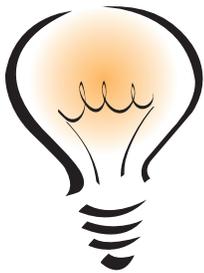


LAND RESOURCE MANAGEMENT PLAN—IMPLEMENTATION STRATEGY

Introduction



The 2030 Land Resource Management Plan proposes an expansion of the implementation efforts of the 2020 Land Resource Management Plan. Based on the 2020 Plan efforts, the 2030 Plan continues advocating the need for municipal boundary agreements, planning coordination in the one-and-one-half mile areas, intergovernmental cooperation in managing land resources, and adoption of intergovernmental agreements for joint and compatible land use plans. Beyond these efforts, the implementation strategy emphasizes three additional activities: (1) an expanded annual workshop and information-sharing program, (2) increased emphasis on coordinating Kane County programs and allocating county resources with municipal plans and policies supportive of the 2030 Plan, and (3) more focused discussions of community development issues and implementation opportunities related to Priority Places and Smart Growth in the Planning Partnership Areas (PPAs) with the municipalities and other local government units.

Implementation Program

Like its predecessor, the 2030 Plan acknowledges the need for planning coordination in the one-and-one-half mile areas. The authority for regulating unincorporated area land use resides in the zoning and subdivision chapters of the Kane County Code. However, unincorporated area land use within one-and-one-half miles of most cities and villages is also regulated by their respective municipal codes. In many instances, the one-and-one-half mile “extra-territorial” jurisdictions of the municipalities also overlap, further complicating land resource management processes of both the county and the affected municipalities. In addition, municipalities have the authority to enter into pre-annexation agreements with property owners, annexing and zoning land without regard to the county or other municipalities’ plans. The 2030 Plan calls for greater coordination of planning between the county and municipalities in the one-and-one-half mile areas as part of the cooperative implementation program (Refer to Figure 82).

The 2030 Plan continues to support the adoption of municipal boundary agreements. Over the years, these agreements have proven effective in minimizing municipal conflicts and eliminating some of the adverse land use consequences that occur when municipalities compete for tax generating land uses. Excellent examples of currently existing boundary agreements are those between Geneva and St. Charles, Batavia and Aurora, Aurora and Montgomery, Montgomery and Sugar Grove, Burlington and Hampshire, Hampshire and Elgin, Elgin and Gilberts, and Gilberts and Carpentersville. Figure 83 identifies these and all of the other boundary agreements in Kane County. The county currently has more of these agreements per capita than any other county in the State of Illinois. The 2030 Plan calls for reviewing, updating, refining and adopting additional boundary agreements between municipalities as an important element of a managed-growth program.

The 2020 Plan initiated utilization of intergovernmental land resource agreements as an integral part of the implementation program. The first of their kind in Illinois, successful agreements have been adopted by Carpentersville and Gilberts and by St. Charles, South Elgin and Kane County. These agreements are based on the Local Land Resource Management Planning Act, Chapter 50 ILCS 805, 1985, which enables municipalities and counties to “enter into and enforce intergovernmental agreements for joint and compatible planning.” The 2030 Land Resource Management Plan endorses the existing agreements and encourages additional intergovernmental land use agreements as a means for the municipalities and county to agree on a shared vision and to effectively realize their common goals and plans.

Figure 82—1 and 1½ Mile Jurisdiction Area Map

MUNICIPAL 1½ MILE JURISDICTIONAL AREA

Figure 82

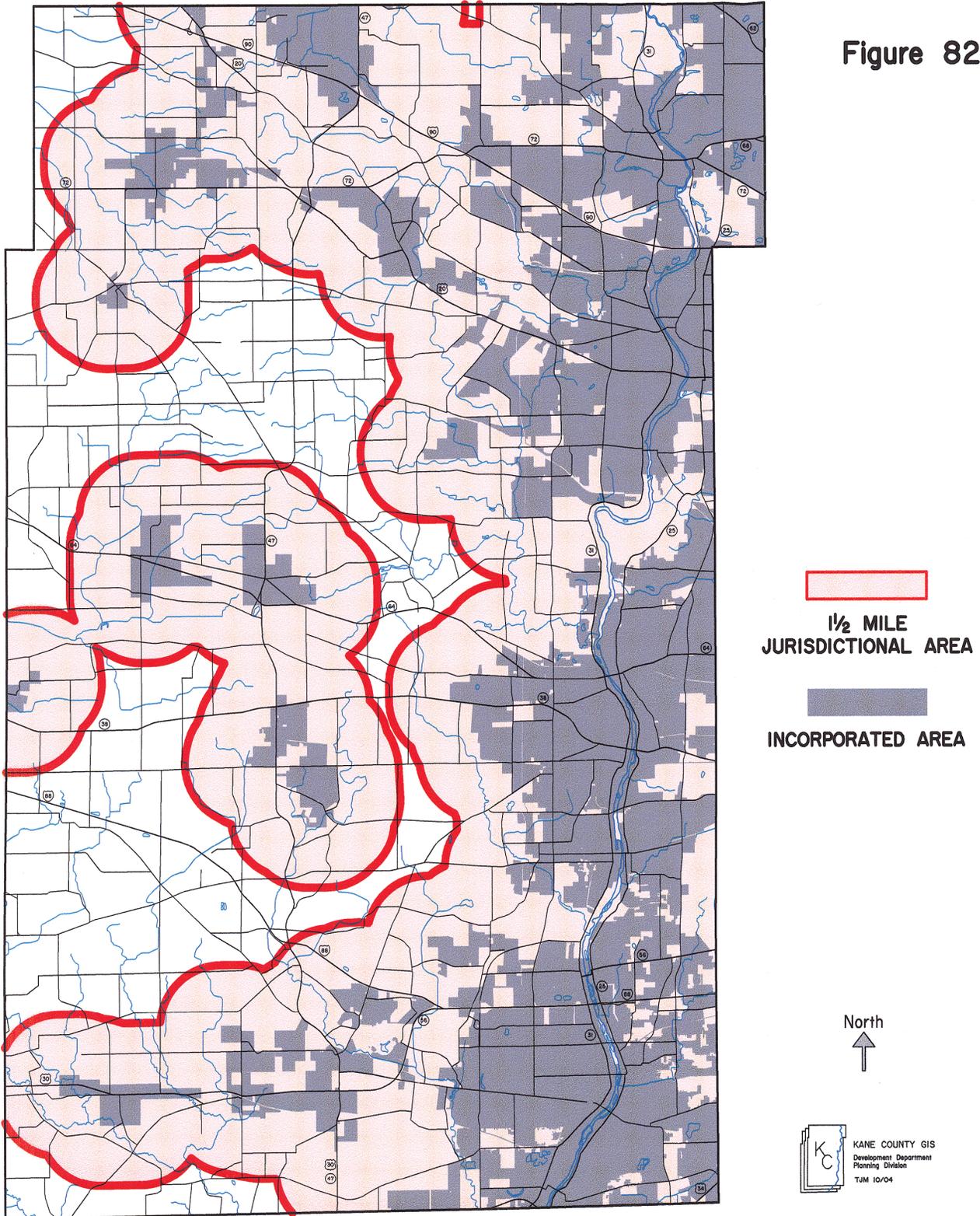


Figure 83— Boundary Agreements and Intergovernmental Land Resource Agreements Map

BOUNDARY and INTERGOVERNMENTAL LAND RESOURCE AGREEMENTS

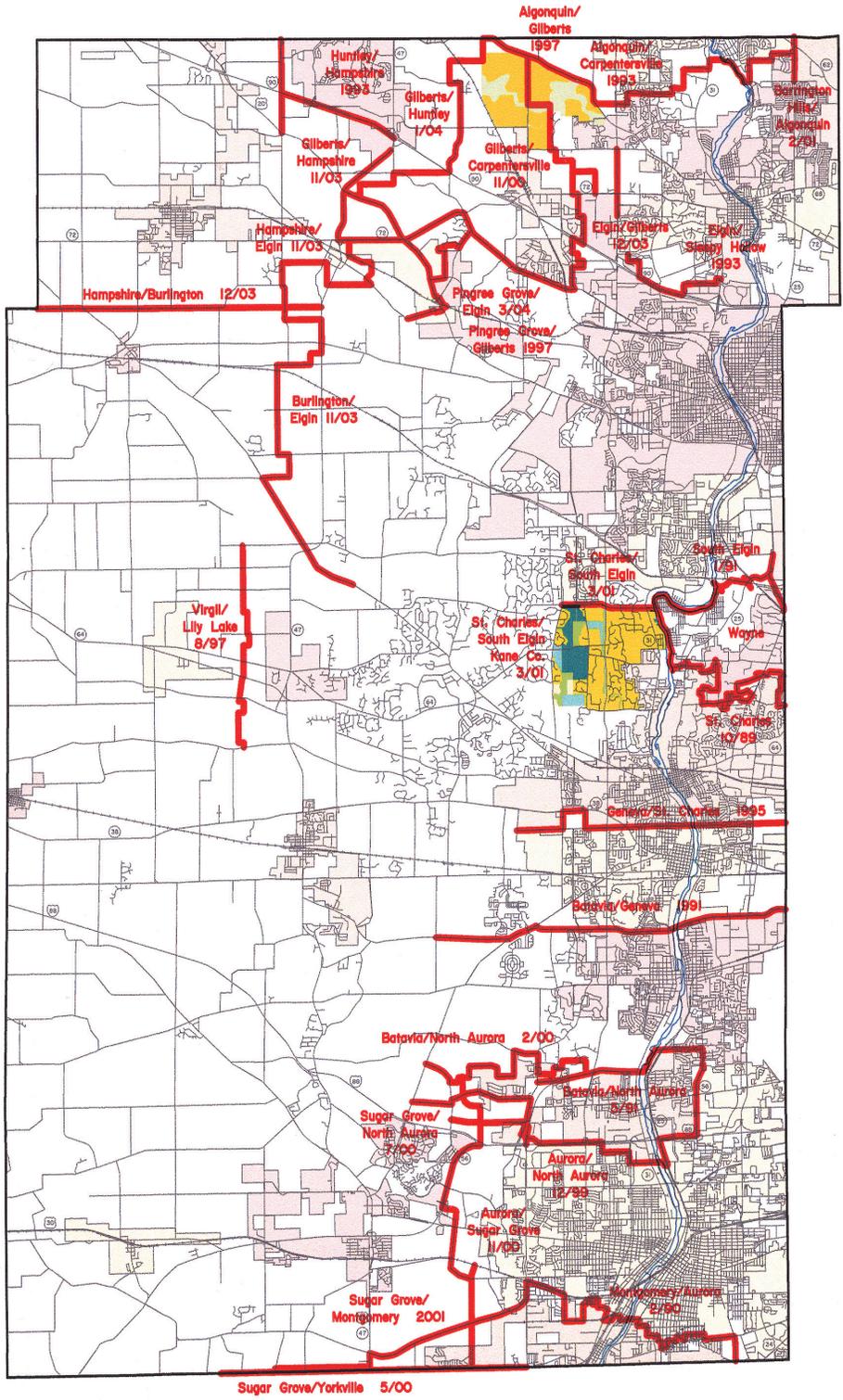


Figure 83



LAND RESOURCE MANAGEMENT PLAN—IMPLEMENTATION STRATEGY

In addition to these implementation efforts, the 2030 Plan emphasizes three new or expanded activities:

1. The 2020 Plan did not contain a recommendation for Kane County to host and conduct an annual planning workshop. Two years after adoption of the plan, however, it became apparent that there was a need to provide more detailed planning-related information to county and municipal decision makers. In 1999, the county hosted the first in a series of five annual workshops entitled “Making It Work.” That highly successful series, focusing primarily on the Critical Growth Area, justified the initiation in 2004 of a new workshop theme, “Priority Places, Where Smart Growth Gets Done.” (Refer to Figures 84 and 85). The 2030 Plan supports the continuation of this annual workshop series for the Critical Growth Area. In addition, it recommends initiation of a parallel series of workshops devoted entirely to the Urban Corridor and the unique issues and challenges of planning and developing greenfields, greyfields and brownfields. County resources will be made available to plan, organize and host a five-year series of workshops devoted to fostering and promoting the “Renaissance of the Urban Corridor.” Kane County will rely on the assistance and participation of planning and development officials in the communities along the Fox River in making this new series timely, informative and relevant. Topics will include place making, walkability, architecture and urban design, form based zoning, restorative development, and similar subjects.
2. Kane County currently manages a number of programs such as Community Development Block Grants (CDBG), Economic Development, and Local Planning Assistance. The 2030 Implementation Strategy emphasizes the need to closely coordinate allocation of these resources with municipal plans and policies supportive of the 2030 Plan. Examples include allocation of “main street” economic development funds to municipalities implementing effective downtown programs and granting CDBG funds to community infrastructure projects consistent with the 2030 Conceptual Land Use Strategy or implementing “Priority Place” development.
3. At the heart of the five-year implementation program are eight Planning Partnership Areas, or PPAs, designated in Figure 86. Each PPA represents a unique land use management area. Each PPA shares common geographic or community features such as land use, social interactions, and services. In the Campton Hills PPA, for example, there is similar topography and land use. In the Southwest PPA, there is extensive fertile farmland and potential growth associated with I-88. In the Greater Elgin PPA, there is a common name, similar development opportunities, and a large facility planning area.

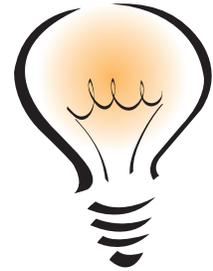
Within each PPA, the Regional Planning Commission will sponsor a series of meetings with municipal planning commissioners and elected officials to review the 2030 Land Resource Management Plan. Differences between the 2030 Plan and adopted or proposed municipal goals, objectives, and plan maps will be identified and discussed. Cities and villages may prefer more specific land use categories, different goals and objectives, or may want to rely on alternative forecasts for population, household formation, and employment. Some map amendments may be required to more accurately depict municipal growth aspirations or planned expansions of infrastructure.

Once consensus on land resource management within all or part of a PPA is achieved, an individual land resource management plan will be completed for that

LAND RESOURCE MANAGEMENT PLAN — IMPLEMENTATION STRATEGY

area. Then an intergovernmental agreement adopting that individual plan will be prepared. The county and municipality(ies) will adopt the agreement and plan by joint resolution. The adoption of individual land resource management plans will generate amendments to the Kane County 2030 Land Resource Management Plan.

The 2030 Plan implementation strategy reinforces the eight PPAs and calls for expanding the dialog between the county and our municipal partners for managing our land resources and responding to the three challenges: addressing traffic congestion, protecting a sustainable water supply, and providing diverse housing for a changing population. The expanded PPA activities by the Regional Planning Commission and Development Department focuses on each of the eight areas and their unique issues and challenges. Special attention will be paid to county and municipal planning activities implementing the Priority Places in the PPAs and Smart Growth principles in the Urban Corridor and Critical Growth Areas. The following pages identify each of the eight PPAs and provide an initial discussion list of the challenges, issues, and opportunities that the Regional Planning Commission may use as a basis for implementation efforts.



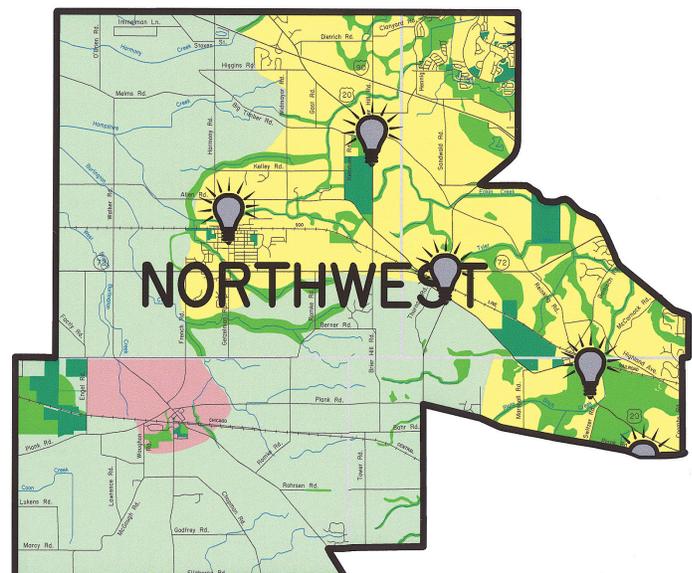
LAND RESOURCE MANAGEMENT PLAN – IMPLEMENTATION STRATEGY

Northwest Planning Partnership Area

The Northwest Planning Partnership Area includes four municipalities: Burlington, Hampshire, Huntley, and Pingree Grove. This PPA is expected to experience substantial growth by 2030. The 2000 Census Population is 9,247 and the 2030 Forecasted Population is 78,442. The four Priority Places in this PPA are areas where much of this growth should be accommodated. The core of the first Priority Place is in downtown Hampshire extending to the northern end of State Street towards Allen Road. The second Priority Place is centered on the intersection of Brier Hill Road and Route 20, expanding to the Hampshire Forest Preserve to the south, and new development north towards I-90. The third Priority Place is centered on Starks Corner at the intersections of Route 72, 47, and 20, and includes Thurnau Road, Kane County’s first Rustic Road. The fourth Priority Place focuses on the Village of Pingree Grove, surrounding areas to the south and southeast, and includes the opportunity for a Metra Station on the Soo Line Railroad.

Challenges and Opportunities

- The substantial housing development expected for this area provides an opportunity to develop diverse housing.
- With new greenfield development imminent, the challenge is to establish community character in these new developments and incorporate mixed uses for walkability and livability.
- With the Northwest PPA experiencing new job growth, there is an opportunity to develop a diverse transportation network to reduce congestion.
- Due to limitations of the shallow and deep aquifers, the Northwest PPA needs to address long-term sustainable water supply.
- Agricultural land needs to be preserved, particularly in the northwest and the southern part of this PPA.
- Continue to provide assistance to Burlington in economic and community planning.
- Initiate a Route 47 corridor Land Resource Management Plan to address ROW, access, mixed-use, landscape, design, and pedestrian movement.
- Promote planning for additional Metra stations, including a station near Damisch Road in Pingree Grove with adjacent Transit Oriented Developments with mixed-use.
- Develop a Green Plan for the headwaters of the Kishwaukee River.



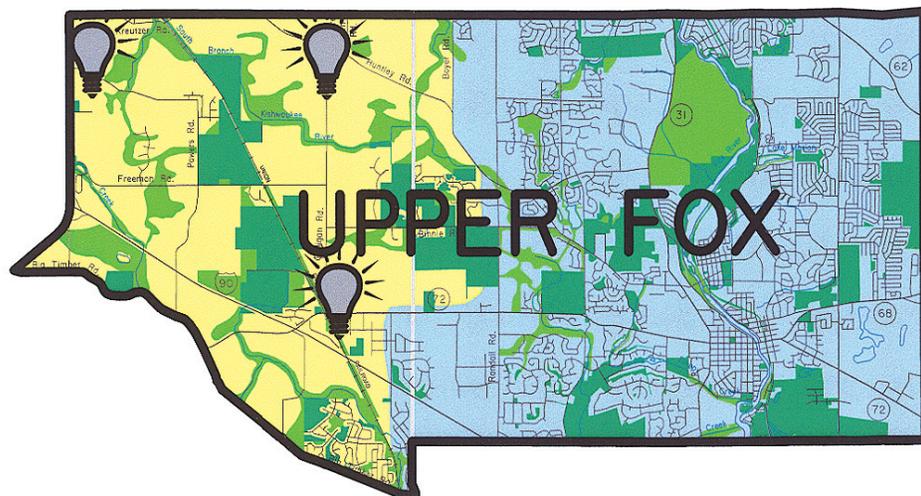
LAND RESOURCE MANAGEMENT PLAN — IMPLEMENTATION STRATEGY

Upper Fox Planning Partnership Area

The Upper Fox Planning Partnership Area includes nine municipalities: Algonquin, Barrington Hills, Carpentersville, East Dundee, Elgin, Huntley, Gilberts, Sleepy Hollow, and West Dundee. The 2000 Census Population is 53,595 and the 2030 Forecasted Population is 83,562. There are three Priority Places in this PPA. The first Priority Place is located along the east side of Route 47 south of County Line Road and includes the Del Webb Community to the west. To the east is an environmental corridor. The second Priority Place is located in the vicinity of Galligan Road and Huntley Road. This area is largely undeveloped at this time. Existing boundary and land use agreements between Huntley, Gilberts, Carpentersville, and Algonquin will guide development in this area. The third Priority Place is centered on Gilberts proposed Old Town Center near the intersections of Route 72/Higgins Rd and Galligan Road.

Challenges and Opportunities

- Reinforce the transition from Urban to Critical Growth.
- Work in cooperation with the ISWS and the ISGS to study the long-term sustainability of water supply in the western portion of this PPA.
- Assist Gilberts in planning for an expanded downtown and mixed-use compact, logical development in Gilberts.
- Support the continued redevelopment of East and West Dundee's downtowns.
- Develop a Green Plan for the Upper Fox PPA.
- Encourage reinvestment and renewal of the existing housing stock and the creation of diversified housing in the Urban Corridor.
- Support funding for a full intersection at Route 47 and I-90, as a priority.
- Assist Carpentersville's efforts to revitalize its historic downtown district with mixed-use developments and design guidelines.



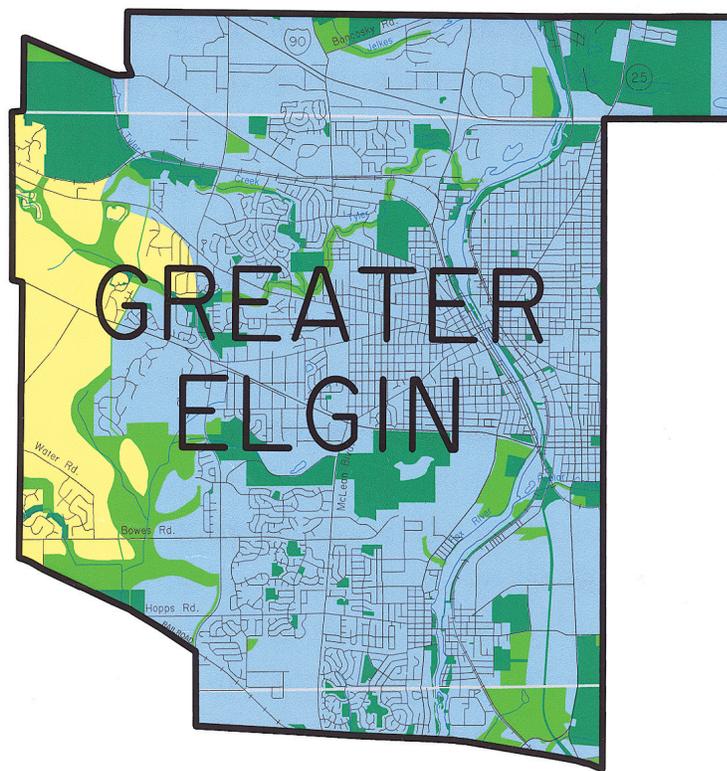
LAND RESOURCE MANAGEMENT PLAN — IMPLEMENTATION STRATEGY

Greater Elgin Planning Partnership Area

The Greater Elgin Planning Partnership Area includes four municipalities: Bartlett, Elgin, South Elgin, and a small portion of Hoffman Estates. In the Greater Elgin Planning Partnership Area there are greenfield, greyfield, and brownfield opportunities for a significant new population through revitalization, redevelopment and infill. Greater Elgin has three existing Metra transit centers that run along the Milwaukee District West Line. The Elgin and National Street Stations provide transit service for downtown Elgin and are located along the Fox River. The Big Timber Station located east of Randall Road on Big Timber Road provides service to newer developments.

Challenges and Opportunities

- Coordinate Elgin's *Farwest Area Growth Management and Land Use Strategy* with the 2030 Land Resource Management Plan.
- Encourage infill and redevelopment opportunities.
- Support Elgin (recognized as a metropolitan center) as a major urban hub for commercial activities, services, amenities, employment, and residential land uses.
- Develop a Green Plan that links the Fox River Greenway with the Tyler Creek Greenway.
- Encourage South Elgin in the development of their riverfront.
- Provide more transportation options and plan for new north/south collector routes west of Randall Road.



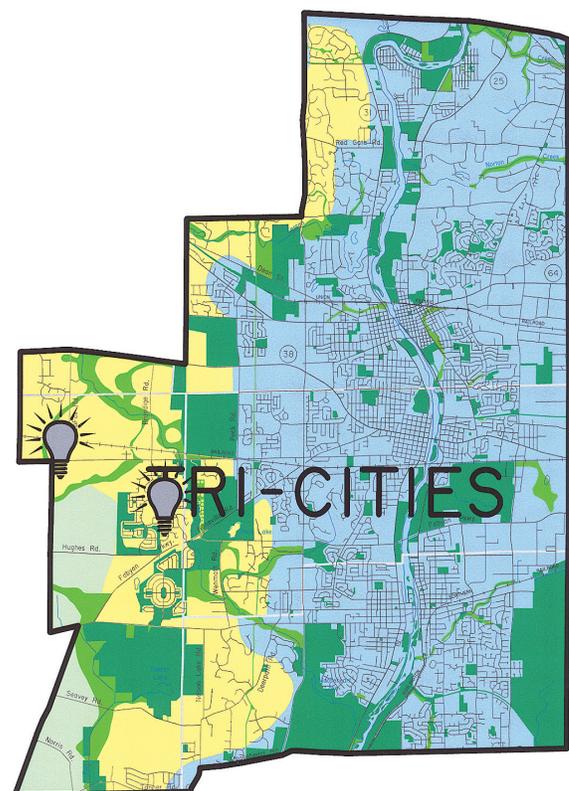
LAND RESOURCE MANAGEMENT PLAN — IMPLEMENTATION STRATEGY

Tri-Cities Planning Partnership Area

The Tri-Cities Planning Partnership Area includes four municipalities: Batavia, Geneva, St. Charles, and Wayne. The 2000 Census Population is 86,425 and the 2030 Forecasted Population is 118,367. There are two Priority Places identified for this PPA. The first is the area around the historic unincorporated village of La Fox and includes a new Metra station. The second is the Mill Creek master planned community and surrounding areas. There are two transit centers in this PPA. The Geneva Station provides Metra service to the Tri-Cities PPA. The Geneva Station is located along the Union Pacific West Line at Crescent Place, west of Third Street. A future Metra station in the unincorporated Village of La Fox is under construction and will be in operation by 2006.

Challenges and Opportunities

- Support the historic village of La Fox as a Priority Place and implement Transit Oriented Design at the new Metra station.
- Protect the historic integrity of the historic village of La Fox as development occurs in the western portion of the PPA.
- Emphasize Mill Creek as an example of Smart Growth and a Priority Place.
- Support the village of Wayne in maintaining a small town character and support Wayne's Route 25 sub-area plan.
- Support the continued revitalization of downtown St. Charles, Geneva and Batavia.
- The development along Randall Road needs to support and enhance the character of each community, as well as tie principles of Smart Growth to Randall Road including walkability.
- Develop a Green Plan that links the Fox River Greenway with the Mill Creek and Ferson Creek Greenways.
- Continue the revitalization efforts in the Valley View area.
- Promote infill that provides affordable housing for the diverse workforce in the Tri-City PPA.
- Support office research and industrial development potential along the Kirk Road corridor in conjunction with the DuPage Technology Park and Fermi Lab.



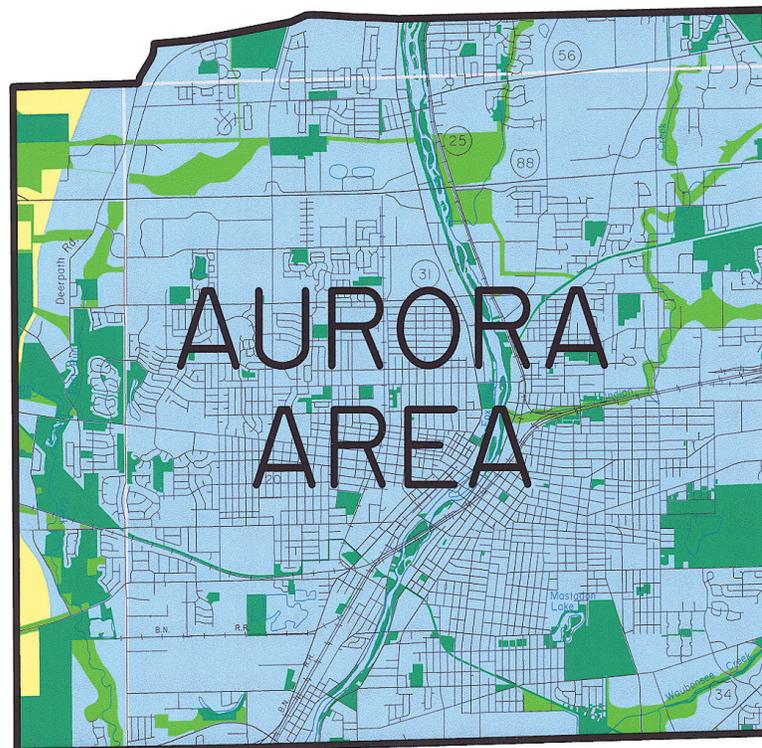
LAND RESOURCE MANAGEMENT PLAN—IMPLEMENTATION STRATEGY

Aurora Area Planning Partnership Area

The Aurora Area Planning Partnership Area includes three municipalities: Aurora, Montgomery, and North Aurora. In the Aurora Area Planning Partnership Area there are greenfield, greyfield, and brownfield opportunities for a significant new population through revitalization, redevelopment and infill. The Aurora PPA has one transit center. The Aurora Station, part of the historic Roundhouse complex, is located east of Route 25 in downtown Aurora and provides Metra Service along the Burlington Northern Santa Fe rail line to Chicago.

Challenges and Opportunities

- Support the implementation of the *Aurora Countryside Vision Plan*.
- Support municipal efforts to redevelop greyfields and brownfields.
- Support Aurora (recognized as a metropolitan center) as a major urban hub for commercial activities, services, amenities, employment, and residential land uses.
- Encourage the implementation of Smart Growth principles in greenfield developments.
- Support the redevelopment of the Route 31 commercial corridor while maintaining its historic character and scenic amenities.
- Support the civic and community development of Montgomery and North Aurora.
- Work towards improving the infrastructure of unincorporated areas east of the Fox River for further annexation of unincorporated areas.



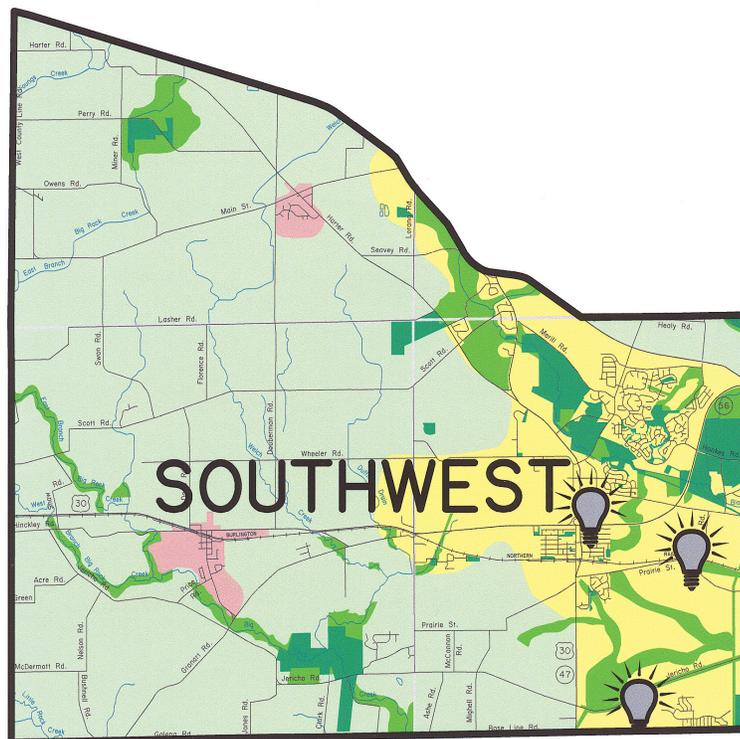
LAND RESOURCE MANAGEMENT PLAN—IMPLEMENTATION STRATEGY

Southwest Planning Partnership Area

The Southwest Planning Partnership Area includes two municipalities: Big Rock and Sugar Grove. The 2000 Census Population for this area is 9,659 and the 2030 Forecasted Population is 73,198. There are three Priority Places in this PPA. The first is in the vicinity of the intersection of Route 30 and Route 56 in Sugar Grove. The second is the area around the intersection of Prairie Road and Gordon Roads and includes a rail line. The third is west of Montgomery along Jericho Road.

Challenges and Opportunities

- Prevent the premature conversion of farmland to development in the western portion of the PPA with support from the Agricultural Conservation Easement and Farmland Protection program.
- Encourage boundary agreements between Sugar Grove/Elburn and Sugar Grove/Big Rock.
- Use greenfield development as an opportunity for diversified housing.
- Continue planning assistance with the Village of Big Rock.
- Encourage land uses that support job creation around the airport.
- Encourage Smart Growth principles at greenfield development sites.
- Support Sugar Grove in developing a Route 47 corridor plan to address ROW, access, mixed-use, landscape, design, and pedestrian movement.
- Support Montgomery and Sugar Grove in their developing areas to use the Smart Growth principles, including providing mixed-uses, a diversity of housing choices, a sense of place, and providing a variety of transportation choices including walkability.

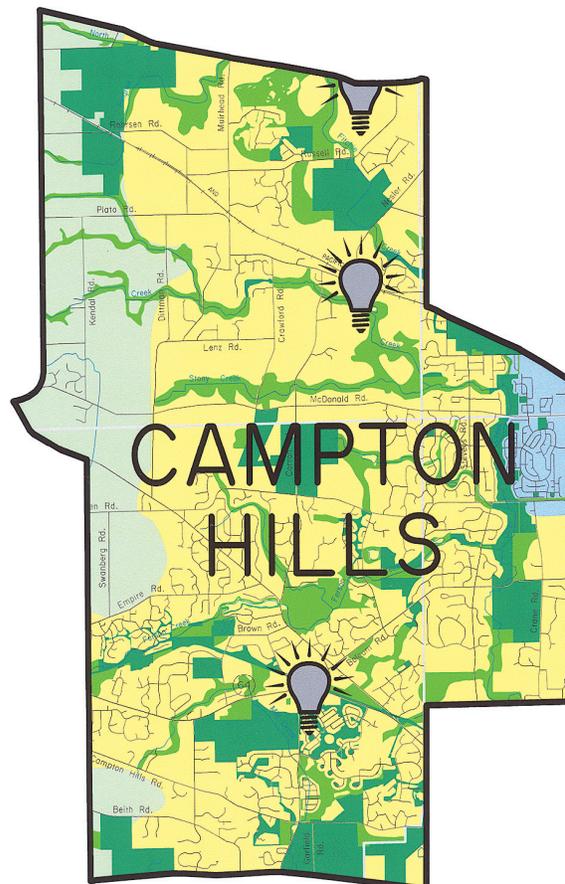


**Campton Hills
Planning
Partnership Area**

The Campton Hills Planning Partnership Area includes the greater part of Campton Township, part of Plato Township, part of the city of St. Charles, and unincorporated Wasco. The 2000 Census Population for this area is 18,411 and the 2030 Forecasted Population is 54,133. There are three Priority Places in this PPA. The first Priority Place, west of Udina, is primarily undeveloped. It straddles Plank Road and is in the vicinity of Russell Road, Route 20, and Coombs Road. Fitchie Creek creates a substantial environmental corridor to the west of this Priority Place and provides an opportunity for enhancement and preservation. The second is located in the vicinity of Nesler and Bowes Road including the Bowes Creek environmental corridor to the south. The third is centered in unincorporated Wasco, the Fox Mill master planned community and new development.

Challenges and Opportunities

- Work in partnership with ISWS and ISGS to continue the study of the long-term water supply.
- Create a transition from Critical Growth to Agriculture in the western portion of the PPA.
- Encourage walkability and open space, including links to the Great Western Trail.
- Develop a Green Plan for the Campton Hills PPA.
- Provide a diverse housing stock with affordable units and senior housing.
- Preserve the integrity of small centers, particularly Udina, as Elgin develops westward.



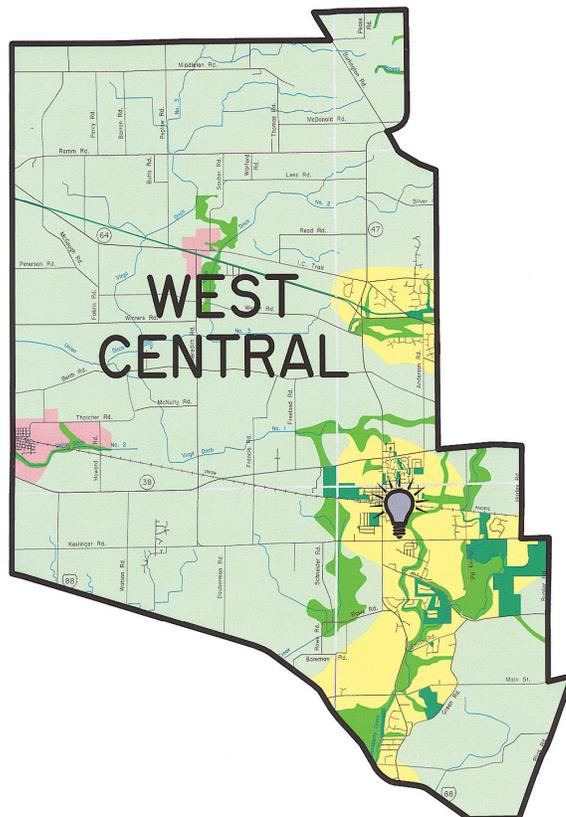
LAND RESOURCE MANAGEMENT PLAN — IMPLEMENTATION STRATEGY

West Central Planning Partnership Area

The West Central Planning Partnership Area includes four municipalities: Elburn, Lily Lake, Maple Park, and Virgil. The 2000 Census Population is 9,127 and the 2030 Forecasted Population is 28,799. There is one Priority Place in this PPA. This Priority Place is centered in Elburn with existing and developing neighborhoods, the downtown area, and the new Metra station. The new Metra station for Elburn is being constructed south of North Street near Elburn's civic center and Old Town. The City of Elburn is working closely with developers to plan a Transit Oriented Development around the new Metra station that will complement Old Town Elburn and new development.

Challenges and Opportunities

- Prevent the premature conversion of farmland in the western portion of the PPA with support from the Agricultural Conservation Easement and Farmland Protection program.
- Initiate a Route 47 corridor plan to address carrying capacity, curb cuts, ROW, streetscape, design, and pedestrian access.
- Promote compact development in the towns and villages.
- Work with Lily Lake and Virgil in developing and implementing new comprehensive plans.
- Support implementation of Maple Park and Elburn's comprehensive plans.
- Encourage a boundary agreement with Sugar Grove and Elburn.
- Develop a Green Plan for the implementation of an environmental corridor surrounding Elburn.
- Encourage TOD development around Elburn's new Metra station with diverse housing, green space, and pedestrian mobility.



LAND RESOURCE MANAGEMENT PLAN — IMPLEMENTATION STRATEGY

Intergovernmental Cooperation Council

An additional, extremely important implementation opportunity needs to be addressed by the municipalities and Kane County as we proceed to implement the 2030 Land Resource Management Plan and respond to the three planning challenges. Since the cooperative and successful adoption of the Countywide Stormwater Management Plan and Countywide Ordinance, it has been recognized that other local issues and problems can better be addressed and solved by intergovernmental efforts. Land use, transportation and water supply are three areas of planning where development and implementation of intergovernmental plans provides superior long-range solutions.

The *Metropolis Plan: Choices for the Chicago Region* suggests the State of Illinois may adopt an Intergovernmental Growth Management Act, providing a mechanism for municipalities and counties to develop and implement plans for growth and transportation consistent with healthy county-wide growth.

- This legislation would authorize any county to create an Intergovernmental Cooperation Council similar in organization to the Stormwater Management Commissions currently operating in Northeastern Illinois. Each Council would be governed by a board with an equal number of representatives of the County Board and the county's municipal governments (plus other members as determined by the Council).
- Councils would have the authority to develop and implement intergovernmental plans related to land use, transportation, housing, economic development, protection of natural resources, and homeland security.
- Councils would be allowed to receive grants from public and private sources, to charge user fees, and to collect monies from local governments. Councils would also be authorized to finance and construct capital improvements and to sell bonds secured by identified sources of revenue.
(*Metropolis Plan*, page 30)

The Kane County 2030 Land Resource Management Plan supports the efforts of Chicago Metropolis 2020 to get the State of Illinois to adopt an Intergovernmental Growth Management Act.

Conclusion

As the Regional Planning Commission proceeds with the five-year implementation program, it fully recognizes the complexity of existing issues and jurisdictional interests. The County Board is committed to expanding PPA activities and to providing the Planning Commission with staff resources for scheduling and holding public meetings, preparing maps and other planning materials, reviewing and discussing compatible land plans and proposed boundary lines, and for finalizing joint resolutions adopting land resource management plans.

There is a common understanding between the Regional Planning Commission and the County Board that the ultimate success or failure of this 2030 Land Resource Management Plan depends on the county's ability to effectively communicate to the municipalities the long-term benefits of creating cooperative partnerships for managing common land and water resources. It is also clearly understood that the successful implementation of the 2030 Plan would be greatly enhanced by adoption of enabling legislation by the State of Illinois providing for creation of Intergovernmental Cooperation Councils. Development of successful partnerships

LAND RESOURCE MANAGEMENT PLAN—IMPLEMENTATION STRATEGY

during the next five years will result in the successful implementation of the 2030 Plan with the following benefits:

- preservation of 50% of the county in farmland and open space,
- improved environmental quality and a sustainable water supply,
- expansive open space system with diversified ecosystems and ample recreational opportunities,
- improved water quality in the Fox River and its tributaries,
- balance of land uses providing housing and employment opportunities,
- less congested roadways and more walkable communities, and
- safe, healthy, and livable communities for Kane County residents.

The 2020 Land Resource Management Plan adopted in 1996 stated, “Kane County is rapidly approaching a crossroads due to increasing growth, expanding municipal boundaries, and renewed pressure on open space and natural resources”. In 2004 we have arrived at the crossroad and there are now two basic choices.

The first is “business as usual,” what the Metropolis Plan describes as a “path that will squander natural resources, deny opportunity to many of our residents, tie up the region (county) in traffic and jeopardize our robust economy.” The second is the 2030 Plan, a strategy envisioning Kane County with farmland and ample open space, restorative development along the Fox River, transit choices and opportunities for walking and biking, adequate and affordable housing for a diverse population, and safe, healthy, and livable communities.

From 1999 to 2003, the County Board and Planning Commission hosted a workshop series for municipal elected and appointed officials entitled “Making It Work!” In 2004 they kicked off a new workshop series entitled “Priority Places: Where Smart Growth Gets Done”. This 2030 Plan is the second choice, the other path. We can make it work if we put our priorities in the right places.

Figure 84**10 Principles of Smart Growth — Definitions****1. Mix Land Uses**

Mixed land uses means providing multiple uses on a single lot or within an integrated development on multiple lots. Single lot mixed-use refers to residential uses or office units located above ground level commercial/retail uses. Examples include: offices, apartments, or a hotel located above a local grocery/convenient store; and live/work units created within the same building. Downtowns, residential areas, Priority Places, and transit stations are ideal locations to incorporate mixed land uses. A mix of land uses helps streets, public spaces and retail stores become places where people meet, revitalizing community life. Providing commercial, residential, recreational, educational and other land uses in close proximity creates vibrant, diverse, and walkable communities.

2. Take advantage of compact-building design

Compact building concentrates development within a geographic area in order to minimize the amount of land used to accommodate growth. Compact development can take several forms. In the Urban Corridor compact building means utilizing brownfields, greyfields, and greenfields to accommodate high-density uses, such as multifamily developments (condominiums and townhomes) and mixed uses. In the Critical Growth Area, compact development should be focused on Priority Places, creating village and town centers. In both the Urban Corridor and Critical Growth Area, high-density development provides more transportation choices, minimizing reliance on automobiles. Compact buildings should be well designed with a variety of architectural details and colors, a central green space for leisure, hidden parking, private patios, balconies, or small yards, and close proximity to shops, services, schools, and transit.

3. Create a range of housing opportunities and choices

Demographics are changing in Kane County. Kane County needs to provide housing opportunities for all incomes and demographic groups. In order to attract and retain young professionals, to allow seniors to retire in their own community, and to provide housing options for school teachers, firemen, and service employees, Kane County must offer a wide range of housing types and prices. By retaining and attracting talented employees, an adequate supply of affordable housing can be a major asset for the economic development of the county. Housing choices could include senior housing, apartments above garages, townhouses, a variety of lot sizes, broad mix of housing prices in the same neighborhood, multifamily developments, green buildings, cottage homes, and mixed-use buildings.

4. Create walkable neighborhoods

Kane County encourages healthy and vibrant communities by designing and building walkable neighborhoods. Walkable neighborhoods consist of an interconnected street network, providing connectivity and linkages throughout the entire neighborhood and to specific designations. The network should be more intense at the core of a community or town center and tie in to the surrounding neighborhoods and destinations. Streets should be inviting to the community. Walking paths pushed back from the street, attractive landscaping, public art, centrally located parks, street lights, and architectural details on buildings, all encourage residents to walk. Walkable neighborhoods give

residents, particularly the young and the elderly, a choice to control their mobility and to easily access important destinations from their homes.

5. Foster distinctive, attractive communities with a strong sense of place

Kane County has many distinctive historic places and downtowns. Municipalities along the Fox River are capitalizing on their assets by revitalizing historic structures, bringing life to blighted areas, and drawing people to the Fox River with new residential developments, parks, public art, and attractive walkways. They are developing distinctive, attractive communities. New subdivisions and developments throughout the county need to continue to develop this unique sense of place. New subdivisions need to be part of the existing community. This can be accomplished with architectural styles and natural elements reflecting the interests of all residents. Such subdivisions are more likely to retain their economic vitality and value over time. Communities can stimulate civic pride in their town with unique design details—such as landscaping, community signs, awnings, public art—that help further distinguish the area for passersby's and visitors. Community amenities include parks, trails, pools, community buildings, shopping, and offices.

6. Preserve open space, farmland, natural beauty, and critical environmental areas

The county has inherent natural beauty. Our glacial past has created endless viewsheds, productive agriculture soils, and unique geologic features. The Fox River and its tributaries are also a source of pride for many Kane County residents. Open space and farmland preservation are essential to spiritual well being, the health of Kane County's biodiversity, and the economic prosperity of municipalities. Open space planning and preservation helps conserve scenic vistas, critical environmental areas, and recreational opportunities before they are consumed by development. Farmland preservation in the western half of the county helps ensure agriculture will continue to play a dominant role in Kane County's economy. Farmland preservation also helps support farm families with the growing agricultural costs, and enabling them to continue their family heritage by passing farms down to the next generation.

7. Strengthen and direct development towards existing communities

Smart growth directs development towards existing infrastructure. By encouraging revitalization of existing downtowns and by directing new development towards areas with existing sewer and water services, communities benefit from a stronger tax base, closer proximity to jobs and services, increased efficiency of developed land and infrastructure, and reduced development pressure in fringe areas. Existing neighborhoods can accommodate much of the growth that communities require through infill development, redevelopment and rehabilitation of existing buildings.

8. Provide a variety of transportation choices

A variety of transportation choices includes efficient automobiles, bus and rapid transit, commuter train, and bike and pedestrian trails. All these choices should be tied together to create an intermodal transportation system. This system reduces congestion and provides more efficient movement and transportation choices for people. The effectiveness of multi-modal transportation depends on the existence of supportive land uses. To provide fast and efficient bus and commuter train service, high-density residential land uses are required to support it.

9. Make development decisions predictable, fair and cost effective

To encourage Smart Growth investments in communities, the development process must be straightforward and cost effective. For developers to buy into Smart Growth, greater certainty and predictability in the development process is required. The vision of the community must be clearly related to the residential and development community. Building and zoning codes need to be reviewed to ensure compatibility with Smart Growth. As an example, many existing building codes make Smart Growth illegal. Conventional zoning typically requires the separation of uses and mandates excessive setbacks and parking requirements, as well as height and density restrictions, which are counter to many Smart Growth objectives.

10. Encourage community and stakeholder collaboration in development decisions

Each community needs to develop and buy in to a shared vision. To create community buy in, a variety of interests and groups should be involved in the review of these plans. Techniques can include design workshops, education workshops, and participation in Planning Partnership Areas.

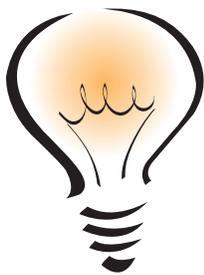


Figure 85

What is a Priority Place?

A *Priority Place* is a potential location in Kane County where safe, healthy and livable communities are being planned. *Priority Places* are where the 10 principles of Smart Growth can be implemented. *Priority Places* are part of the refinement of the Critical Growth Area.

If we don't implement *Priority Places* we are not going to "make it work!"

The 16 locations recommended as *Priority Places* range from sites that are currently farmland to existing downtowns and village centers like Hampshire and Elburn and their surrounding areas. Some of the locations currently possess a sense of place while others have the potential to be developed under the Smart Growth Principles to create a strong sense of place. The recommended *Priority Places* also exhibit some relationship to existing or planned transportation improvements. Elburn and LaFox are good examples of transit-oriented design development opportunities, while Hampshire and Sugar Grove are examples of more conventional vehicular orientation to I-90 and I-88.

At this time, *Priority Places* are limited to the Critical Growth Area where much of the anticipated population growth is expected to occur. Recommended *Priority Places* are where sewer and water infrastructure either currently exist or are being planned. *Priority Places* are associated primarily with municipal planned growth areas and offer a development alternative based on the 10 Smart Growth Principles, as opposed to the "business as usual" suburban alternative.

Priority Place locations represent centers of growth and surrounding areas that could generally accommodate 5,000 to 10,000 residents. *Priority Places* are where a mix of uses, compact design, a sense of place, pedestrian, bicycle, and other transportation alternatives, and important links to the countywide greenway system can be combined. *Priority Places* suggest locations where people can contribute to a sense of place by their actions and social interactions and where they can be socially and personally involved in their community.

Figure 86—Planning Partnership Areas

PLANNING PARTNERSHIP AREAS

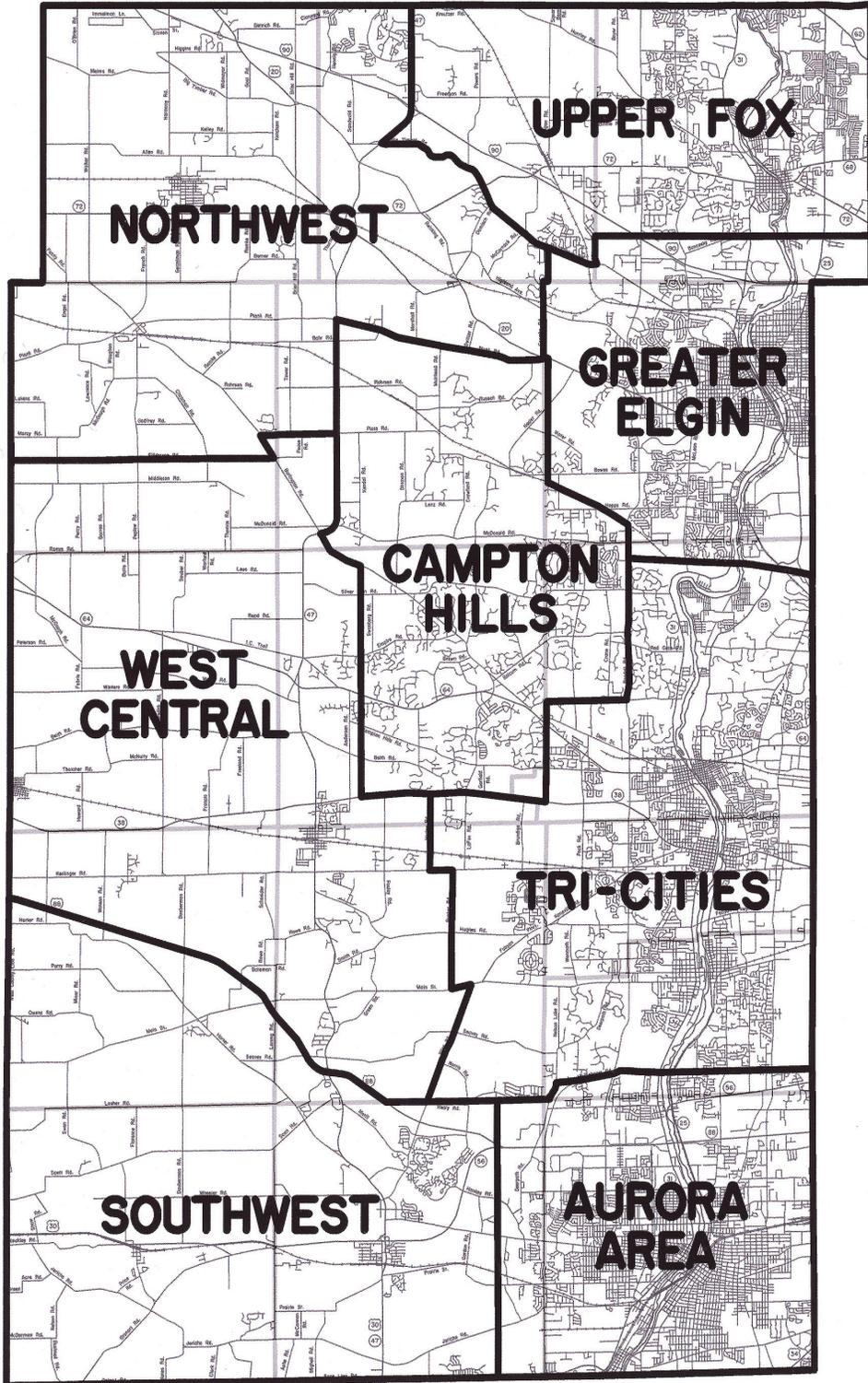


Figure 86

TOWNSHIPS

| | | |
|------------|-------------|-------------|
| HAMPSHIRE | RUTLAND | DUNDEE |
| BURLINGTON | PLATO | ELGIN |
| VIRGIL | CAMPTON | ST. CHARLES |
| KANEVILLE | BLACKBERRY | GENEVA |
| BIG ROCK | SUSAR GROVE | AURORA |



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Planning Division
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