-de-sacs.

### ***Camp Dean***

Camp Dean is a Girl Scout Camp operated by the Fox Girl Scouts - Fox Valley Council. Camp Dean was founded in 1947 with the donation of 40 acres of land to the Aurora Girl Scouts. In 2000, additional land was purchased to expand the camp size to 161 acres.

Camp Dean is located north of Big Rock Forest Preserve. The site consists of about 50% woodland and 50% prairie. The woods are primarily oak savanna. Welch Creek runs through the camp property, and a small pond on site is used canoeing and fishing.

The camp is operated between June and August. Three cabins and three tent sites provide lodging for the campers.

Although owned by a private organization, Camp Dean is an important community asset and protects valuable natural resources. The Village should provide for the future operation of Camp Dean, and in the event that the Girl Scouts cease the operation of the facility, the property should remain in public ownership, by the Forest Preserve District, Park District, or Village to ensure the natural resources are protected and open space is preserved.

### ***Water Supply System***

The purpose of the Village's water supply system is to provide water for mainly residential and business uses. This can include both potable water suitable for drinking, and non-potable water. The Village of Sugar Grove provides only potable water to its residents. Agriculture and other users of large quantities of water obtain their water through private wells, without the assistance of the Village.

A typical water supply system consists of a supply source, a treatment plant, and a storage and distribution system. The Village of Sugar Grove obtains potable water through a system of deep and shallow wells. The wells servicing the Village of Sugar Grove are described below.

- Well #3 (aka EPA Well #2) – Shallow Well. Well #3 is located on Main Street near the Sugar Grove Township operational yard. Well #3 should remain in service for the next 5 years.
- Well #4 – Emergency Deep Well. Well #4 was recently taken off-line due to elevated radium levels in the water supply. This well is expected to remain available for emergency use.
- Well #5 – Shallow Well. Well #5 is located within Bliss Creek Subdivision. Well #5 should remain in service for the next 5 years.

- Well #6 – Retired Shallow Well. Well #6 is located along Golfview Drive. The well was recently closed and is not expected to be used in the future.
- Well #7 – Shallow Well. Well #7 is located on Main Street, north east of Kaneland Elementary School. Well #7 was recently improved, lengthening its lifespan by 10 or 15 years.
- Well #8 – Deep Well. Well #8 is a new deep well located east of Hanks Road, adjacent to the Fire Station. Well #8 is, expected to provide the Village with water for the next 30 years. Well #8 has a ion-exchange plant on site to treat and soften the water.
- Well #9 – Future Deep Well. Well #9 is located southwest of the Village Hall. Well #9 will be a deep well once it is operational. The life expectancy of Well #9 is 30 years.
- Well #10 – Future Deep Well. A well has been approved in the planned Settler’s Ridge subdivision.
- Well #11 – Future Deep Well. A well has been approved in the planned Settler’s Ridge subdivision.

Well water collected from the shallow wells is treated with chlorine, fluoride, and polyphosphate. Water from the deep well receives the same treatments but is also softened by ion exchange.

The supply of potable water is attractive to potential developers. Connecting to existing municipal service, including potable drinking water, is often necessary to attract potential buyers of new homes. The Village of Sugar Grove should maximize this advantage and steer growth towards desired areas of the community. The Village should require all residential and commercial development to be serviced by its water supply system, oversizing as it is extended to ensure that

future development can “tap in” to the services.

Private wells for potable water should be discouraged within the Village. Residents currently served by private wells should be served by the Sugar Grove’s system where possible, and private wells should be phased out and eliminated throughout the Village. To expedite this process the Village has passed an ordinance banning private wells.

All water supply facilities should be designed to meet the projected population and potential build-out of the Village’s Planning Area. Existing storage tank capacity currently limits the Village’s ability to distribute water and new tanks should be constructed where necessary.

#### ***Wastewater Treatment***

The Village’s wastewater is treated by the Fox Metro Water Reclamation District. The Fox Metro Wastewater Treatment Plant treats waste water with a high efficiency facility capable of routinely treating up to 42 million gallons per day of wastewater generated by Aurora, North Aurora, Boulder Hill, Montgomery, Oswego and Sugar Grove.

The Fox Metro Water Reclamation District will continue to treat wastewater generated by the residents, industries, schools, businesses and others in the Village of Sugar Grove. There are capacity issues with regards to the necessary interceptors to accommodate growth. The Village should keep the Fox Metro Water Reclamation District well informed about future development and ensure that necessary infrastructure is in place to accommodate growth.

#### ***Warning Siren System***

A warning siren system has been developed to notify residents of weather emergencies. Residents are urged to seek shelter when they hear the siren. The

Village should continue to implement the siren system and develop new sirens to serve future developments. The Village should identify the best locations to serve the entire Planning Area with the fewest number of sirens. The Village should continue to provide residents with up-to-date information and instructions for dealing with weather emergencies, such as locations of shelter facilities.

#### ***Power Transmission***

ComEd provides electric service to all residents and businesses in the Village. The Village is serviced by 2 power transmission corridors, comprised of overhead transmission lines. There are no anticipated capacity or condition issues related to power transmission in the Sugar Grove area. Transmission lines supplying new development should be located underground whenever possible. Existing transmission lines currently located above ground should be relocated underground as streets are repaired, roads are widened, infill development occurs or when repairs or upgrades are made to the lines.

#### ***Telecommunications***

Telephone, cable and high-speed internet have become necessary services. The Village of Sugar Grove should accommodate the necessary infrastructure to provide these important utilities to current and future residents. When these utilities require hookups to properties, cabling should be located underground wherever possible.

- Educational
- Municipal
- Other Public/Semi Public
- Airport
- Utility Corridor
- Water Tank/Well
- Water Main
- Sanitary Lift Station
- Sanitary Line
- Fire Station
- Fire Station General Location
- Metra Station/Park & Ride
- School District Boundaries
- Village of Sugar Grove Planning Area
- Stream/Watercourse

Figure 6.  
**Community Facilities  
& Utilities Plan**



## ***Section 9: Implementation***

The *Comprehensive Plan* sets forth an agreed-upon “road map” for growth and development within the Village of Sugar Grove during the next ten to fifteen year period. It is the product of considerable effort on the part of the Village Board, the *Comprehensive Plan* Steering Committee, Village staff, the Plan Commission, and the Sugar Grove community.

However, in many ways the planning process in Sugar Grove has just begun. Completion of the updated *Comprehensive Plan* is only the first step, not the last.

This section briefly highlights several next steps that should be undertaken to begin the process of plan implementation. These include:

- a) Adopt and use the *Comprehensive Plan* on a day-to-day basis;
- b) Review and update the Zoning Ordinance and other development controls;
- c) Develop and utilize a regular *Capital Improvements Program* (CIP);
- d) Promote cooperation and participation among various agencies, organizations, community groups and individuals;
- e) Prepare an implementation “action agenda;”
- f) Explore possible funding sources and implementation techniques;
- g) Enhance public communication; and
- h) Update the *Comprehensive Plan* on a regular basis.

### ***Adopt and Use the Plan on a Day-to-Day Basis:***

The *Comprehensive Plan* should become Sugar Grove’s official policy guide for

improvement and development. It is essential that the Plan be adopted by the Village Board and then be used on a regular basis by Village staff, boards and commissions to review and evaluate all proposals for improvement and development within the community in the years ahead.

### ***Review the Zoning Ordinance and Other Development Codes:***

Zoning is an important tool in implementing planning policy. It establishes the types of uses to be allowed on specific properties, and prescribes the overall character and intensity of development to be permitted.

Adoption of the new *Comprehensive Plan* should be followed by a review and update of the Village’s various development controls including zoning, subdivision regulations, and other related codes and ordinances. It is essential that all development controls be consistent with and complement the new *Comprehensive Plan*.

The *Comprehensive Plan* sets forth policies regarding the use of land within the Village and establishes guidelines for the quality, character and intensity of new development to be promoted in the years ahead. The Plan’s policies and guidelines should greatly assist the Village in formulating new zoning and development code regulations that can better reflect the unique needs and aspirations of the Sugar Grove community.

### ***Capital Improvements Program:***

Another tool for implementing the *Comprehensive Plan* is the Capital Improvements Program. It establishes schedules and priorities for all public improvement projects within a five-year period. The Village first prepares a list of all public improvements that will be required in the next five years. Then all projects are reviewed, priorities assigned,

cost estimates prepared, and potential funding sources identified.

The Capital Improvements Program typically schedules the implementation of a range of specific projects related to the Comprehensive Plan, particularly the restoration and upgrading of existing utilities and infrastructure facilities, including the water system, sanitary sewers, storm water facilities, and the street system. Expansion or improvement of Village Hall, police station facilities, and public works facilities would also be included in the Capital Improvements Program.

Sugar Grove's financial resources will always be limited and public dollars must be spent wisely. The Capital Improvements Program would allow the Village of Sugar Grove to provide the most desirable public improvements, yet stay within budget constraints.

*Promote Cooperation and Participation:*

The Village of Sugar Grove should assume the leadership role in implementing the new Comprehensive Plan. In addition to carrying out the administrative actions and many of the public improvement projects called for in the Plan, the Village may choose to administer a variety of programs available to local residents, businesses and property owners.

However, in order for the Comprehensive Plan to be successful, it must be based on a strong partnership between the Village, other public agencies, various neighborhood groups and organizations, the local business community, and the private sector.

The Village should be the leader in promoting the cooperation and collaboration needed to implement the new *Comprehensive Plan*. The Village's "partners" should include:

- Other governmental and service districts, such as the school districts, the fire protection districts, the Sugar Grove Park District, the Library, the Township, Kane County, the private utility companies, the Illinois Department of Transportation (IDOT), the Forest Preserve District, etc;
- Local institutions, such as the Chamber of Commerce and various churches and religious organizations;
- Local banks and financial institutions, which can provide assistance in upgrading existing properties and facilitating desirable new development;
- Builders and developers, who should be encouraged to undertake improvements and new construction that conform to the Plan and enhance the overall quality and character of the community; and
- The Sugar Grove community, since all residents and neighborhood groups should be encouraged to participate in the on-going planning process, and all should be given the opportunity to voice their opinions on improvement and development decisions within the community.

*Prepare an Implementation Action Agenda:*

The Village should prepare an implementation "action agenda" which highlights the improvement and development projects and activities to be undertaken during the next few years. For example, the "action agenda" might consist of:

- a) A detailed description of the projects and activities to be undertaken;
- b) The priority of each project or activity;

- c) An indication of the public and private sector responsibilities for initiating and participating in each activity; and
- d) A suggestion of the funding sources and assistance programs that might potentially be available for implementing each project or activity.

In order to remain current, the “action agenda” should be updated once a year.

***Explore Funding Sources and Implementation Techniques:***

While many of the projects and improvements called for in the *Comprehensive Plan* can be implemented through administrative and policy decisions or can be funded through normal municipal programs, other projects may require special technical and/or financial assistance.

The Village should continue to explore and consider the wide range of local, state and federal resources and programs that may be available to assist in the implementation of planning recommendations.

***Enhance Public Communication:***

The Village should prepare a brief summary version of the new *Comprehensive Plan* and should distribute it widely throughout the community. It is important that all local residents, businesses and property owners be familiar with the Plan’s major recommendations and its “vision” for the future.

The Village should also consider additional techniques for responding quickly to public questions and concerns regarding planning and development. For example, the Village might prepare a new informational brochure on how to apply for zoning, building, subdivision and other development-oriented permits and approvals. It might also consider special newsletter or Web page features that focus on frequently raised questions and

concerns regarding planning and development.

***Update the Plan on a Regular Basis:***

It is important to emphasize that the *Comprehensive Plan* is not a static document. If community attitudes change or new issues arise which are beyond the scope of the current Plan, the Plan should be revised and updated accordingly.

Although a proposal to amend the Plan can be brought forth by petition at any time, the Village should regularly undertake a systematic review of the Plan. Although an annual review is desirable, the Village should initiate review of the Plan at least every two to three years. Ideally, this review should coincide with the preparation of the annual budget and capital improvement program. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the upcoming commitments for the fiscal year. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations.

The Village should:

1. Make available copies of the Plan document for public purchase.
2. Provide assistance to the public in explaining the Plan and its relationship to private and public development projects and other proposals, as appropriate.
3. Assist the Village Board in the day-to-day administration, interpretation and application of the Plan.
4. Maintain a list of current possible amendments, issues or needs which may be a subject of change, addition or deletion from the *Comprehensive Plan*.

5. Coordinate with, and assist the Plan Commission and Village Board in the Plan amendment process.

