

Appendix A Corridor Character

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

Character Analysis

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

Unincorporated Kane County and McHenry County

Character:

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

Future Character:

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

Village of Hebron (Historic Municipality)

Character:

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

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

Challenges identified by Hebron:

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

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



Future Character:

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

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

City of Woodstock (Historic Regional Center)

Character:

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

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

Challenge identified by the City of Woodstock:

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

Future Character:

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

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

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



Village of Lakewood (Edge Municipality)

Character:

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

Future Character:

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

Village of Lake in the Hills (Edge Municipality)

Character:

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

Challenges identified by the Village of Lake of the Hills:

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

Future Character:

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

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



Village of Huntley (Regional Center/Historic Municipality)

Character:

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

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

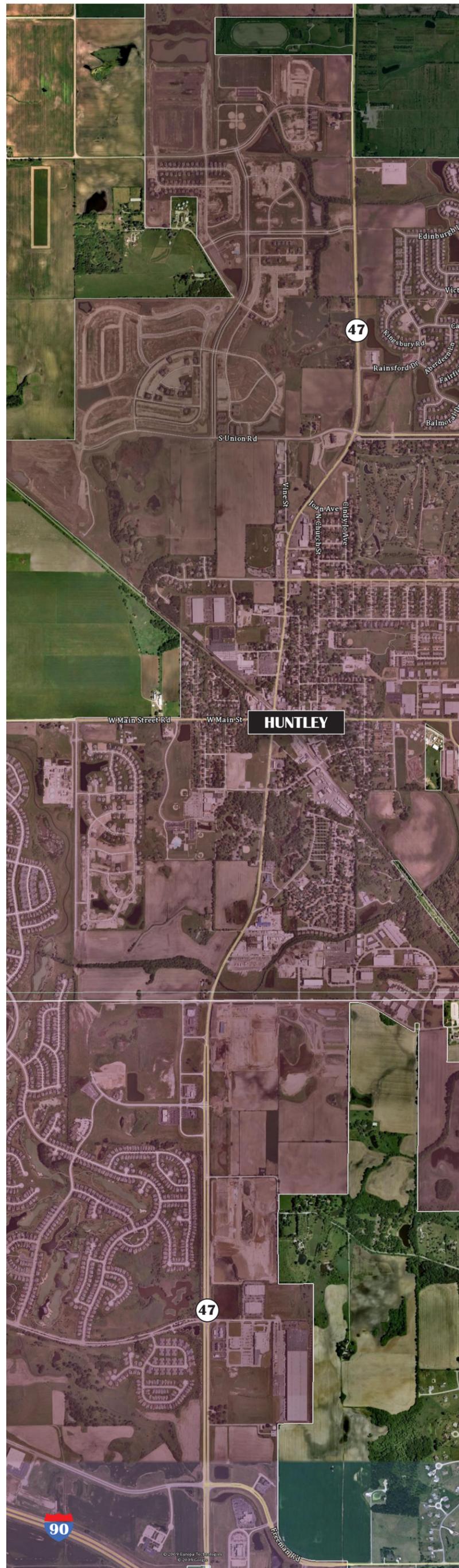
Challenge identified by the Village of Huntley:

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

Future Character:

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

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



Village of Hampshire (Edge Municipality/Regional Center)

Character:

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

Future Character:

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

Village of Pingree Grove (Edge Municipality/Regional Center)

Character:

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

Future Character:

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

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

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

Village of Burlington (Edge Municipality)

Character:

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

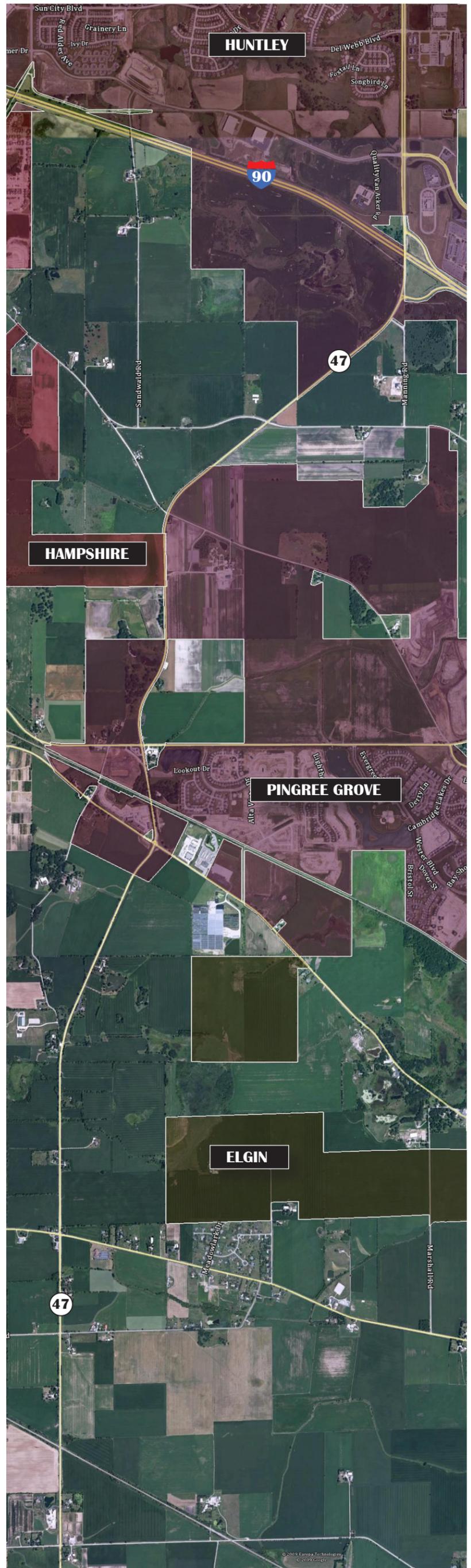
Future Character:

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

City of Elgin (Edge Municipality)

Character:

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



Future Character:

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

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

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

Village of Campton Hills (Edge Municipality)

Character:

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

Challenge identified by the Village of Campton Hills:

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

Future Character:

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

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

Village of Lily Lake (Historic Municipality)

Character:

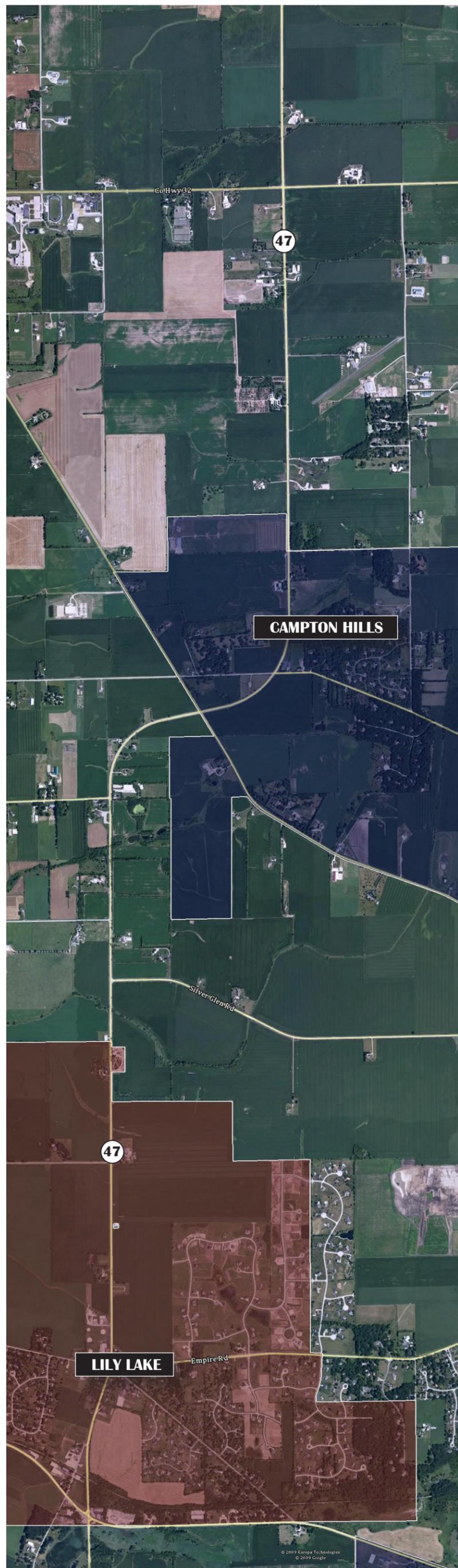
The Village of Lily Lake is situated in central Kane County, adjacent to IL 64. Existing land uses in the area consist of agricultural land, residential homes, and a commercial development at the intersection of IL 47 and IL 64. Situated north of IL 64 is a viaduct for the Union Pacific railroad. North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

Challenges identified by the Village of Lily Lake:

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

Future Character:

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



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

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

Village of Elburn (Historic Municipality)

Character:

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

Challenges identified by the Village of Elburn:

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

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

Future Character:

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

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

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



Village of Sugar Grove (Regional Center)

Character:

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

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

Future Character:

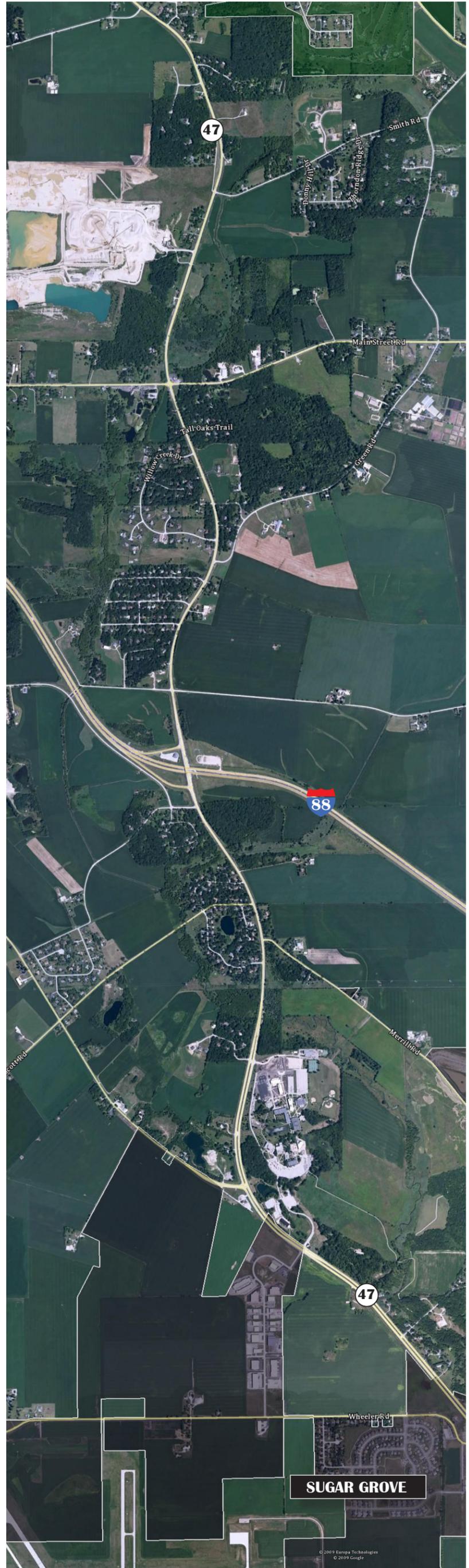
Initial discussions and workshops have indicated a desire by the Village for a mix of commercial, residential, compact mixed-use, institutional, open space, and agricultural uses in the Corridor to be consistent with the Village’s comprehensive plan. The timing of the build out for the land area within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

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

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

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

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



Village of Montgomery (Edge Municipality)

Character:

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

Future Character:

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



