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INTRODUCTION

What should North Aurora look like in 2035? In April 2014, the Village kicked-off the year-long process of updating its Comprehensive Plan to answer this question. The planning process included fieldwork, data collection, market analysis, extensive public outreach, and consensus building. This document represents the culmination of those efforts, and acts as the Village’s primary policy guide for growth and development, transportation, community facilities, parks and environmental areas, and more.

VISION FOR 2035

In 2035, the Village of North Aurora is a prominent western suburb recognized for its safe and peaceful neighborhoods, stunning views of the Fox River, small town charm, and unique shopping and entertainment destinations. Approaching full build-out, the Village has grown responsibly in both population and geographic size. It has prioritized development in areas served with existing infrastructure and coordinated greenfield development with its neighbors. Parks, open spaces, and natural features have been preserved and enhanced. Easy interstates access and a culture of business friendliness have also helped to transform the Village into the place to do business, which has created many well-paying jobs for residents and provided new tax revenue for projects increasing the livability of the community and the happiness of residents.

The full Vision Statement can be found in the following chapter.

PURPOSE & AUTHORITY

The Comprehensive Plan is the Village’s official policy document for future growth and development. Authorized by Illinois State Law (65 ILCS 5/11-12.5), it forms local decisions regarding land use, infrastructure, transportation, parks and recreation, and community services and facilities. It acts as the Village’s “roadmap” or “blueprint” to a better future.

The Plan addresses land use and development issues primarily within the Village’s municipal boundaries. However, Illinois State Law (65 ILCS 5/11-12) permits municipal plans to plan for unincorporated land within 15 miles of existing corporate limits referred to as “extraterritorial jurisdiction,” except where boundary agreements have been established. The Village currently has boundary agreements with Aurora, Sugar Grove, and Batavia, which constrains this extraterritorial jurisdiction.

CMAP LOCAL TECHNICAL ASSISTANCE

This Comprehensive Plan was funded by a grant provided by the Chicago Metropolitan Agency for Planning (CMAP) as part of the Local Technical Assistance (LTA) program. In October 2010, CMAP was awarded a grant by the U.S. Department of Housing and Urban Development (HUD) to assist with the implementation of GO TO 2040, the comprehensive regional plan to help the seven counties and 284 communities plan together for sustainable prosperity through mid-century and beyond. With funding from the grant, CMAP launched the LTA program, which provides assistance to communities across the Chicago region to undertake planning that advances the principles of GO TO 2040.

PROCESS

The North Aurora Comprehensive Plan is the product of a community-driven, multi-phased process that involved residents, stakeholders, Village staff, and the consulting team. The project’s steps included:

STEP 1: PROJECT INITIATION

The planning process was initiated with several events designed to “kick-off” the project, including meetings with key Village officials and an initiation workshop with the Steering Committee in April 2014 at Village Hall.

STEP 2: COMMUNITY OUTREACH

Residents and other stakeholders were engaged through a diverse variety of outreach tools, including an interactive project website, online surveys, sMap – an online community issues mapping tool, traditional workshops, and one-on-one interviews.

STEP 3: EXISTING CONDITIONS ANALYSIS

This step included the production of the Existing Conditions Report. It was based on information provided by the Village, feedback from community outreach, data sources, field reconnaissance, surveys, inventories, and analysis of past plans, studies, and policy initiatives.

STEP 4: COMMUNITY VISION, GOALS, AND OBJECTIVES

This step included a hands-on community visioning workshop where community members illustrated their vision for the future of North Aurora. Based on this event, goals, objectives, and policies were prepared.

STEP 5: SUB-AREA PLANS

Detailed sub-area plans were prepared for the West Gateway (Orchard Road and I-355). These plans include recommendations on land use and development, multimodal access and mobility, and urban design principles.

STEP 6: COMMUNITY-WIDE PLANS & POLICIES

This step entailed the preparation of future plans for land use, transportation and mobility, open space and environmental features, and community facilities. These future plans are the “core” for the Comprehensive Plan and reflect community input and the goals and objectives.

STEP 7: COMPREHENSIVE PLAN DOCUMENT & ADOPTION

Draft and final versions of the Comprehensive Plan document were prepared for local review and consideration, including the Plan Commission public hearing and the presentation to and adoption by the Village Board.
The comprehensive plan process was guided by a Comprehensive Plan Advisory Committee (CPAC) comprised of local business owners, residents, and officials. The CPAC was responsible for identifying key stakeholders, identifying key issues to be addressed in the Plan, reviewing preliminary findings, and critiquing draft plan recommendations. A CPAC kick-off workshop was held on April 8, 2014. The workshop began with an overview of the CPAC and included a series of questions about the community, with each interview lasting between 30 minutes and an hour. Their responses have been synthesized and organized into the categories below. It is important to note these comments are not official recommendations, but are ideas, opinions, and concerns shared with the Consulting Team by local stakeholders.

### COMPREHENSIVE PLAN ADVISORY COMMITTEE (CPAC) \(\rightarrow\) WORKSHOP HIGHLIGHTS

- Project Website (April 2014 - April 2015)
- Community Workshop (May 21, 2014)
- Key Person Interviews (May 21, 2014)
- Developer Interviews (June 2014)
- Visioning Workshop (October 29, 2014)
- Project Website (April 2014 - April 2015)

### DEVELOPER INTERVIEWS

In order to get better insight into development issues, the Consulting Team interviewed developers active in North Aurora and the Chicago region. Each developer was asked to evaluate the attractiveness of North Aurora for new commercial, residential, and industrial investment, and to share their experiences developing properties in North Aurora compared to other communities. Interviews were conducted in June, 2014. Participants included residential, retail, and industrial/warehouse distribution developers.

### SUMMARY OF INPUT

Some of the key themes or issues shared in the interviews included:

- North Aurora suffers from a serious image and identity problem. Many people don’t even know that it is independent of the City of Aurora; it has the perception of being the north side of Aurora.
- The I-88/Route 31 interchange, vacant and underdeveloped sites send the wrong message to those passing by or entering the community.
- Some respondents stated that the local high school in Aurora does not have a good reputation in terms of academics and safety; however, the elementary and middle schools are perceived as good.
- Prior to the downturn in the economy and real estate market, it was envisioned that North Aurora would have had considerable growth and development. Even in the most prime areas, this has not occurred.
- The Village has, in the past, had a reputation of being difficult to work with. Everyone has positive things to say about the new staff. However, the permitting process is said to be onerous and more costly than some neighboring communities with better prospects.
- Nearly everyone pointed out the absence of a downtown area having a negative impact on the Village. However, there was general agreement that the potential to create the environment will be difficult. The area around Route 56/639 was highlighted as having the most potential.
- North Aurora market is well-positioned to capture industrial development and industrial growth are not that good; the city's strategy is that there is more than enough potential. However, the perception of being the north side of Aurora; it has the perception of being the north side of Aurora.
- North Aurora and the I-88/Route 31 interchange are key transit destinations. Many people don’t even know that it is independent of the City of Aurora; it has the perception of being the north side of Aurora. The Village has, in the past, had a reputation of being difficult to work with. Everyone has positive things to say about the new staff. However, the permitting process is said to be onerous and more costly than some neighboring communities with better prospects.

### BUSINESS QUESTIONNAIRE

An online questionnaire for North Aurora businesses was posted on the project website. This was designed to gather input from businesses as part of the community outreach effort. Participants were asked to record their views on a variety of topics, including the need for new development, opportunities for expansion of existing businesses, and the need for changes in business climate. The questionnaire was launched in April 2014 and remained open for the duration of the process. 88 residents submitted answers to the questionnaire.

### SMAP MAPPING TOOL

SMAP is a social mapping application developed by Housel Layne Associates that allows residents to actively participate in the planning process. Participants were able to create their own community maps of issues and opportunities, including comments tagged to specific locations. Residents flagged public safety concerns, undevelopable land, key transit destinations, desired developments, poor appearance, crime by assets, and other development issues, problems, intersections, and more. Three maps were created with a total of 25 points.
The Village of North Aurora is a prominent western suburb recognized for its well-maintained park system, preservation of historic structures, and a nurturing environment that is both attractive, stable, peaceful, and safe, and subdivisions remain an important component of the North Aurora community. The Village’s parkland consists of a mixture of small, medium, and large parks and open spaces. Today, as the Village continues to play a coordinating, supportive role in all directions thanks to the completion of the comprehensive planning process.

The Vision Statement paints a picture of what the Village of North Aurora will look like in 20 years from now. It is written in a retrospective in the year 2035, chronicling the accomplishments and achievements that have occurred in the Village since the new Comprehensive Plan was adopted in 2015. The Statement incorporates the most central ideas and themes discussed throughout the community outreach process.

IN 2035...

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A VISION FOR NORTH AURORA

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The Village has made economic development a top priority and used a variety of tools — including marketing, incentives, and infrastructure improvements — to attract and retain businesses in critical industries. Many businesses have been remodeled or redeveloped, and new residential development has contributed to a unique identity for the community. Thanks to these efforts, North Aurora has become one of the western suburbs’ best. Connectivity has improved and getting from Point A to Point B is easy, safe, and quick. Bus routes have been aligned with trail spurs and pathways, allowing multi-modal connections both throughout the Village and within the broader region. A series of road improvements has also led to a reduction in travel times and minimization of congestion. The expansion of the State Street Bridge has made travel between the western and eastern parts of the Village much quicker, and Pace now serves the far western portions of the Village including Orchard Road and Orchard Gateway, in addition to routes along Route 31 and Randall Road. The Village continues to regularly update its Capital Improvement Plan which facilitates long-term planning and investment, as well as routine maintenance of roads.

Biking and walking remain popular, and continue to be a means of exercise, recreation, and transportation for Village residents. With the investment in pedestrian and bike infrastructure a community priority, sidewalks and bike lanes have been constructed and implemented at key intersections, especially along Orchard Road, Orchard Gateway, Randall Road, and Routes 25, 31, 56. New parks and trails have been built and connections continue to be developed both within and between subdivisions and with neighboring communities. Today, every new commercial development incorporates pedestrian and bike amenities, and neighborhoods are now safely connected with complementary access to all destinations.

The Village’s transportation system remains attractive, easy to navigate, and continues to be a means of access, safety, and place. Entrances to the Village along Orchard Road, Randall Road, Tanner Road, Route 31, Route 56, and others have received gateway treatments, including new signage, landscaping, and art, comes visitors to the community and creates a positive first impression. Similarly, major corridors have been beautified with landscaping and art, resulting in a unique sense of place that is North Aurora.

While the Village was once confused with being the “north side of the City of Aurora” that is no longer the case. Robust residential, commercial, and industrial growth have strengthened the reputation of the Village within the Chicago Region, and a branding campaign replete with a new logo and tagline have made the Village a distinctive idea and place. Enhances to the Village along Orchard Road, Randall Road, Tanner Road, Route 31, Route 56, and others have received gateway improvements and treatment, including new signage, landscaping, and art, comes visitors to the community and creates a positive first impression. Similarly, major corridors have been beautified with landscaping and art, resulting in a unique sense of place that is North Aurora.

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GROWTH AND ANNEXATION

GOAL
Grow in an environmentally and fiscally responsible manner.

OBJECTIVES
- Prioritize development in areas of the community already annexed and/or served by municipal infrastructure and services through incentives and development regulations before investing in other undeveloped areas.
- Use development regulations to prevent unnecessary sprawl, leapfrog development, or the premature conversion of farmland.
- Work closely with Aurora, Batavia, and Sugar Grove to maintain review, review, and/or amend boundary agreements to reflect anticipated desirable growth and development trends.
- Utilize development regulations and capital improvement programming to guide development to priority areas and reflect realistic growth expectations for North Aurora.
- Maintain a balanced arrangement of land uses, quality neighborhoods, strong tax base, employment, and open spaces by promoting development according to the adopted Comprehensive Plan.

GOAL
Use annexation to capitalize on development opportunities and facilitate efficient governance.

OBJECTIVES
- Annex unincorporated pockets of developed parcels and County sub-divisions surrounded by the Village to ensure that non-residents who benefit from Village infrastructure and services are helping to support their costs.
- Annex contiguous properties within the Village’s planning jurisdiction where development is occurring, especially properties either fully or partially surrounded by the Village.
- Work closely with Kane County to review development proposals for unincorporated land within the Village’s planning jurisdiction, requiring for review amendment, and ensuring that development is compatible with surrounding development in terms of land use, access, and character.
- 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.
- Evaluate development proposals to ensure the intensity of new development does not overburden existing and planned utility systems, water resources, schools, roads, and other infrastructure and taxing bodies.
- Maintain and regularly evaluate impact fees to ensure they are appropriate and adequate to mitigate the Village’s costs associated with accommodating new development, along with the costs incurred by other service providers.

COMMERCIAL AREAS

GOAL
Transform Lincolnway (IL Route 35) into an attractive multifunctional corridor centered around an active community focal point at the intersection of IL Routes 35 and 56.

OBJECTIVES
- Facilitate redevelopment of the “Block One” site into a high-quality mixed-use development that capitalizes on access to the Fox River and Fox River Trail.
- Encourage and support redevelopment of underutilized commercial properties adjacent to and near the “Block One” site and the intersection of IL Routes 35 and 56.
- Use incentives and regulations as necessary to implement recommendations made in the Design Guidelines Plan for the Lincoln Highway/Route 31 Corridor.
- Encourage the transition of underutilized portions of the IL 31 corridor to medium-density residential development in order to take advantage of views and access to the Fox River and Fox River Trail.
- Encourage and partner with the Illinois Department of Transportation (IDOT) to evaluate the expansion of the IL Route 31 right-of-way to facilitate road reconfiguring, sidewalks, and other local objectives.
- Work with IDOT, CorrEd, AT&T, and other utility providers to coordinate the buying or relocation of local utility lines as roadway improvements or redevelopment occurs.
- Review and amend regulations for the 5-3 Central Business Zoning District to better align parking and landscaping requirements with parcel sizes, site capacity, and other Village objectives.
- Continue to use Tax Increment Financing as a funding mechanism for improvements and redevelopment along the IL 31 corridor.
- Encourage and support redevelopment of key vacant sites or obsolete uses near the Route 30-IL 88 interchange that have the potential to catalyze additional investment in the area.
- Enforce non-conforming provisions (Chapter 5 of the Village Zoning Ordinance), when applicable, on non-conforming single-family homes and encourage absorption of those properties for both stand-alone or mixed-use opportunities for commercial and medium-density residential development.

GOAL
Promote and maintain vibrant and healthy commercial areas throughout the Village that serve the day-to-day needs of residents, capture a larger regional market, and enhance the image and identity of North Aurora.

OBJECTIVES
- Establish and implement a long-term vision for the existing North Aurora Towne Centre commercial development on Orchard Gateway Boulevard that would support its transition to a significant commercial destination.
- Support the development of commercial uses on the east side of the Fox River consistent with the Land Use Plan, to meet the day-to-day needs of nearby residents.
- Reinforce the role and character of Orchard Road and Orchard Gateway Boulevard as regional commercial destinations, while promoting Randall Road and Route 31 as neighborhood commercial destinations.
- Review and amend development regulations to require large commercial developments along Orchard Road, Randall Road, and Orchard Gateway Boulevard to provide cross access and internal circulation that maximizes access, navigability, safety, and pedestrian movement.
- Assist the Aurora Regional Chamber of Commerce in enhancing the visibility of priority sites throughout North Aurora.
- Develop a marketing campaign that would enhance the regional visibility of the existing North Aurora Towne Centre, Auto Mall, and future commercial destinations around the Orchard Road/IL 88 interchange.
- Establish design, signage,.wayfinding, and streetscape standards for the Orchard Road, Randall Road, and IL 31 commercial corridors that reflect a consistent Village-wide theme.
- Promote the availability and use of the Village’s facade improvement program to enhance the character of commercial corridors.
- Require new developments to install utilities underground, and work with existing businesses establishing to bury or relocate utilities as site or roadway improvements occur.
- 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.
- Reassess the commercial land use classifications in the Zoning Ordinance to ensure it is better aligned with community objectives.
RESIDENTIAL AREAS

GOAL
Provide a range of housing types that can accommodate the needs of both current and potential residents.

OBJECTIVES
- Promote the development of a variety of housing and dwelling unit types and densities in accordance with the Land Use Plan.
- Encourage the transition of underutilized portions of the IL 31 corridor to medium-density residential development in order to take advantage of views and access to the Fox River and Fox River Trail.
- Amend the 2009 Lincoln Highway/Route 31 TIF Redevelopment Plan to include expanded areas of medium-density residential in its Future Land Use Plan.
- Encourage the development of senior housing and assisted living units throughout the Village, integrating them with planned and existing neighborhoods; and linking them with community amenities and commercial uses.
- Review and amend the zoning ordinance to allow smaller lot sizes to provide additional flexibility for residential development.
- Continue to work with the City of Aurora, owners of the Fox Valley Golf Course, to establish a vision for the golf course property that includes housing reflective of the demand and character in North Aurora.
- Incorporate a variety of transitional housing options on or near the Orchard Road Corridor in the future land use plan.

GOAL
Protect and enhance the quality of existing neighborhoods.

OBJECTIVES
- Prioritize the build-out of all incomplete subdivisions that are already current and potential residents.
- Track and monitor foreclosures to proactively address property conditions and preventive maintenance programs.
- Encourage the development of older subdivisions through incentives in housing investment, adequate buffers to help protect the Village’s neighborhoods.
- Invest in modern infrastructure that can support innovative and technology-based industry in North Aurora.
- Work closely with the Village’s Gateway Logistics Center and any future developments in the area to ensure local operations and industrial traffic do not negatively impact commercial uses along Orchard Gateway Boulevard and Orchard Road.
- Work with Lafarge Conco to determine the lifespan of its quarry operations and industrial traffic do not negatively impact commercial uses along IL 31 and Aurora Avenue.
- Endorse the long-range plan to transition residential areas along Orchard Road Corridor in the future land use plan.
- Incentivize a variety of transitional housing options on or near the Orchard Road Corridor in the future land use plan.

INDUSTRIAL AREAS

GOAL
Attract and retain industry, capitalizing on North Aurora’s desirable location within the Fox Valley Region and along the IL 31 Corridor, to provide employment opportunities while maintaining a diversified community tax base.

OBJECTIVES
- Work closely with IDOT to ensure that industrial tenants in the Tollway Park of Commerce and on Evergreen Drive have efficient access to IL 31.
- Support further industrial development on Mitchell Road such as completion of the Liberty Business Center.
- Work with the City of Aurora to extend Corporate Boulevard to provide access to I-88 at Farnsworth Avenue.
- Proactively recruit employment-intensive industrial and professional office tenants that would provide quality jobs for North Aurora residents.
- Invest in modern infrastructure that can support innovative and technology-based industry in North Aurora.
- Work closely with tenants of the I-88 Gateway Logistics Center and any future developments in the area to ensure local operations and industrial traffic do not negatively impact commercial uses along Orchard Gateway Boulevard and Orchard Road.
- Work with Lafarge Conco to determine the lifespan of its quarry operations and industrial traffic do not negatively impact commercial uses along IL 31 and Aurora Avenue.
- Work with School District #129 to allow for a northwesterly extension of the DeJong Intermediate School District to service the northwestern portion of the Village.
- Work with IDOT to assess the feasibility and viability of a new crossing over the Fox River that would connect Butterfield Road directly to Oak Street and identify potential alternatives for the existing East Street Bridge.
- Work with the City of Aurora to extend Corporate Boulevard west to Mitchell Road to serve potential industrial development sites.
- Work with IDOT to modify traffic signalization and cross-section design along Route 31 in order to reduce traffic congestion and maximize access to adjacent commercial sites.
- Establish a parking management plan for the Route 31 corridor that would consider the overall amount of parking needed to serve commercial uses, potential public investment in parking at key locations, access management and circulation, and parking lot design and landscaping.
- Work with property owners along Route 31 and other commercial corridors to reduce the overall number of curb cuts and encourage on-site circulation and cross-access.
- Work with property owners to make strategic roadway connections, including the extension of Kellogg Avenue to Miller Drive and the realignment of Deepwater Road, in order to reduce traffic demand on collectors and arterials.
- Continue to obtainsubdivision regulations (Section 19.12.070 of the Village Subdivision ordinance) and the Planned Unit Development review process (Chapter 5 of the Village Zoning Ordinance) to ensure that logical street connections with pedestrian infrastructure are made as new development areas are approved.
- Continue to require developers to sign and provide for the connection or extension of planned streets with pedestrian infrastructure to adjacent, undeveloped properties, to create transportation linkages between residential neighborhoods and to provide street system continuity for the benefit of all residents.
- Require the creation of owners associations for existing and future multi-parcel private developments to avoid fragmentation of private road maintenance.
- Work with School District #250 to allow for a northwesterly extension of Forest Ridge Drive towards Orchard Road.

TRANSPORTATION AND MOBILITY

GOAL
Provide a safe and efficient road network that meets the needs of all people and businesses.

OBJECTIVES
- Work with IDOT to assess the feasibility and viability of a new crossing over the Fox River that would connect Butterfield Road directly to Oak Street and identify potential alternatives for the existing East Street Bridge.
- Work with the City of Aurora to extend Corporate Boulevard west to Mitchell Road to serve potential industrial development sites.
- Work with IDOT to modify traffic signalization and cross-section design along Route 31 in order to reduce traffic congestion and maximize access to adjacent commercial sites.
- Establish a parking management plan for the Route 31 corridor that would consider the overall amount of parking needed to serve commercial uses, potential public investment in parking at key locations, access management and circulation, and parking lot design and landscaping.
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- Work with property owners to make strategic roadway connections, including the extension of Kellogg Avenue to Miller Drive and the realignment of Deepwater Road, in order to reduce traffic demand on collectors and arterials.
- Continue to obtain subdivision regulations (Section 19.12.070 of the Village Subdivision ordinance) and the Planned Unit Development review process (Chapter 5 of the Village Zoning Ordinance) to ensure that logical street connections with pedestrian infrastructure are made as new development areas are approved.
- Continue to require developers to sign and provide for the connection or extension of planned streets with pedestrian infrastructure to adjacent, undeveloped properties, to create transportation linkages between residential neighborhoods and to provide street system continuity for the benefit of all residents.
- Continue to support the Village’s Gateway Logistics Center in its efforts to maintain and enhance the Fox River Trail.

GOAL
Transform and promote North Aurora as walkable and bikeable community.

OBJECTIVES
- Work with IDOT and Kane County to enhance the frequency and safety of bicycle and pedestrian crossings across arterials and collector, especially Butterfield Road, IL 31, Orchard Road, Randall Road, Oak Street, and Deepwater Road.
- Develop an east-west trail along the ConEdRight-of-Way east of the Fox River and the Butterfield Road right-of-way east of the Fox River, including a grade-separated crossing at IL 31.
- Provide connections between the new east-west trail and the Fox River Trail on both sides of the river.
- Promote the development of local trails and sidewalks to provide access to regional trails, nearby commercial areas, neighborhoods, employment areas, and core destinations.
- Encourage incentives, or require business owners and developers to include bike infrastructure and other pedestrian enhancements into new developments.
- Promote investment in bicycle and pedestrian infrastructure in areas around schools, parks, commercial areas, core uses, and other destinations offered to by youth or senior citizens.
- Work with developers to expedite the completion of the sidewalk network within the Village’s incomplete subdivisions.
- Re-evaluate the existing sidewalks construction requirements and sequencing to prevent “sidewalks to nowhere” in future subdivisions.
- Continue to support the Fox Valley Park District in their efforts to maintain and enhance the Fox River Trail.

GOAL
Increase access to public transportation.

OBJECTIVES
- Work with Pace to assess the viability of extended routes or new service development opportunities in the western portion of the community, especially along Orchard Gateway Boulevard and Orchard Road.
- Work with Pace to increase the desirability of using public transportation as a viable method of transportation.
- Where development is within ¼-mile of existing or anticipated Pace bus service, require design plans to conform to the recommendations of Pace’s Transit Supportive Guidelines for the Chicago Region, and encourage participation in Pace’s Design Review Assistance for Transit (DRAFT) program.

North Aurora Comprehensive Plan | VISION, GOALS & OBJECTIVES
VISION, GOALS & OBJECTIVES
North Aurora Comprehensive Plan

COMMUNITY FACILITIES

GOAL
Ensure the Village is supported by high-quality public facilities and services that can bolster quality of life and strengthen civic pride and identity.

OBJECTIVES
- Strengthen the confluence of Route 31, Route 56 and the Fox River, as the civic core of North Aurora, building upon natural open spaces, Village Hall, Messenger Public Library, and opportunities for redevelopment.
- Enhance the safety of ingress and egress to Village Hall as part of a comprehensive vision for the Village’s civic core and Fox Riverfront.
- Coordinate with West Aurora District #29, Messenger Public Library, the Village Police Department or other potential partners to provide a series of community meeting or event spaces.
- Support Messenger Public Library in implementing its long-term improvement plan, and act as a partner in providing improved parking capacity and multi-modal access to the library site.
- Work closely with the North Aurora Fire Protection District to identify potential relocation sites for Fire Station #1, including sites that would enhance access to all portions of the community and minimize impacts on surrounding land uses.
- Coordinate with the North Aurora Fire Protection District and Police Department to assess potential impacts of planned transportation improvements in order to maximize responsiveness and efficiency of services.
- Work with the North Aurora Fire Protection District and Police Department to assess and monitor the impacts of a growing population in the western portion of the community.
- Work with Kane County, Batavia, Aurora, Kane County Forest Preserve, and other neighboring communities or agencies to identify public safety services models that could increase effectiveness and efficiency of fire and police services.
- Support the upgrade in communication technologies used by the North Aurora Fire Protection District and Police Department in order to enhance efficiency and responsiveness.
- The Village should work closely with the West Aurora School District #139 to ensure the community is well served by a quality public high school and secondary education.
- Continue to monitor the supply of local water and capacity of water treatment facilities, and identify reserve land and right-of-way necessary to harvest and transmit water that will serve the community’s long-term population.
- Support collaboration among all Village departments, local service districts, and other forms of local government to explore efficiencies in the delivery of public services.

PARKS, OPEN SPACE, AND ENVIRONMENTAL FEATURES

GOAL
Produce and preserve the Village’s environmental features to safeguard against contamination and any negative impacts of development.

OBJECTIVES
- Preserve and enhance the entire length of the Fox River corridor, minimizing erosion and pollution runoff caused by urban development, identifying and protecting key ecological areas, and establishing view corridors that can be preserved as redevelopment in adjacent areas occurs.
- Identify large-scale opportunities for ecological and wetland preservation, such as the LaGrange-Conico quarry or wellfield on the north side of Orchard Gateway Boulevard, and maximize access to and information about these areas through local no-impact trails, printed materials, on-line resources, and educational awareness in local schools.
- Minimize localized flooding in neighborhoods and commercial areas through investment in local detention facilities, green infrastructure, and traditional stormwater systems.
- Work closely with Kane County to implement recommendations of its 2040 Green Infrastructure Plan related to stormwater management infrastructure and regulations, watershed planning, and open space.
- Work with developers, builders, and the Kane County Forest Preserve to ensure that new growth does not adversely affect the ecological health or recreational features of the Lake Run or Dick Young Forest Preserve.
- Join the Fox River Valley Study Group to support long-term preservation and protection of the Fox River.

GOVERNANCE AND PLAN IMPLEMENTATION

GOAL
Foster a culture of collaboration among local, county, state, and federal partners in order to successfully execute the Plan and establish North Aurora as “the place to do business.”

OBJECTIVES
- Establish a multi-media strategy to maximize communication between Village government and property owners through business associations, neighborhood associations, civic and religious organizations, schools, and other outlets.
- Continue to coordinate regularly with Kane County, CDMP, DOIT, surrounding municipalities, and others to assess local impacts of opportunities related to the Fox River, arterial roadway network, Fox Valley transit connections, and other regional issues that go beyond the borders of North Aurora.
- Identify and pursue a broad range of regional, state, and federal funding sources to implement Comprehensive Plan recommendations and support on-going initiatives and services.
- Work with the Aurora Chamber of Commerce to strengthen business-to-business communication and investment.
- Integrate Comprehensive Plan recommendations and policies into development of the annual budget.
- Coordinate the implementation of the Comprehensive Plan, 2014 Strategic Plan, and Capital Improvement Program to ensure that actions that advance common goals and objectives are given the highest priority.
- Review all regulations and procedures related to development approval, licensing, and permitting, and adopt amendments aimed at streamlining them in order to reduce undue burden on potential investors.
- Undertake a comprehensive image and branding effort in order to create a distinctive and clear message about North Aurora for the rest of the Chicago region, including marketing, street signage, gateways, and wayfinding.
- Establish a comprehensive economic development strategy that addresses marketing, financing, regulations and development reviews, incentives, and other factors as described in the Comprehensive Plan. The Future Land Use Plan establishes the framework for future development throughout North Aurora. It describes the nature of intended development in different parts of the community, and sets the stage for recommendations in subsequent sections of the Comprehensive Plan.
FUTURE LAND USE

- North Aurora Boundary
- Planning Area
- Adjacent Municipality
- Water Body
- Retired

Legend:
- Single Family-Detached
- Single Family-Attached
- Multi-Family
- Village Center/Mixed-use
- Local Commercial
- Regional Commercial
- Office/Industrial
- Heavy Industrial
- Parks & Open Space
- Public/Semi-Public
- Utilities/Infrastructure
- Proposed Roadway Connection
FUTURE LAND USE

Existing land use in North Aurora is framed by several prominent features. The Fox River is the historic spine of the community. I-88 generally defines the Village’s southern border, and provides much of the potential for future commercial development. Long-term annexation and growth are limited by adjacent communities on all sides of North Aurora and the Kane County Forest Preserve property to the west. The Future Land Use Plan establishes a series of land use designations and policies aimed at maximizing development and redevelopment within the context of these factors, the community’s vision of the future, and the realistic market potential of the Village.

LAND USE DESIGNATIONS

SINGLE-FAMILY DETACHED
Single-family detached areas include housing units contained in stand-alone structures on individual lots. This is the predominant land use in North Aurora, and includes original housing from the mid-1900’s, contemporary housing developed over the past five decades, and future residential areas that represent the opportunity to accommodate new population growth.

SINGLE-FAMILY ATTACHED
Single-family attached areas include residential units that share a wall, but are typically arranged horizontally and have separate entrances to the outside. Examples of this housing type include townhouses, du-plexes, and triplexes. North Aurora’s attached single-family units tend to be clustered around commercial nodes and could emerge along the Fox River as older detached single-family blocks transition to accommodate higher densities.

MULTI-FAMILY
Multi-family areas include apartment and condominium complexes with units that are stacked vertically and share a common entrance. Complexes frequently include several buildings and are served by internal parking and circulation areas. In North Aurora, multi-family uses tend to occupy several acres and be located at the edge of single-family neighborhoods. Future multi-family development should be clustered around commercial nodes or as stand-alone buildings designed to be compatible within the context of single-family or townhouse neighborhoods.

TOWN CENTER/MIXED-USE
The Town Center/Mixed-use area is located in the historic core of North Aurora along IL 31 and the State Street bridge. Development in this area includes small-scale commercial, residential structures repurposed for small office or service uses, and uses that support nearby neighborhoods. The Town Center area also allows for civic uses and open spaces that support community events and gathering.

LOCAL COMMERCIAL
Local Commercial areas include retail, restaurant, and service uses that generally serve North Aurora and nearby communities. Uses are often stand-alone or relatively small lots, though they could be configured in small multi-tenant commercial centers. Typically, they have a close relationship with surrounding uses and rely on access from collector or arterial streets. These areas are often located within residential areas or provide a transition from more intensive regional commercial nodes to surrounding residential neighborhoods.

REGIONAL COMMERCIAL
Regional Commercial uses include retail, restaurant, and service uses that serve North Aurora, surrounding communities, and users from other portions of the western suburbs, Chicago region, or beyond. These uses are typically located at the intersection of major arterials such as Orchard Road and Randall Road, or near I-88 interchanges. Regional commercial uses are often arranged in multi-tenant shopping centers that include big-box franchise and non-territorial circulation, and a unified design.

OFFICE/INDUSTRIAL
Office/Industrial areas include professional offices, distribution facilities, light manufacturing, and other uses that typically operate indoors. These uses are clustered along either side of the I-88 corridor and benefit from easy access to the interstate and regional markets.

HEAVY INDUSTRIAL
Heavy Industrial uses include mineral extraction and the manufacturing of goods in outdoor environments with significant impacts to surrounding land uses. These uses are located in the southeastern portion of the Village, east of the Fox River and south of Butterfield Road.

PARKS & OPEN SPACE
Parks and Open Space areas include several types of land set aside for recreation, natural systems, or local stormwater management. These include programmed and passive parks under the jurisdiction of school or park districts, the Red Oak Nature Preserve, Lake Run Forest Preserve, Fox River corridor, wetlands, and detention areas that serve surrounding development.

PUBLIC/SEMI-PUBLIC
Public/Semi-public areas include a variety of uses that support residential, commercial, and industrial development. These include government offices generally accessible to the public, police and fire stations, educational facilities, religious institutions, and non-profit organizations.

UTILITIES/INFRASTRUCTURE
Utilities/Infrastructure areas include properties that accommodate transportation systems, utilities, municipal infrastructure, and Village operations not generally accessible to the public. These include the ComEd corridor, water towers, electrical substations, the Village’s Public Works maintenance property, and rail corridors. It should be noted that some utility/infrastructure areas could host a secondary use, such as a trail or neighborhood park.

OVERALL LAND USE PRINCIPLES
The Future Land Use Plan describes certain types of growth in different parts of North Aurora. However, there are several principles that should be applied to all development, regardless of specific land use or location. They include the following.

INTEGRATED OPEN SPACE
All areas of new development or redevelopment should seek to accommodate visible open spaces. These could include regional open spaces, natural areas, or stormwater detention areas. Open spaces should be used to enhance the character of the area and support sustainable development.

STRATEGIC INFILL
The Village should utilize incentives, capital improvements, and development regulations to encourage the infill of existing development or extension of existing developed areas. Greenfield development should be assessed on a case-by-case basis, and could be deemed suitable if it is seen as a catalyst to responsible, low-density infill development in adjacent areas.

LOCAL CONNECTIVITY
New land uses should extend local transportation networks and connect to newly developing areas. Through North Aurora, there are several stubbed streets, bike trails, and sidewalk networks that provide the foundation for comprehensive mobility throughout the Village.

FUTURE LAND USE | North Aurora Comprehensive Plan

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North Aurora offers a variety of neighborhoods and housing types, and its opportunities for growth should ensure it remains an attractive location for current residents and those living in other communities. This Residential Areas Plan highlights specific areas of the Village where investment in new housing and the maintenance of existing neighborhoods can ensure that the community meets evolving demands.

Between 2014 and 2019, North Aurora is projected to grow in population by approximately 2,900 people and add about 210 new housing units. Much of this growth can be accommodated in areas already platted and served by infrastructure. Other areas can accommodate additional population resulting from a higher rate of short-term growth or long-term growth occurring beyond 2019. (CMAP projects that North Aurora’s population growth will be 21,307 by 2040, approximately 4,000 more than the Village’s 2019 population projection of 17,275.)

At the same time, while the median age of the community is expected to remain relatively stable, the percentage of older residents will increase. As a result, smaller single-family housing, townhomes, and senior-oriented multi-family developments will likely be needed to address the demand created by this portion of the population.

The Residential Areas Plan identifies several tracts where improvements to existing neighborhoods or future development can positively influence the overall supply of housing in North Aurora. Further information related to all residential areas can be found at the end of the Residential Areas Plan.

### RESIDENTIAL IMPROVEMENT AREAS

Future residential investment in North Aurora can generally be described in four categories. They include:

- **Neighborhood Maintenance:** This includes stable neighborhoods that are in good condition and remain market competitive. These areas can include greenfield development opportunities that should be used to meet significant investment in capital improvements in greenfield areas.

- **Neighborhood Revitalization:** This includes North Aurora’s oldest neighborhoods in the center of the community. Housing stock in these areas may be deteriorated due to age, and property owners are often unable to invest in their properties due to restrictive zoning regulations.

- **Prority Infill:** This includes areas with incomplete subdivisions that are already served by municipal infrastructure and services. These should be the focus of short-term investment in order to attract significant investment in capital improvements in greenfield areas.

- **New Growth Areas:** This includes greenfield development opportunities that should be used to meet long-term demand. To the extent possible, these areas should be developed only after infill areas are built out, or as other development emerges that can complement new neighborhoods.

The following paragraphs describe the characteristics of North Aurora’s neighborhood areas. It should be noted that investment in these areas should be prioritized based on the categories described above.

There are several residential subdivisions that were platted in the 1950’s and 2000’s where development was begun but not completed. These subdivisions are already served by municipal infrastructure and a variety of public services. The Village should promote the completion of subdivisions rather than the development of greenfields that would require new infrastructure and further areas existing public services.

This large site can accommodate a blend of higher density residential development that would support commercial uses to the west. Townhomes and multi-family apartments should also be accommodated in order to increase the population around the Orchard Road commercial corridor. North of Oak Street, development should include an extension of Waterford Road to Orchard Road, and an extension of the east-west access drive of the Woodway’s Market site. South of Oak Street, development should include and extension of Crestone and Heidtstone in the Windstone Place subdivision. Throughout the site, trails should be provided that would connect the emerging commercial areas and the proposed trail along the ComEd utility corridor.

### OVERALL RESIDENTIAL AREA PRINCIPLES

The Residential Areas Plan describes certain types of neighborhood investment in different parts of the Village. However, there are several principles that should be applied to all residential development. These include the following.

#### EMPHASIS ON INFILL AND REVITALIZATION

In order to maximize the available and ensure the long-term viability of its established neighborhoods, the Village should prioritize building out of platted subdivisions and the revitalization of aging residential areas. New growth areas should be used to accommodate long-term population growth once build-out of emerging areas in complete.

#### BALANCED HOUSING CHOICE

Single-family, multi-family housing, and townhomes will be critical in meeting future housing demand. All areas of the Village, including those designated as single-family detached in the Future Land Use Plan, should consider these housing types on a case-by-case basis, assuming they can be integrated into the character of a given neighborhood.

#### CONSERVATION DESIGN

Wetlands, floodplains, wooded areas, and other environmental features exist throughout the Village. As development occurs, these areas should be identified and preserved through conservation design. This can include strategies such as striping, lot clustering, and techniques that aim to sustain natural elements that support wildlife, enhance stormwater management, and preserve the character of the community.

RESIDENTIAL AREAS PLAN  |  North Aurora Comprehensive Plan
North Aurora is poised to experience substantial commercial and employment growth over the next several decades. Access to I-80 and large tracts of undeveloped land provide the opportunity for new development, and much of the existing development is envisioned for shift or rehabilitation. The emerging western gateway, evolving IL 31 corridor, and growing industrial districts are all examples of the community’s investment in its commercial and employment areas. This Commercial and Industrial Areas Plan establishes a vision for all portions of the community that support commerce and employment, and complements the recommendations in the West Gateway and IL 31 Subarea Plan sections of the Comprehensive Plan.

**COMMERCIAL CHARACTER AREAS**

North Aurora consists of a series of commercial and industrial areas with distinct characteristics based on service market, use, and intensity. The following paragraphs provide guidance regarding the desired character for each commercial or industrial area in the Village.

1. This potential annexation area holds the opportunity for regional commercial development. Development of this site should include the removal of Deerpath Road from Oak Street to Orchard Gateway Boulevard, extension of Bennett Drive south to Orchard Gateway Boulevard, and extension of Oak Street west with lot depths that vary from 500’ to 1200’. This area could accommodate multi-tenant shopping centers with big-box anchors and mid-box tenants. Development should include coordinated internal circulation and sidewalks for hosts of public parking. I-80 frontage should be reserved for retail uses, while the eastern portions of the area could accommodate service or office uses.

2. This area includes the Illinois Park of Commercial and new warehouse west of Ransom Road. Uses should include warehousing, distribution, and light manufacturing and assembly. Proposed roadway improvements include an improved alignment of Ice Cream Drive, Alder Drive, and Airport Road, and the removal of Airport Road between Alder Drive and Ransom Road. This could provide for additional stormwater detention or industrial expansion. Development should blend into I-88 and integrate quality building design and site landscaping.

3. This small pocket of local commercial uses includes a veterinary clinic and horse stables. These uses are viable for the foreseeable future and can be sustained. However, as opportunities emerge, the Village may encourage the relocation of the stables to another portion of the community, allowing this area to be redeveloped with another local commercial tenant.

4. This area currently hosts the Valley Green Golf Course. An extension of the Overland Road loop would provide access for industrial development west of the Overland Road corridor. The Enterprise Park east of Deerpath Road and east of Industrial Boulevard would provide access for industrial development in both residential and commercial uses. The Enterprise Park would be developed first, followed by the local commercial uses.

5. This site includes two large areas of undeveloped land to the west of Randall Road, east of 119th Avenue, and between South Service Road and the Woodman’s Market access drive. This site should be redeveloped with a local commercial tenant.

6. This site includes the proposed Town Center on IL 31 between Oak Street and the ConEd utility corridor. The vision for this portion of the Village is described in more detail in the IL 31 Subarea Plan Key objectives in this area include high-rise development, the banning of obsolete, mixed-use development, civic spaces, and enhanced access to the Fox River.

7. This area is located in the Woodman’s Market shopping area within the ConEd utility corridor. The site is proposed for a shopping center with a big-box tenant on the west side of the ConEd utility corridor and a strip mall on the east side. This site is envisioned for infill or rehabilitation.

8. This area is a large area of undeveloped land and the Everest College facility. Frontage along IL 31 could be used for local commercial uses or mixed-use development that would be compatible with either residential or industrial development on the remainder of the site. Development should provide access to the proposed trail on the ConEd utility corridor.

9. This site includes local retail and entertainment uses at the intersection of IL 31 and 119th Avenue. This area includes the Tinseltown parking lot and Tinseltown retail shopping center. Development should Include commercial development to provide pedestrian connections between the public sidewalk and building entrances.

10. This area provides the opportunity for local commercial and office development, as regional commercial opportunity diminishes in this portion of Ransom Road. Development should include the extension of Miller Drive and Waterford Road and the pedestrian connections between uses and to surrounding residential areas, including the proposed north-south trail along the NICOR easement. Ransom Road frontage should be reserved for retail uses, while the eastern portions of the area could accommodate service or office uses.

11. This area includes the South Park of Commercial and new warehouse west of Ransom Road. Uses should include warehousing, distribution, and light manufacturing and assembly. Proposed roadway improvements include an improved alignment of Ice Cream Drive, Alder Drive, and Airport Road, and the removal of Airport Road between Alder Drive and Ransom Road. This could provide for additional stormwater detention or industrial expansion. Development should blend into I-88 and integrate quality building design and site landscaping.

12. This small site includes a large area of undeveloped land to the west of Randall Road, east of 119th Avenue, and between South Service Road and the Woodman’s Market access drive. This site should be redeveloped with a local commercial tenant.

13. This area includes two large areas of undeveloped land to the west of Randall Road, east of 119th Avenue, and between South Service Road and the Woodman’s Market access drive. This site should be redeveloped with a local commercial tenant.

14. This area includes the proposed Tinseltown Center on IL 31 between Oak Street and the ConEd utility corridor. The vision for this portion of the Village is described in more detail in the IL 31 Subarea Plan Key objectives in this area include high-rise development, the banning of obsolete, mixed-use development, civic spaces, and enhanced access to the Fox River.

15. This area is located in the Woodman’s Market shopping area within the ConEd utility corridor. The site is proposed for a shopping center with a big-box tenant on the west side of the ConEd utility corridor and a strip mall on the east side. This site is envisioned for infill or rehabilitation.

16. This area provides the opportunity for local commercial and office development, as regional commercial opportunity diminishes in this portion of Ransom Road. Development should include the extension of Miller Drive and Waterford Road and the pedestrian connections between uses and to surrounding residential areas, including the proposed north-south trail along the NICOR easement. Ransom Road frontage should be reserved for retail uses, while the eastern portions of the area could accommodate service or office uses.

17. This site includes the Oak Park of Commercial and new warehouse west of Ransom Road. Uses should include warehousing, distribution, and light manufacturing and assembly. Proposed roadway improvements include an improved alignment of Ice Cream Drive, Alder Drive, and Airport Road, and the removal of Airport Road between Alder Drive and Ransom Road. This could provide for additional stormwater detention or industrial expansion. Development should blend into I-88 and integrate quality building design and site landscaping.

18. This small site includes a large area of undeveloped land to the west of Randall Road, east of 119th Avenue, and between South Service Road and the Woodman’s Market access drive. This site should be redeveloped with a local commercial tenant.

19. This area is located in the Woodman’s Market shopping area within the ConEd utility corridor. The site is proposed for a shopping center with a big-box tenant on the west side of the ConEd utility corridor and a strip mall on the east side. This site is envisioned for infill or rehabilitation.

20. This area includes the Woodman’s Market shopping area within the ConEd utility corridor. The Woodman’s Market site could expand north to Oak Street, and the greenfield site could accommodate a shopping center with big-box tenants. Internal circulation and pedestrian connections should be provided to the new commercial uses.

21. This area includes the proposed town center on IL 31 between Oak Street and the ConEd utility corridor. The vision for this portion of the Village is described in more detail in the IL 31 Subarea Plan Key objectives in this area include high-rise development, the banning of obsolete, mixed-use development, civic spaces, and enhanced access to the Fox River.

22. This area includes local retail and entertainment uses at the intersection of IL 31 and 119th Avenue. This area includes the Tinseltown parking lot and Tinseltown retail shopping center. Development should include commercial development to provide pedestrian connections between the public sidewalk and building entrances.

23. This area is a series of residential structures, some of which have been converted to office or service use. The Village should support the conversion of residences to commercial uses that would support Provena Mercy Medical Center or secondary commercial uses.

24. This site includes existing commercial development south of Butterfield Road and local industrial uses north of Butterfield Road. The Village should encourage the redevelopment of a portion or all of the industrial property, especially if a new Oak Street bridge across the Fox River becomes a viable project.

25. This area includes a mix of Public Works, industrial, and residential uses. The residences are heavily impacted by the industrial uses, and should be transitioned to office or light industrial uses, including materials storage, contractor inventory, and other uses whose impacts can be mitigated from nearby residential areas.

26. This site includes the Lafayette Conoco quarry. The Village should review the existing property values and the potential for redevelopment of the site.

27. This area includes the proposed town center on IL 31 between Oak Street and the ConEd utility corridor. The vision for this portion of the Village is described in more detail in the IL 31 Subarea Plan Key objectives in this area include high-rise development, the banning of obsolete, mixed-use development, civic spaces, and enhanced access to the Fox River.
The West Gateway Subarea Plan provides a detailed framework for future improvement on the Village’s west side. With significant growth anticipated in the community, the corridor is well positioned to cater to an expanding population, given the completion of existing neighborhoods, new annexations and subdivisions, and development in neighboring communities like Sugar Grove.

Existing vacant and underutilized property within North Aurora’s West Gateway represents an opportunity for the Village to bolster its employment and tax base while providing additional opportunities for shopping and dining. Anchored by an interchange at Interstate 88 and Orchard Road, and an average daily traffic volume of 25,000, the area is well-positioned for growth and development as the Village of North Aurora approaches full build out.
North Aurora is largely defined by the Fox River and the Illinois State Highway corridors that run alongside it. Illinois Routes 31 and 56 handle some of the highest volumes of traffic in the Village and connect North Aurora to communities throughout the Fox River Valley. Route 31 in particular is an important corridor for the Village because it functions as the community’s “front door” to commercial development sites near the Tollway, assets, like attractive riverfront homes and commercial lots where there are no defined access points and the Route 31 corridor is predominantly an auto-oriented area, primarily defined by large, auto-oriented commercial and retail uses.

The Route 31 corridor presents the most diverse and complex series of land uses within North Aurora, and becomes further complicated as it travels through the Village Center. The highway can be described as primarily auto-oriented, but also features transit services and walkable street blocks, underscoring the fact that the pedestrian should not be neglected.

The corridor presents many existing community assets, like attractive riverfront homes and commercial development sites near the Tollway, but also benefit from strategic investments and infrastructure enhancements, including sidewalks, consolidated driveways, and relocated overhead utility lines.

The Route 31 Corridor Subarea Plan provides recommendations to target infrastructure investment and guide private development within a key north-south corridor in the community.

DEFINING FOUR CHARACTER AREAS

The Route 31 corridor can be generally divided into four distinct character areas, each with a distinct character and capacity for development. The Route 31 Corridor Subarea Plan recognizes these areas and structures the four district character areas.

VILLAGE CENTER CHARACTER AREA

The corridor in the community.

PRIVATE DEVELOPMENT WITHIN A KEY NORTH-SOUTH

TOWARDS INFRASTRUCTURE INVESTMENT AND GUIDE

31 Corridor Subarea Plan provides recommenda-

TOWARDS INFRASTRUCTURE INVESTMENT AND GUIDE

SOUTH END CHARACTER AREA

The corridor in the community.

PRIVATE DEVELOPMENT WITHIN A KEY NORTH-SOUTH

TOWARDS INFRASTRUCTURE INVESTMENT AND GUIDE

NORTH END CHARACTER AREA

The corridor in the community.

PRIVATE DEVELOPMENT WITHIN A KEY NORTH-SOUTH

TOWARDS INFRASTRUCTURE INVESTMENT AND GUIDE

PLANNING FOR CORRIDORWIDE ISSUES

The Route 31 Corridor Subarea Plan provides recommendations to target infrastructure investment and guide private development within a key north-south corridor in the community.

The Route 31 corridor is approximately two miles long from north to south as it passes through the Village of North Aurora. Although it’s a “one street,” the Corridor consists of several different functional subareas—each the course work with a distinct character and capacity for development. The Route 31 Corridor Subarea Plan recognizes these areas and structures the four district character areas.

The Village should work with the utility companies to either relocate the lines and poles to the rear property lines, or bury them.

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There are a lot of access points along Route 31 and in some areas there are residential driveways for each individual parcel. There are certain commercial lots where there are no defined access points and the Route 31 corridor is predominantly roll-curb. Even in the newer retail districts there is often a lack of central entryways at signalized intersections, and costly, poorly signed access points contribute to inefficient circulation within the shopping centers themselves. Access management and driveway consolidation should be a priority for the Village to improve traffic performance on Route 31, while also contributing to other right-of-way goals outlined in this Subarea Plan.

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This area is partially in unincorporated Kane County, but is defined by a consistent character of established, often historic, single-family houses on large lots, with some homes adjacent to the bicycle trails and Fox River. This corridor segment is heavily wooded and provides a natural area or rural aesthetic, and somewhat functions as a northern residential extension of a traditional "down-town neighborhood."
There considerable potential in North Aurora’s Village Center and a number of near-term projects are poised to serve as critical catalysts for downtown redevelopment. Each improvement can help define a new era in the community’s history by catalyzing future investment and incremental improvements in helping the community capitalize on these once-in-a-generation opportunities and shape the Village Center and riverfront it occupies.

**Mixed-Use Redevelopment**

There are several opportunities for mixed-use development in the Village Center, the most significant of which is Block 1 given the demolition of the Activity Center and potential relocation of Fire Station #1. With a bridge across the Fox River, connections north and south, as well as access to major thoroughfares, this area has potential for an attractive location for mixed-use development. Consideration should also be given to disconnecting Monroe Street from State Street and, removing the right-of-way and the alley to facilitate a larger development. The new development should consist of a multi-story, mixed-use building with residential units above ground floor commercial uses, with a strong relationship to the street and Fox River, and include elements like large outdoor dining areas and plaza. The Village should take the lead in working with public agency partners, as well as the private development community to repurpose the block and leverage it as a catalyst for the Village Center district.

**Leveraging the Trail**

The Fox River Trail runs along the north side of town within the Fox Valley, spanning from Algonquin to Oswego and connects to the Illinois Prairie Path and the Galena Trail – located upriver that further connect North Aurora to Sugar Grove to the west and the Des Plaines River corridor to the east. These corridors and spines are part of a large northwestern Illinois trail network that are a major source and economic asset for North Aurora. The Village should actively promote its location on these trails as well as add pathways, gateways, and community branding along the trail and nearfoot.

**River Orientation**

Mix-Use Development along the Fox River has the potential to bring “back” to the amenities, loading docks, outdoor storage, or refuse collection located behind chain link fences and overgrown trees, along the riverfront. Future redevelopment should ensure proper streets connect to “open space” near the river and trail.

**Pedestrian Orientation**

Safe and accessible recreation is critical to the long-term economic success and health of the Village Center. A complete sidewalk network, including high-visibility crosswalks, should be a priority of the Village within this subarea.

**Intersection Improvements**

The intersection of State Street, Grant Street, and Butterfield Road is complicated by a steep slope, parking lots, and the entrance to the Village Hall. Working with IDOT, the Village should explore additional improvements for this intersection.

**Riverwoods**

Riverwoods is an approved mixed-use development north of the Village Hall on the west bank of the Fox River. As the housing economy recovers from the recession, the Village should encourage its development to expand housing options within the Village Center.

**Village Hall**

North Aurora’s Village Hall is located at the bend in Butterfield Road at Grant and State streets, and is in need of an upgrade to the Dam. The site features open space, connections to the Fox River Trail, recreational pavilions, and direct access to North Aurora Island Park. However, it also has challenges with limited site access, split-level lots turn out of the parking lot, and significant grade changes around the building which not only pose complications to motorists, but it makes Village Hall official for pedestrians to access as well. Although the facility is currently adequate from an operational standpoint, the Village may want to evaluate the potential for a new, modern facility more centrally located in the Village Center. The center site could be improved, and regardless of the specific location, the Village Hall should be in the Village Center and leveraged as a recognizable, signature landmark that invites community pride.

**Messenger Public Library**

Messenger Library is a high-quality facility for the North Aurora community. As a new facility, library officials feel as though the library’s capacity can adequately meet the needs of the community and have indicated there are no plans expand the facility. However, in a concern that has been raised and should be addressed as property around the library redevelopment. Additionally, Messenger Public Library is somewhat disconnected from North Aurora’s Village Center. The Village should continue to work the library and private property owners/developers to better connect the library with the River and offer access management.

**Programming the Dam**

The Village currently highlights the dam and its attractive, recognizable landmark. Although the Illinois Department of Natural Resources (IDNR) in evaluating removing the dam, however it remains its economic, development potential should be considered. The Village could build on the existing asset by adding fountains and additional lighting, as well as signage and landscape, appropriate on the north and south sides.

**Buffering**

The residential areas adjacent to commercial uses should be buffered and maintained with native, low-light, and other activities that could compromise a safe and quiet residential environment.

**Single-Family Home Conversions**

As the private development community, to reposition the Fire Station site and leverage it as a catalyst for the Village Center, and most of these represent opportunities. The Village should explore its zoning and regulatory environment to anticipate increased interest in these types of local, small businesses.

**Alley Parking/Access Management**

Paved alleys provide a high frequency of drop-offs along the corridor, particularly in the Village Center, and most of these represent opportunities. The Village should explore its zoning and regulatory environment to anticipate increased interest in these types of local, small businesses.

**Butterfield Bridge**

A new bridge spanning the Fox River could align through Route 56 (Butterfield Road) with Oak Street, providing access to managed parking facilities at the rear, accessed from the alley. The Village could leverage this transition; working with property owners, to coordinate the infrastructure work necessary to create lanes, 20-degree parking along the alley and implement regulatory tools to ensure commercial development conforms to design. The commercial justice of these properties, along 15, Route 31, should be universal for land use, monument signs, and pedestrian infrastructure like sidewalks and decorative light fixtures.

**Development should take advantage of the trail, and the activity it provides within the area.**

**The North Aurora Activity Center is a Village-owned site now available for redevelopment.**

**A new bridge spanning the Fox River could align through Route 56 (Butterfield Road) with Oak Street, providing access to managed parking facilities at the rear, accessed from the alley. The Village could leverage this transition; working with property owners, to coordinate the infrastructure work necessary to create lanes, 20-degree parking along the alley and implement regulatory tools to ensure commercial development conforms to design.**

**The Village Hall on the east bank of the Fox River. As the housing economy recovers from the recession, the Village should encourage its development to expand housing options within the Village Center.**

**The dam provides a unique “canvas” for a light show, like this dam in Grand Coulee.**

**In addition to the picturesque “canvas” for a light show, like this dam in Grand Coulee.**

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I-88 Gateway As Route 31 travels away from the Village Center, and its walkable, grid street blocks, the corridor becomes a large-scale, state highway district that caters to the automobile and truck traffic. This corridor segment features an eclectic mix of land uses that each typically feature off-street parking lots and pole signage, as well as a substantial amount of overhead utility lines. The district features a diverse range of land uses, including Aztury Gardens, the police station, Everest College, commercial, industrial, and religious properties, as well as a range of business types, including banks, a furniture store, florist, professional offices, and a custom guitar shop. Complementing Downtown Although IL Route 31 changes in character as it travels south, its future development should still complement what North Aurora aims to achieve in its Village Center. The transition is demonstrated by the gas stations and auto service businesses at John Street, and the size, scale, and auto-intensity of the district continually increases as it approaches the Tollway. In order to plan for compatible land uses, the Village should promote neighborhood/business uses, such as the restaurants, retail, and neighborhood services found in Lincroft Plaza north of the Corridor power lines, while allowing more intensive auto-oriented uses and site design close to the Tollway.

Transmission Lines & Trail Network Although the Village Center is a large, east-west transmission line utility corridor, and its right-of-way presents an attractive opportunity to thread a trail from the overpass site, ultimately connecting with the Mid County Trail near Lake Run, on North Aurora’s western boundary. As detailed in the Orchard Road Subarea Plan, not only would this project link virtually all of North Aurora’s neighborhoods, it also presents future opportunities to connect to expanding trail networks near Elburn, Geneva, and Sugar Grove.

Residential Redevelopment The west side of IL 31 includes several small business lots and scattered single-family homes. Between the Corridor utility corridor and IL 88, multifamily or townhouse development should be encouraged, understanding that current businesses may continue to operate until opportunities for redevelopment as housing occur. Such housing could meet emerging demand for specific housing types, such as senior housing, and build on the location and success of Aztury Gardens.

Mix of Uses/Maintain Flexibility The “old OTB” site, located within the Village Center, occupies a highly visible and accessible site. Potential uses could include office or commercial retail and service uses catering to nearby residents and motorists traveling along IL Route 31. Office/Pave Uses The “old OTB” site, located south of Airport Road across from the Village Police Department, has been cleared and awaits redevelopment. Designated as Office/Pave Commercial in the Land Use Plan, the site occupies a highly visible and accessible site. Potential uses include large office uses, or commercial retail and service uses catering to nearby residents and motorists traveling along IL Route 31. 

Pedestrian Orientation This segment of IL Route 31 corridor has fast moving traffic and high traffic volumes. Moving pedestrians safely alongside the corridor is an important consideration. Sidewalks exist in some areas, but significant gaps frustrate the safe movement of pedestrians. Sidewalks should be continuous and installed along both sides of the corridor.

Maximum I-88 The IL Route 31 corridor and IL Route 68 are separated by an interchange at the south end of this Subarea. The Village should maximize the frontage as an asset and leverage its ability to bolster economic development along the corridor, including the former OTB site, which has excellent visibility from the Tollway.

Improve Local Commercial Uses On the east side of IL Route 31 there is a cluster of commercial and office uses. Some uses, including a medical building and bike shop have taken careful consideration in their site design and appearance, but generally this area lacks cohesion and a defining character. The Village should encourage all business owners to improve the appearance of each property and building and to work together to establish this area as a more vibrant commercial node.

Pedal and Spoke serves as a positive example for local commercial uses along the corridor. In close proximity, this section of the corridor benefits from regional access and high visibility. The Fox River Trail quietly passes along the east side of the corridor. Pedestrian infrastructure within this section of the corridor is incomplete and disrupted by sidewalk gaps. The new Police Station has set a high standard for quality development along the corridor. An attractive office use is locked behind a rain garden and landscaping on the east side of the corridor.
The Route 31 corridor transitions into a new character area as it travels south of the Tollway and past the interchange on I-88, featuring intense auto-orientation and very large development sites. The Eden Support: Living facility anchors the overfront, adjacent to the interchange and a mix of vacant lots, open fields, and older single-family housing dots Lovedale and Offutt Lanes on the eastern side of Route 31. The western portion of the corridor is designed for large-lot, or “log box,” suburban retail and commercial development along the highway, including uses like a bowling alley and movie theatre. Smoketree Plaza provides access to a mix of hotel, office, and light industrial properties with limited visibility and frontage along Route 31. In general, the area presents significant redevelopment opportunities. 

**South End Subarea Plan**

The Tollway-Interchange The I-88 interchange is the “front door” entryway for thousands of daily motorists and visitors to North Aurora, many of which who are traveling north to St. Charles, Geneva, and Batavia, or south to Aurora. The Village needs to create and implement development strategies for this corridor segment that maximizes the value of the interchange and creates regional destinations. The interchange should be designed as North Aurora’s main gateway and include heavy landscaping and attractive signage. For instance, the blank metal backdrop of an IDOT-grade directional sign is the first thing motorists see as they exit the Tollway. This provides a clear and easy opportunity to add “Welcome to North Aurora” signage. Further, the intersection with the interchange at Route 31 should feature major gateway monuments, signage, lighting, and wayfinding.

**Outlot Development** While not part of the original development plan for Cinemark (Theaters) USA, there is the potential for outlot development with the vacated parking lot fronting IL Route 31. The Village should encourage the current property owner, potential developers, and commercial real estate listing agents to recruit new businesses and build-out the development. As growth occurs, the Village should use the opportunity to replicate these outlots and add site design quality. The Village should consider overlay urban design standards for this corridor and specify such elements in anticipation of future development.

**Vacant Bowling Alley** The vacant bowling alley is a prime redevelopment site that should be a high-level priority for the Village. The building’s current condition may limit adaptive reuse potential, however its size and accessibility coupled with visibility and access from the Tollway interchange make this is significant opportunity site for the Village. The Village should continue to take an active role in the redevelopment of the site, including the consideration of incentives and public financing tools to elevate the quality of the development project. This site provides an opportunity to improve the image of North Aurora and a high traffic destination business could serve as a catalyst for future reinvestment throughout the Route 31 corridor.

**Smoketree Plaza/Smoketree Lane** This large alignment is not signed. This two-lane, varying degree of surface qualities, design, and materials, and intersects with Route 31 as an ingress/expressway to a shopping center. However, the Smoketree alignment is, in effect, the frontage road for North Aurora’s interchange area, and the Village needs to elevate its importance. The Village should encourage the potential to work with IDOT to improve Smoketree’s interchange with Route 31, as well as the interior driveway. This interchange should be clearly signed as the main entrance to a frontage road business district. Finally, the area should be evaluated for additional, complementary infill development sites, including hotels, office parks, and light industrial uses.

**Organizing for Success** Businesses in the southeast quadrant of the I-39-88 interchange are fragmented and, to some extent, not visible from the primary street. By working cooperatively, businesses can create a “district” with a distinct identity that can help market the area to local and regional markets. Potential initiatives could include branding and advertising, unified signage, wayfinding, streetscape and landscape improvements, and shared stormwater facilities that maximize development opportunities. A reinvented “interchange district” would provide North Aurora with numerous being paying businesses that are buffered from residential areas, use very few municipal services, and generally provide a net-benefit to the community overall.

**Multi-Family Redevelopment** Several single-family homes line Lovedale and Offutt between IL 31 and the Fox River. This is an ideal location for multi-family or townhouse development that would maximize access to the Fox River. This may be a catalyst for future reinvestment in a coordinated manner, and provide additional rooftops to support local businesses.

**Wayfinding** Several existing businesses, namely Smoketree Lane lack visibility from IL 31. Given the area’s proximity to I-88 and the potential for Smoketree, Foxview, and potential new internal streets to support new development, wayfinding signage should be installed along IL 31 that would make travelers aware of hotels, services, and other uses in this portion of the corridor.

**Single-Family Conversion** Existing single-family homes on the north side of Sullivan Road should transition to small businesses and professional office with uses compatible with the Provena/Mercy Hospital Complex.

**Break up the Super Block** The office development of the IL 39-88 interchange holds the potential for significant development. However, the current block structure inhibits access to the interior of this area. New streets should be installed to provide access to potential development parcels and enhance mobility from surrounding commercial and residential uses.

**Utility Lanes** The overhead utility lines in the breadth of the IL Route 31 corridor are very prominent and detract from the appearance of this commercial corridor.

**Mix of Uses/Maintain Flexibility** There is a large area of undeveloped land, north of Sullivan Road west of the movie theater. Recommended street improvements would open the entire area up for development. The Village should remain flexible with regard to potential new development for this site. While most areas of the Village have a clear land use preference, as designated on the Land Use Plan, a number of uses could be considered appropriate for these specific parcels. Priority to the immediate, commercial uses, and the Provena/Mercy Hospital Complex could impact future decisions. For these reasons different land uses and a more flexible approach to development should be considered. Regardless of use, the primary goal for the Village should be to support high-quality, attractive, well-designed development.
ROADS

The Village of North Aurora is served by a network of roadways, rail, public transportation, and pedestrian and bicycle infrastructure. Strategically positioned along Interstate 88, and bisected by Illinois Routes 25, 31, and 56, North Aurora has excellent regional access to highways and interstates. Pace operates several fixed routes that connect with nearby state and regional networks. North of I-88, IL Route 31 runs generally north-south along the western border of the Village and it is the primary arterial roadway in the Village. The Fox River Trail anchors the community’s sidewalk system and serves as a north-south spine through the Village. The Transportation and Mobility Plan presents recommendations aimed at improving the quality of life, and the existing transportation infrastructure systems, identifying strategic improvements to improve mobility within the Village for all modes of travel.

CONGESTION MANAGEMENT & MITIGATION

The average driving delay, vehicle speed, and volume to capacity for each of the Village’s roadways is monitored by Kane County. Peak time congestion levels are ranked as minimum, moderate, severe, or extreme. The County has determined that all primary roads within the Village are experiencing severe congestion during peak times. Based on employment, population, traffic, and demographic projections, Kane County estimated that traffic congestion on Village’s major roads will worsen between 2019 and 2040. By 2040, the County estimates that the majority of the Village’s major roads will experience congestion when the status quo is maintained and improvements are not made.

It is important to monitor these increasing congested roadways for maintenance, upgrade to improve their functional classification, and enhance their performance. The Village should work with Kane County, CMAP, Pace, Metra, and IDOT to implement strategies for traffic congestion and travel demand reduction, including access management, signal phasing, programming, enhanced public transit options, varying work hours, and others.

KEY ROAD PROJECTS

EXTENSION & REALIGNMENT

As development occurs in areas identified within the Land Use Plan, Residential Areas, Commercial & Industrial Areas, and Sub-Area Plans, new roadways will be necessary to accommodate new residents and growing economic activity within the Village. It is therefore important to plan and design major road projects in the Village that should be implemented and undertaken in the planning years. Several projects will require cooperation with either IDOT or KDOT.

IL 31 ROAD DIET

North of I-88, IL Route 31 primarily consists of a 4-lane cross section that averages between 8,000-13,000 vehicles per day. The Federal Highway Administration (FHWA) has identified roadways with Average Daily Traffic (ADT) of 20,000 or less should be considered candidates for road diets, and that roadways with ADT of 30,000 should be examined for additional success for improved mobility, safety, and quality of life. North of the Village, the IL 31 corridor is identified in the Land Use Plan as a potential residential and commercial growth area, a local network of trails connects several subdivisions in the far western portion of the Village. The local network of trails connects several parks to one another.

Moving forward, the Village should proactively work with partners to address the existing network. The Village should address its road diet projects, including a new north-south trail along the corridor. These efforts should also require residential and commercial developers to install new footpaths and connections to the larger trail networks as development occurs. For more information on trails, refer to the Open Spaces, and Environmental Features Plan.

VILLAGE HALL ACCESS

Accessibility issues with the Village Hall have been raised. The building is sited facing a significant grade change, and the only point of entry is through the building’s parking lot. IL Route 31 is a grade-separated intersection, and it is the only point of entry to the Village Hall and administration building. As the Village expands, it will be important to identify and implement measures to improve accessibility. Several of the Village’s arterial roads, particularly IL Route 31, have excessive curb cuts that can contribute to insufficient traffic flow and unsafe road conditions. The Village should encourage and work closely with property owners to consolidate or remove curb cuts in such locations, utilizing shared driveways and combined parking lots where possible.

TRUCK ROUTES

Both IDOT and KDOT have established truck route systems. Orchard Road has been designated by the County as a Class II trucking route. IL Route 31 and IL 25 are designated by IDOT as Class II trucking routes. Through the designation process, IDs trucks are assigned to the road that provides the proper level of land access, mobility, maintenance, and right-of-way.

PEDESTRIAN & BICYCLE INFRASTRUCTURE

Pedestrian and bicycle infrastructure includes sidewalks, on-street bike facilities, and trails. The Village has a quality network of sidewalks and trails that offer a variety of recreational opportunities and connections to local and regional destinations. However, the Village’s roads generally are not bicycle friendly, key trail connections are needed, and gaps in the sidewalk network inhibit pedestrian mobility.

SIZEWARDS

The Village’s sidewalk network has grown significantly over the past two decades and newer subdivisions are generally well-served by both sidewalks and trails. However, some incomplete subdivisions have missing segments where there are vacant lots, and some older neighborhoods lack sidewalks altogether. Connections between residential areas near destinations, such as retail areas along Orchard Road, are also missing in some locations. Most of the Village’s major roads lack sidewalks or have gaps in the sidewalk network, including IL 31, Rand Road, Oak Street, Orchard Road, and Butterfield Road.

The Village should continue to install sidewalks throughout the Village, prioritizing major corridors and areas around schools, public facilities, and other destinations often used by youth and senior citizens.

PUBLIC TRANSIT

The Village currently has few on-street bike facilities, which includes designated bike lanes, “sharrow” pavement markings, bike lanes, “watch for bike” signage, and wide shoulders. According to Kane County, Oak Street is suitable for biking, based on existing and projected traffic volumes, on-street bike facilities, and suitable road conditions. All other arterial roads are deemed unsuitable or unacceptable with caution. It is expected that the Village’s bike traffic will mostly be accommodated through the development of trails; however, the Village should continue to proactively identify roads suitable for on-street bike infrastructure, possibly along portions of Orchard Road, Tamale Road, Orchard Gateway Boulevard, and Rand Road, or local roads paralleling these corridors.

MULTI-USE TRAILS & PATHS

The Village contains several miles of recreational trails and pathways. The most prominent trail is the Fox River Trail. However, trails can also be found in the City of North Aurora Preservation. The Village should continue to monitor the safety of crossings and work with BNSF to upgrade crossing signals and gates as needed.

EXTENSIONS & REALIGNMENTS

Several of the Village’s arterial roads, particularly IL Route 31, have excessive curb cuts that can contribute to insufficient traffic flow and unsafe road conditions. The Village should encourage and work closely with property owners to consolidate or remove curb cuts in such locations, utilizing shared driveways and combined parking lots where possible. The West Branch Road has been designated by the County as a Class II trucking route. IL Route 31 and IL 25 are designated by IDOT as Class II trucking routes. Through the designation process, IDs trucks are assigned to the road that provides the proper level of land access, mobility, maintenance, and right-of-way.

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COMMUNITY FACILITIES & INFRASTRUCTURE PLAN

Community Facilities support the provision of services and amenities that define local quality of life and the desirability of the North Aurora community. This includes critical service providers, utilities, and as those services provided by the other taxing districts that serve the Village, including the North Aurora Fire Protection District, Messenger Public Library District, and local school districts.

With opportunities for additional outward growth, and potential for redevelopment and reinvestment within the Village's older areas, it is important that the community remains well served by these services and amenities. The Community Facilities & Infrastructure Plan presents general policies and guidelines for community facilities to help ensure the Village of North Aurora remains well served by high-quality facilities and services. However, it is not intended to supersede goals and policies of other agencies, or substitute for the more detailed planning which should be undertaken by the Village and other service agencies and organizations.

GROWTH & INFRASTRUCTURE

The Future Land Use Plan prioritizes development and repurposing of land within the Village’s existing boundaries before annexation of unincorporated land, and recommends development at an increased density in new areas. While this will control the premature conversion of greenfields and reduce the geographic sprawl of infrastructure in the short term, the demands for the demands of public education, library services, fire protection, parks, water service, and more will continue to increase. For example, the Opry Mills project is expected to increase roughly 5,000 residential units between 2010 and 2040. The Village should solicit input from appropriate service agencies on new development proposals to ensure that service needs are met while administration is not overloaded and that future development can be adequately served. The Village should also ensure that new growth and development within unincorporated areas does not compromise the high-quality infrastructure and essential services enjoyed by existing residents.

SERVICE PROVIDERS & FACILITIES

VILLAGE GOVERNANCE

The Village of North Aurora provides a variety of municipal services to its residents. Daily operations are divided into five departments, each overseen by the Village Administrator and answering to the Village President and Board of Trustees.

VILLAGE HALL

Village Hall is located in the Village Center at 25 East State Street, along the eastern boundary of the Fox River. It houses the administrative functions of the Village. The facility is designed to be adaptable for future use as a civic center. The Village Hall is a multi-use facility and is operated by the Village. The Public Works Department services and maintains the Village’s older areas, it is important that the community continues to provide the police service necessary to maintain North Aurora as a safe and inviting community.

POLICE

The North Aurora Police Department operates out of a new station at 200 S. Lincolnway Street. Given that the facility is less than five years old, the Department does not have any renovation or expansion plans. The Village should continue to provide the police service necessary to maintain North Aurora as a safe and inviting community.

PUBLIC WORKS

The Public Works Department services and maintains the Village’s infrastructure. It is responsible for 120 miles of sanitary sewer main, 100 miles of storm sewer, and 75 miles of municipal street, sidewalks, and rights-of-way. The Department manages the Village’s parks and playgrounds, and oversees the construction and maintenance of Village-owned and -operated parks and trails. The Department also enforces the Village’s building codes and regulations and maintains the Village’s street lighting system.

WATER

The Village’s Water Department provides water service for both domestic and fire protection. Water supply is obtained from five deep wells which travel through roughly 80 miles of water main, and water infrastructure consists of three water towers, five wells, and two water treatment plants. As growth occurs, the Village should monitor the need to add additional water infrastructure capacity, including expansion of the West Water Treatment Plant as well as the drilling of new wells and construction of new water towers.

FIRE PROTECTION

The North Aurora Fire Protection District (NAFPD) provides emergency service for a 25-square mile area, which includes all of the Village as well as unincorporated areas to the north, south, and west. Within unincorporated areas within the Village’s planning jurisdiction, service is also provided by two other fire districts.

Library

The Village of North Aurora is served by three school districts: West #129, Kaneland #302, and Batavia District #101. The vast majority of the Village is covered by West Aurora #21, with small pieces of the northwest and northeast served by Kaneland #302 and Batavia #101.

The Village should work closely with the West Aurora School District #21 to ensure the community is well served by a quality public high school and secondary education.

HEALTHCARE

The North Aurora community benefits from the close proximity of Presence St. Francis Medical Center, a hospital located in the City of Aurora, just south of the Village. The Village should promote the development of medical uses along Sullivan Road to complement the hospital.
PARKS, OPEN SPACE, & ENVIRONMENTAL FEATURES PLAN

Parks, open spaces, and environmental features play a vital role in shaping North Aurora’s quality of life. Parks provide opportunities for social activity, physical exercise, and interaction with nature. The presence of rivers, forests, and streams strengthens biodiversity, beautifies the landscape, and supports healthy lifestyles. In total, the Village’s planning jurisdiction contains approximately 963 acres of parks, recreation areas, and open space. This translates into about 17% of all land within the Village’s planning jurisdiction.

The Parks, Open Space, & Environmental Features Plan presents policies and recommendations which seek to preserve and protect important and sensitive environmental features, and to ensure North Aurora residents continue to enjoy excellent parks, open space and recreation opportunities.

PARKS & RECREATION PROVIDERS & PARTNERS

Parks and recreational programming within North Aurora is not under the jurisdiction of the Village, but that of multiple other providers. Accordingly, the Village must proactively work with and support these providers to ensure the parks and recreation needs of the community are met. North Aurora’s parks and recreation facilities are operated by:

- The Fox Valley Park District, the primary parks and recreation provider in the Village, operating 18 parks within the Village, as well as the Fox River Trail. Its service area covers nearly all of the Village as well as portions of Aurora and Montgomery.
- The Sugar Grove Park District, which is located in the Village, and its service area encompasses parts of the northern and western corridors of the Village, extending north and northwest into Batavia, Aurora, and Geneva.
- The Sugar Grove Park District does not maintain any parkland within the Village; however, its service area includes a neighborhood on the Village’s southwestern border, as well as parts of unincorporated areas within the Village’s planning jurisdiction.
- The City of Aurora’s Parks and Recreation Division owns and maintains the Fox Valley Golf Club on Route 25. The course is currently open to the public; however, the City has expressed a desire to sell the property and the Future Land Use Plan designates the property as a future residential area.

TRAILS

The Village contains several miles of recreational trails, and the Comprehensive Plan advocates for the continued creation of additional trails that are both local and regional in nature. The most prominent trail is the Fox River Trail, a regional trail along the Fox River. An auxiliary trail runs along the entire length of the Village, connecting north and south to forest preserves.

NEW TRAILS: UTILITY EASEMENTS

Two key opportunities to expand and fully connect the Village’s trail system exist along two utility easements – an east-west ComEd easement that crosses the entire width of the Village and a north-south NICOR easement that extends from ComEd easement north to Orchard Road. With the Fox River Trail providing the main north-south spine through the Village, a ComEd easement trail connected to the Fox River Trail would provide an east-west spine within the Village. The NICOR trail would facilitate additional north-south mobility within the heart of the Village just west of Randall Road.

OTHER NEW TRAILS

Other opportunities for trails exist within the Village and are highlighted on the accompanying map. Additionally, as the Village’s residential population grows, it is important to integrate trails into both new and existing developments to supplement the sidewalk network and provide additional recreational opportunities and increased connectivity.

ENVIRONMENTAL FEATURES

FOX RIVER

Flowing through the heart of the Village, the Fox River is considered North Aurora’s predominant environmental feature. The Fox River has undergone a significant transformation over the past century, transitioning from a polluted river utilized by industry into a scenic, waterway. Today, the river is the defining attribute of communities along the Fox River Valley and water quality is sufficient for aquatic life and recreational use. However, challenges remain. The Fox River continues to encounter nutrient pollution from farm and lawn runoff, pollution from wastewater treatment plant releases, and threats to its habitat due to regional population sprawl. The Village should join the Fox River Valley Watershed Management Organization and the River Network to work with other agencies and organizations to ensure its ecological health.

WETLANDS

Preservation of wetlands can provide numerous benefits, including capturing rainwater and melting snow, filtering water, acting as a safe habitat for wildlife, and facilitating nature walks and pathways. The Village’s wetlands are mostly concentrated just south of the ComEd utility easement, extending in a southwesterly direction from the Village’s Green Belt. Preservation of wetlands is an important component of land development. The Village should work with parks and recreation providers to secure ownership of these properties and preserve them from development. A natural trail or boardwalk could also be incorporated into the wetland, link- ing to the proposed ComEd trail and the proposed trail along Orchard Gateway.

OPEN SPACE

The Village’s planning jurisdiction contains 657 acres of open space, split between forest preserves, nature preserves, and scattered green space in subdivisions and developments.

KANE COUNTY FOREST PRESERVE DISTRICT

Two Kane County forest preserves shape the Village’s growth, development, and preservation of natural resources. The 1050 acre Lake Run Forest Preserve and the 1000 acre Dick Young Forest Preserve. The Village should continue to publicize this wonderful recreational amenity, operating two parks within the Village.

MATURE TREE PRESERVATION

The Village contains many mature trees which provide numerous benefits, including providing shade, wildlife habitat, and aesthetic character. As growth occurs within the Village, particularly at the Fox River Golf Course and Valley Green Golf Course. Mature trees should be preserved, where possible, and incorporated into new residential or commercial developments.

GREEN INFRASTRUCTURE

The Village’s collection of parkland, open space, and other natural features are not just for recreational or aesthetic benefit – they also collectively function as green infrastructure and provide flood protection, cleaner air, cleaner water, and natural habitats to residents. It is important for the Village and its partners to view parks, recreation, and open space through this lens when making important policy decisions about land use and development.
ALIGN WITH THE CAPITAL IMPROVEMENT PLAN (CIP)

Implementation of some recommendations of the Comprehensive Plan will require Village capital investment. To support implementation of these recommendations, the Village should update its Capital Improvement Plan (CIP) to align with the new Plan. The CIP establishes schedules, priorities, and estimated costs for all public improvement projects over a five-year period. Through this process, all projects are reviewed, priorities are assigned, cost estimates are prepared, and potential funding sources are identified. As annual CIP updates are made, the Village should identify opportunities to coordinate improvements with capital investments from other partners. For example, DOT has multiple programs that may fund streets (e.g., LSIP 3000) or sidewalks (e.g., LSIP 3030). It is a good opportunity to address underground infrastructure or the burying of ditches.

WORK WITH PARTNERS

For the Comprehensive Plan to be successful, there must be strong leadership from the Village of North Aurora and firm partnerships between other public agencies, community groups and organizations, the local business community, and the private sector. The Village should assume a leadership role to coordinate and coordinate with park districts, city districts, library districts, the Aurora Chamber of Commerce, Kane County, neighboring municipalities, Pace, and Illinois Department of Transportation, among others. In addition, the Village should actively work with and encourage developers and the business community to undertake improvements that contribute to the Comprehensive Plan and improve the quality and character of North Aurora.

UPDATE THE COMPREHENSIVE PLAN AS NEEDED

It's important to emphasize that the Comprehensive Plan is not a static document. As land use and growth patterns change over time, the plan should be revised and updated accordingly. If the plan can be brought forth by petition at any time, the Village should regularly undertake a systematic review of the plan. The Village should initiate review of the Plan at least every three to five years. Ideally, this review should coincide with the preparation of the Village’s Code of Ordinances and Capital Improvement Plan and the preparation of an annual action agenda.

IDENTIFY FUNDING

The following is a list of possible funding sources that the Village could pursue to fund the implementation of the Comprehensive Plan. It should be noted that while the information regarding these funding sources was deemed accurate at the time this Plan was prepared, the long-term availability of funds for these resources cannot be guaranteed. The Village should review, update, and expand this list of potential funding sources as a component of any future Comprehensive Plan updates.

ECONOMIC DEVELOPMENT

TAX INCREMENT FINANCING (TIF)

The purpose of TIF funding is to incentivize and attract desired development within key commercial areas. TIF dollars can typically be used for infrastructure, streetscaping, public improvements, land assembly, and offsetting the cost of development. TIFs obtain future property tax revenues generated within a designated area or district to pay for improvements and further incentivize continued investment. 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 in it reinvested in that area. The maximum life of a TIF district in the State of Illinois is 23 years, although a district can be extended beyond that horizon through authorization from the State Legislature.

The Village current has three TIF districts: North Lincolnway, Route 31, and Spenny. In FY19, these three TIFs generated roughly $640,000 in revenue.

SPECIAL SERVICE AREA (SSA)

SSAs, also known as Business Improvement Districts, can be used to fund improvements and programs within a designated service area. An SSA is essentially added to the property tax of the properties within the designated service area and the revenue received is channeled back into projects for things such as streetscape improvements, district marketing, and special events. Within North Aurora, SSAs are typically used by subdivisions to serve as a ‘back-up’ in the event that a homeowner’s association cannot meet the needs of its subdivision. The Village has 4 active SSAs:

BUSINESS DISTRICTS

As authorized by the State, a municipality may designate an area as a Business Development District (BDD). A BDO would allow the Village to levy up to an additional 1% hotel, 1% sales tax, and 1% retail tax, and 1% retail tax within a designated district. Similar to a TIF district, a BDO has a maximum life of 23 years. BDO legislation also permits municipalities to utilize tax revenue growth that has been generated by BDO properties to fund improvements in the district. Given the limited amount of funds that a BDO is capable of generating, compared to a TIF district, BDO is best suited for funding small scale improvements and property maintenance projects.

REVOLVING LOAN FUND

A Revolving Loan Fund enables a municipality to provide financial support and assistance to new or expanding businesses. The borrower may use the loan for the purchase or construction of physical improvements, and land acquisition, among other things. The Village currently operates such a program, offering rates as low as 3% depending on needs.

FACEADE IMPROVEMENT PROGRAM

Façade and site improvement programs can be used to beautify the Village and improve the appearance of existing businesses by offering matching grants to improve the exterior appearance of designated properties. The Village provides a façade improvement program along Route 31 utilizing TIF funds.

FOUNDATION & SPECIALIZED GRANTS

The successful implementation of the Plan requires leveraging of programs that range in scale and scope. One type of funding source that becomes increasingly significant is specialized programs (tourism, performing arts, historic preservation, small business assistance, etc.) are considered to the foundation grant.

TRANSPORTATION

In 2015, the Moving Ahead for Progress in the 21st Century (MAP-21) program, a two-year transportation reauthorization bill, was established. The goal of the MAP-21 is to improve the nation’s transportation system by help create jobs and accelerate economic recovery. MAP-21 continues for multiple years and is primarily funded through the previous law, SAFETEA-LU. Currently, MAP-21 is scheduled to expire on May 31, 2023. Congress is currently evaluating new transportation legislation. The Village should continue to keep informed as to the status of these programs and any new funding sources that may be introduced in the near future as a result of MAP-21.

The following discussion summaries grant programs covered under MAP-21:

The Transportation & Mobility Plan details many transportation improvement projects – such as new bike trails and paths along the NCORC and ComEd easements, new sidewalks along major roadways (e.g., IL 31, Randall Road, Orchard Road, etc.), and key roadway connections and realignments – that may be eligible for funds detailed in this section.

ILLINOIS TRANSPORTATION ENHANCEMENT ENHANCEMENT ENHANCEMENT PROGRAM (ITEP)

ITEP is a program that provides funding for non-motorized transportation projects. ITEP is a program that provides funding for non-motorized transportation projects. Projects range from on-foot bike facilities to multi-use paths and sidewalks. ITEP funding programs are funded through a state transportation program. The Illinois DOT administers the Illinois Transportation Enhancement Program which provides funding for non-motorized transportation projects.

SAFE ROUTES TO SCHOOL (SRTS)

The SRTS program has provided funding for the planning, design, and construction of infrastructure related projects that will substantially improve the ability of students to walk and bike to school, including sidewalks improvements, bike facilities, and traffic calming measures.

CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

CMAQ program provides funding for the improvement of facilities, including bicycle facilities, transit facilities, intersections, sidewalk improvements, signal timing, and more.

North Aurora Comprehensive Plan | IMPLEMENTATION
SURFACE TRANSPORTATION PROGRAM (STP)

In the past, these funds have been allocated to coordinating regional efforts to be used for roadway and roadway-related items. Projects in this funding category have required a local sponsor and have been selected based on a ranking scale that takes into account the regional benefits provided by the project among other factors. STP funds have been used for a variety of transportation projects.

ILLINOIS BICYCLE PATH PROGRAM

The Illinois Bicycle Path Program is a grants program administered by the Illinois Department of Natural Resources that provides funding assistance up to 50% to acquire and develop land for public bicycle paths programs. Funded by a percentage of vehicle title fees, maximum grant awards are limited to $100,000.

PARKS & OPEN SPACE FUNDING

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

The Illinois Department of Natural Resources (IDNR) administers several grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreation areas and facilities. The programs operate on a cost-reimbursement basis to a government or not-for-profit organization. Local governments can receive one grant per program per year within restriction on the number of local governments that can be funded for a given location.

OPEN SPACE LAND ACQUISITION & DEVELOPMENT (OSLAD)

The OSLAD program awards up to 50% of project costs up to a maximum of $150,000 for acquisition and $400,000 for development/renovation of recreational facilities such as playgrounds, outdoor nature interpretive areas, campgrounds and fishing piers, park roads, and paths, and beaches.

LAND & WATER CONSERVATION FUND (LCWF)

The LCWF grants are available to municipalities, counties, and school districts to be used for outdoor recreation projects. Projects require a 50% match. All funded projects are taken under perpetuity by the National Park Service and must only be used for outdoor recreational purposes.

RECREATIONAL TRAILS PROGRAM (RTP)

The Recreational Trails Program is a federally funded grant program for trail-related land acquisition, development, or restoration. The grants are awarded based on the results of a competitive scoring process and the application’s suitability under MAP-21. A minimum 20% match is required by the applicant. Grants are to be used for motorized or non-motorized trail development, renovation, and/or preservation. All projects must be maintained for 25 years.

TRANSIT-ORIENTED DEVELOPMENT

The Regional Transportation Authority (RTA) is in conjunction with the Regional Transit-Oriented Development Working Group, provides a comprehensive list of funding sources available for transit-oriented development (TOD). The list includes local, state, and federal resources, as well as private foundation grants. The Village should periodically review the RTA list of TOD funding sources to understand application deadlines and eligibility requirements.

IMPLEMENTATION MATRIX

The Comprehensive Plan includes many recommended policies, projects, strategies, and partnerships. The following Implementation Matrix summarizes the key actions that the Village can undertake in order to achieve the community’s vision. It also establishes the anticipated time frame, partnerships, and tools or resources available to achieve each action.

The Village should use this matrix to assign tasks to various departments, explore strategic partnerships, and identify funding sources relevant to each action. As actions are completed and the Comprehensive Plan is updated, the matrix should be revised to prioritize remaining actions and add new ones as needed.

ENSURING RESPONSIBLE GROWTH & EFFICIENT LAND USE MANAGEMENT

<table>
<thead>
<tr>
<th>TOPIC</th>
<th>ACTION</th>
<th>TIME FRAME</th>
<th>PARTNER(S)</th>
<th>TOOLS/TECHNIQUES &amp; RESOURCES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manage growth in an environmental and fiscally responsible manner</td>
<td>Prevent extension of Village infrastructure to residential areas requiring subdivision and new infrastructure when platted subdivisions remain vacant</td>
<td>Short</td>
<td>City of Aurora, Village of Sugar Grove, City of Batavia</td>
<td>Administrative Actions</td>
</tr>
<tr>
<td></td>
<td>Work with Aurora, Sugar Grove, and Batavia to monitor, review, revise, or amend boundary agreements scheduled to expire in 2019, 2020, and 2022</td>
<td>Medium</td>
<td>City of Aurora, Village of Sugar Grove, City of Batavia</td>
<td>Administrative Actions</td>
</tr>
<tr>
<td>Use annexation to negotiate on development opportunities and facilitate effective governance</td>
<td>Require comprehensive plans within the Village</td>
<td>Medium</td>
<td>Kane County</td>
<td>Administrative Actions</td>
</tr>
<tr>
<td></td>
<td>Annex unincorporated parcels of developed parcels and County subdivisions surrounded by the Village</td>
<td>Short</td>
<td>Kane County</td>
<td>Administrative Actions</td>
</tr>
<tr>
<td></td>
<td>Allow infrastructure projects within the Village’s planning jurisdiction where development is occurring, ensuring properties either fully or partially surrounded by the Village</td>
<td>Short</td>
<td>Kane County</td>
<td>Administrative Actions</td>
</tr>
<tr>
<td></td>
<td>Work with Kane County to review development proposals for unincorporated land within the Village’s planning jurisdiction</td>
<td>Short</td>
<td>Kane County</td>
<td>Administrative Actions</td>
</tr>
<tr>
<td></td>
<td>Evaluate all development proposals to ensure that the intensity of new development does not overburden existing and planned utility systems, water resources, schools, roads, and other infrastructure and taxing bodies</td>
<td>Short</td>
<td>Kane County</td>
<td>Administrative Actions</td>
</tr>
<tr>
<td></td>
<td>Monitor and regulate development to ensure that they are appropriate and able to mitigate the Village’s costs associated with accommodating new development, aligning costs incurred by other service providers</td>
<td>Short</td>
<td>Kane County</td>
<td>Administrative Actions</td>
</tr>
</tbody>
</table>
STRENGTHENING THE COMMUNITY’S FOCAL POINT

**TOPIC**
- Strengthen the Village Center as the “civic heart” of the community.
- Leverage the Fox River and the Fox River Trail as its unique assets to the Village and Village Center.

**ACTION**
- Work with the North Aurora Fire Protection District to identify a suitable location and relocate Station #1.
- Engage the current property owners of Tinseltown USA, potential developers, and commercial real estate listing agents to recruit new businesses for the area.
- Develop a complete sidewalk network within the sub-area, including high-visibility crosswalks.
- Should the dam be removed, partner with the Fox Valley Park District to provide for the site’s redevelopment.
- Install new streets within the southeast quadrant of the I-355/I-88 interchange that can provide access to potential development parcels and enhance mobility.

**TIME FRAME**
- Short
- Medium
- Short
- Medium
- Short

**PARTICIPANTS**
- Fox Valley Park District
- IDOT
- Kane County
- North Aurora Fire Protection District
- Private owners

**TOOLS, TECHNIQUES, & RESOURCES**
- Administrative Action
- Administrative Action
- Administrative Action
- Administrative Action
- Administrative Action

**REVITALIZING ROUTE 31

**TOPIC**
- Promote and position key catalyst sites along Route 31 for redevelopment.
- Provide a safe and efficient transportation network along Route 31.

**ACTION**
- Work with utility providers to position properties on the east side of Route 31 for higher-density residential development.
- Continue to take an active role in the redevelopment of the vacant bowling alley.
- Install new streets within the southeast quadrant of the I-355/I-88 interchange that can provide access to potential development parcels and enhance mobility.
- Work with IDOT to implement a “road diet” along S. Route 31, north of I-88, reducing the street width to a 3-lane cross section.
- Establish a parking management plan for the Route 31 corridor that would consider the overall amount of parking needed to serve commercial uses, potential public investment in parking of key locations, street management and circulation, and parking for design and landscaping.

**TIME FRAME**
- Medium
- Short
- Short
- Medium
- Short

**PARTICIPANTS**
- Utility Providers
- Private owners
- Private owners
- Private owners
- IDOT

**TOOLS, TECHNIQUES, & RESOURCES**
- Administrative Action, TIF, Incentives
- Administrative Action, TIF, Incentives
- Administrative Action, TIF, Incentives
- Administrative Action, TIF, Incentives
- Administrative Action, TIF, Incentives

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**ENHANCING THE WEST GATEWAY**

<table>
<thead>
<tr>
<th>TOPIC</th>
<th>ACTION</th>
<th>TIME FRAME</th>
<th>OTHER PARTICIPANTS</th>
<th>TOOLS, TECHNIQUES &amp; RESOURCES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve the existing road network within the West Gateway to support and accommodate new commercial development.</td>
<td>Work with developers to realign Deepwater Road, as development occurs.</td>
<td>Medium/Long</td>
<td>Developers</td>
<td>Annual Budget; Capital Improvement Plan</td>
</tr>
<tr>
<td></td>
<td>Improve the existing road network within the West Gateway to support and accommodate new commercial development.</td>
<td>Work with IDOT and IDOT to secure the necessary approvals for a signalized intersection at Orchard Road and the realigned Deepwater-Ridge Drive extended.</td>
<td>Medium/Long</td>
<td>IDOT; Kane County</td>
</tr>
<tr>
<td></td>
<td>Improve the existing road network within the West Gateway to support and accommodate new commercial development.</td>
<td>Work with District #29 to coordinate a land swap and extend Forest Ridge Drive to Orchard Road.</td>
<td>Medium</td>
<td>School District #29</td>
</tr>
<tr>
<td>Market and position key corridor views within the West Gateway for redevelopment.</td>
<td>Work with property owners and developers to market Orchard Gateway Boulevard to the north of the Towne Centre Office building and light industrial uses.</td>
<td>Short</td>
<td>Private owners, Aurora Chamber of Commerce</td>
<td>Administrative Actions; Incentives</td>
</tr>
<tr>
<td></td>
<td>Work with property owners and developers to market vacant parcels along Orchard Road for retail uses.</td>
<td>Short</td>
<td>Private owners, Aurora Chamber of Commerce</td>
<td>Administrative Actions; Incentives</td>
</tr>
<tr>
<td></td>
<td>Work with property owners and developers to market vacant parcels along Orchard Road for retail uses.</td>
<td>Short</td>
<td>Private owners, Aurora Chamber of Commerce</td>
<td>Administrative Actions; Incentives</td>
</tr>
<tr>
<td></td>
<td>Promote intensification of the Towne Centre site into a walkable, pedestrian-oriented lifestyle center.</td>
<td>Short</td>
<td>Private owners, Aurora Chamber of Commerce</td>
<td>Administrative Actions; Incentives</td>
</tr>
<tr>
<td></td>
<td>Develop a marketing campaign that would enhance the regional visibility of the Orchard-Ridge Drive area.</td>
<td>Short</td>
<td>Aurora Chamber of Commerce</td>
<td>Administrative Actions</td>
</tr>
</tbody>
</table>

**BEAUTIFYING COMMERCIAL CORRIDORS**

<table>
<thead>
<tr>
<th>TOPIC</th>
<th>ACTION</th>
<th>TIME FRAME</th>
<th>OTHER PARTICIPANTS</th>
<th>TOOLS, TECHNIQUES &amp; RESOURCES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support the regional appearance of North Aurora's main commercial corridors.</td>
<td>Require new developments to install utilities underground and work with existing businesses to bury or minimize utilities on site or roadway improvements.</td>
<td>Medium/Long</td>
<td>Utility Provider</td>
<td>Administrative Actions; TIF; Annual Budget; Capital Improvement Plan</td>
</tr>
<tr>
<td></td>
<td>Establish design, signage, wayfinding, and streetscaping standards for the Deepwater Road, Randall Road, and A. J. Munro corridors.</td>
<td>Short</td>
<td>–</td>
<td>Administrative Action</td>
</tr>
<tr>
<td></td>
<td>Continue to implement recommendations made in the Design Guidelines Plan for the Lincoln Highway/Route 31 Corridor.</td>
<td>Short</td>
<td>–</td>
<td>Administrative Action; TIF; Incentives</td>
</tr>
<tr>
<td></td>
<td>Implement comprehensive streetscaping along IL 31.</td>
<td>Medium</td>
<td>–</td>
<td>TIF; Annual Budget; Capital Improvement Plan</td>
</tr>
<tr>
<td></td>
<td>Market the Village's facade improvement program to corridor businesses.</td>
<td>Short</td>
<td>–</td>
<td>Administrative Action</td>
</tr>
<tr>
<td></td>
<td>Encourage property owners to reduce or consolidate curb cuts on arterials.</td>
<td>Short</td>
<td>–</td>
<td>Administrative Action</td>
</tr>
<tr>
<td></td>
<td>Establish design standards that will result in a distinct physical identity for various commercial areas.</td>
<td>Short</td>
<td>–</td>
<td>Administrative Action</td>
</tr>
<tr>
<td></td>
<td>Create a position that3 promotes for visitors entering North Aurora along the main commercial corridors.</td>
<td>Short</td>
<td>–</td>
<td>Administrative Action</td>
</tr>
<tr>
<td></td>
<td>Add a gateway monument along the east that announces entry to North Aurora and the Village Center.</td>
<td>Short</td>
<td>–</td>
<td>Annual Budget; Capital Improvement Plan</td>
</tr>
<tr>
<td></td>
<td>Add a gateway monument and features at the intersection of Mooseheart and Route 31 that announces entry to the Village.</td>
<td>Short</td>
<td>–</td>
<td>Annual Budget; Capital Improvement Plan</td>
</tr>
<tr>
<td></td>
<td>Add a gateway monument and features at the Route 31 exit of I-88.</td>
<td>Short</td>
<td>–</td>
<td>Annual Budget; Capital Improvement Plan</td>
</tr>
</tbody>
</table>

**SUPPORTING INDUSTRIAL GROWTH**

<table>
<thead>
<tr>
<th>TOPIC</th>
<th>ACTION</th>
<th>TIME FRAME</th>
<th>OTHER PARTICIPANTS</th>
<th>TOOLS, TECHNIQUES &amp; RESOURCES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attract and retain industry to provide quality employment opportunities and a diversified tax base.</td>
<td>Work with the City of Aurora to extend Corporate Boulevard to provide access to Hill at North Aurora.</td>
<td>Medium</td>
<td>City of Aurora</td>
<td>Administrative Actions; Annual Budget; Capital Improvement Plan</td>
</tr>
<tr>
<td></td>
<td>Identify desired and actively recruit employment-intensive industrial and professional office tenants that would provide quality jobs for North Aurora residents.</td>
<td>Short</td>
<td>Aurora Chamber of Commerce</td>
<td>Administrative Action</td>
</tr>
<tr>
<td></td>
<td>Work closely with IDOT to ensure that industrial corridors in the Tollway Park of Commerce and the Evergreen Drive have efficient access to I-88.</td>
<td>Short</td>
<td>IDOT; Businesses</td>
<td>Administrative Actions; Annual Budget; Capital Improvement Plan</td>
</tr>
<tr>
<td></td>
<td>Work with LaForge Conco to determine the feasibility of its quarry and establish a long-range vision for redevelopment or reuse of its measures are duplicated and its industrial value diminished.</td>
<td>Medium</td>
<td>LaForge Conco</td>
<td>Administrative Action</td>
</tr>
</tbody>
</table>
PROVIDING PARKS/RECREATION & PROTECTING THE ENVIRONMENT

<table>
<thead>
<tr>
<th>TOPIC</th>
<th>ACHIEVEMENT</th>
<th>TIME FRAME</th>
<th>OTHER PARTICIPANTS</th>
<th>TOOLS, TECHNIQUES &amp; RESOURCES</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROVIDE A RANGE OF HOUSING TYPES THAT ACCOMMODATES THE NEEDS OF BOTH CURRENT AND POTENTIAL RESIDENTS</td>
<td>Work closely with CLMP to monitor housing demand within the context of their Master Plan for the Region.</td>
<td>Short/Medium/Long</td>
<td>CLMP</td>
<td>Administrative Action</td>
</tr>
<tr>
<td></td>
<td>Amend the 2030 Lincoln Highway/Route 31 TIF Redevelopment Plan to include expanded areas of medium-density residential in its Future Land Use Plan.</td>
<td>Short/Medium/Long</td>
<td>CLMP</td>
<td>Administrative Action</td>
</tr>
<tr>
<td></td>
<td>Work with the City of Aurora to establish and implement a long-term vision for the golf-course property that includes housing reflective of the demand and character of North Aurora.</td>
<td>Short/Medium</td>
<td>City of Aurora</td>
<td>Administrative Action</td>
</tr>
<tr>
<td></td>
<td>Work with developers to promote a variety housing types and densities within new subdivisions in order to avoid monotonous design, allow for market entry for a variety of users, and provide opportunities for older residents to age in place.</td>
<td>Medium</td>
<td>Developers</td>
<td>Administrative Action</td>
</tr>
<tr>
<td></td>
<td>Work with existing businesses and commercial property owners who are opposed to established residential areas to provide adequate buffers to protect the Village’s neighborhoods.</td>
<td>Short</td>
<td>–</td>
<td>Administrative Action</td>
</tr>
<tr>
<td></td>
<td>Prioritize the improvement of infrastructure in older neighborhoods to include curb and gutter lighting, sidewalks, and other elements.</td>
<td>Short</td>
<td>–</td>
<td>Administrative Action – Infrastructure; TIF</td>
</tr>
<tr>
<td></td>
<td>Monitor single-family rental conversions to protect the rights of tenants and landlords and maintain the quality of the Village’s housing stock and overall livability of its neighborhoods.</td>
<td>Short</td>
<td>–</td>
<td>Administrative Action</td>
</tr>
<tr>
<td></td>
<td>Track and maintain infrastructure to proactively address property maintenance issues.</td>
<td>Short</td>
<td>–</td>
<td>Administrative Action</td>
</tr>
<tr>
<td></td>
<td>Prioritize the improvement of infrastructure in older neighborhoods to include curb and gutter lighting, sidewalks, and other elements.</td>
<td>Short</td>
<td>–</td>
<td>Administrative Action</td>
</tr>
</tbody>
</table>

ENHANCING THE VILLAGE’S RESIDENTIAL NEIGHBORHOODS & OPTIONS

<table>
<thead>
<tr>
<th>TOPIC</th>
<th>ACHIEVEMENT</th>
<th>TIME FRAME</th>
<th>OTHER PARTICIPANTS</th>
<th>TOOLS, TECHNIQUES &amp; RESOURCES</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROVIDE A RANGE OF HOUSING TYPES THAT ACCOMMODATES THE NEEDS OF BOTH CURRENT AND POTENTIAL RESIDENTS</td>
<td>Work with park districts to acquire, preserve, and enhance the Towne Centre wetlands.</td>
<td>Short</td>
<td>Park districts, Kane County Forestry, and Public</td>
<td>Administrative Actions</td>
</tr>
<tr>
<td></td>
<td>Work with developers to minimize flooding in new developments and invest in detention facilities, green infrastructure, and traditional stormwater systems.</td>
<td>Short</td>
<td>Developers</td>
<td>Administrative Actions</td>
</tr>
<tr>
<td></td>
<td>Work with Kane County to implement recommendations of the 2040 Green Infrastructure Plan.</td>
<td>Medium</td>
<td>Kane County</td>
<td>Administrative Actions</td>
</tr>
<tr>
<td></td>
<td>Join the Fox Valley Study Group to support long-term preservation and protection of the Fox River.</td>
<td>Short</td>
<td>Fox Valley Study Group</td>
<td>Administrative Actions</td>
</tr>
<tr>
<td></td>
<td>Implement the flood improvements detailed in other categories of the Implementation Matrix.</td>
<td>Short/Medium/Long</td>
<td>Park districts</td>
<td>Administrative Actions – Infrastructure; TIF</td>
</tr>
<tr>
<td></td>
<td>Where feasible, require commercial Planned Unit Developments to include public open spaces that can serve as an amenity to local businesses, provide places for events and festivals, and enhance the overall character of North Aurora’s business areas.</td>
<td>Short</td>
<td>–</td>
<td>Administrative Actions</td>
</tr>
<tr>
<td></td>
<td>Work with parks partners to evaluate the need for a large Community Park within the Village.</td>
<td>Medium</td>
<td>Park districts</td>
<td>Administrative Actions</td>
</tr>
<tr>
<td></td>
<td>Assess and implement the recommendations of the 2000 North Aurora Rail-Motorized Transportation Plan that relate to expanding the rail network in order to provide access to local parks and natural areas.</td>
<td>Short/Medium/Long</td>
<td>Park districts</td>
<td>Administrative Actions – Infrastructure; TIF</td>
</tr>
<tr>
<td></td>
<td>Work with the respective park districts to monitor the need for a large park within the Village that could accommodate community events and assess the need for an indoor recreational facility.</td>
<td>Short/Medium/Long</td>
<td>Park districts</td>
<td>Administrative Actions – Infrastructure; TIF</td>
</tr>
<tr>
<td></td>
<td>Restrict development in floodplain.</td>
<td>Short</td>
<td>–</td>
<td>Administrative Actions</td>
</tr>
</tbody>
</table>

IMPROVING CONNECTIVITY

<table>
<thead>
<tr>
<th>TOPIC</th>
<th>ACHIEVEMENT</th>
<th>TIME FRAME</th>
<th>OTHER PARTICIPANTS</th>
<th>TOOLS, TECHNIQUES &amp; RESOURCES</th>
</tr>
</thead>
<tbody>
<tr>
<td>IMPROVE THE VILLAGE’S ENVIRONMENTAL FEATURES TO INCREASE WALKABILITY AND THEIR NEGATIVE DEVELOPMENT IMPACTS</td>
<td>Work with partners to provide an open space for the Walkway to the Skyway.</td>
<td>Short</td>
<td>–</td>
<td>Administrative Action</td>
</tr>
<tr>
<td></td>
<td>Provide a safe and efficient Village road network that meets the needs of all people and businesses.</td>
<td>Short</td>
<td>–</td>
<td>Administrative Action</td>
</tr>
<tr>
<td></td>
<td>Implement the roadway improvements detailed in other categories of the Implementation Matrix.</td>
<td>Short/Medium/Long</td>
<td>IDOT, Kane County</td>
<td>Annual Budget, Capital Improvement Plan; Federal/State Transportation Grants</td>
</tr>
<tr>
<td></td>
<td>Work with DDOT to continue establish a designated truck route that provides continuous travel and divided truck route away from the Village Center.</td>
<td>Short</td>
<td>IDOT, Kane County</td>
<td>Administrative Action</td>
</tr>
<tr>
<td></td>
<td>Encourage and work closely with existing economic and community leaders to establish a project plan that would complement Butterfield Road to I-355 and identify potential alternatives for this link.</td>
<td>Short</td>
<td>–</td>
<td>Administrative Action</td>
</tr>
<tr>
<td></td>
<td>Work with DDOT to assess the feasibility of constructing a new river crossing that would connect Butterfield Road to Oak Street and identify potential alternatives for the State Street Bridge.</td>
<td>Short/Medium</td>
<td>IDOT</td>
<td>Administrative Actions</td>
</tr>
<tr>
<td></td>
<td>Encourage interest in reusing and proposing uses on the same land as an employment hub.</td>
<td>Short</td>
<td>–</td>
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<tr>
<td></td>
<td>Work with the City of Aurora to extend Corporate Boulevard west to Mitchell Road to serve potential industrial development sites.</td>
<td>Medium</td>
<td>City of Aurora</td>
<td>Administrative Action – Capital Improvement Plan; Federal/State Transportation Grants</td>
</tr>
<tr>
<td></td>
<td>Work with ComEd to establish an east-west trail through the Village, and for new or amended routes to expand bus service throughout the Village.</td>
<td>Medium</td>
<td>ComEd</td>
<td>Annual Budget, Capital Improvement Plan; Federal/State Transportation Grants</td>
</tr>
<tr>
<td></td>
<td>Extend Kettle Avenue to Mill Drive.</td>
<td>Medium</td>
<td>–</td>
<td>Administrative Action – Capital Improvement Plan; Federal/State Transportation Grants</td>
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<td></td>
<td>Work with CMAP to monitor housing demand within the context of the Consolidated Transportation Plan.</td>
<td>Short/Medium</td>
<td>Kane County</td>
<td>Administrative Action</td>
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<tr>
<td></td>
<td>Work with IDOT County to establish a north-south trail segment on their easement west of Randall Road.</td>
<td>Short</td>
<td>Kane County</td>
<td>Administrative Action – Capital Improvement Plan; Federal/State Transportation Grants</td>
</tr>
<tr>
<td></td>
<td>Work with DDOT to establish a new pedestrian trail within the Village’s incomplete subdivisions.</td>
<td>Short/Medium</td>
<td>Kane County</td>
<td>Administrative Action – Capital Improvement Plan; Federal/State Transportation Grants</td>
</tr>
<tr>
<td></td>
<td>Work with the Department of Transportation to maintain existing on-street infrastructure and design new development actions.</td>
<td>Short/Medium</td>
<td>Kane County</td>
<td>Administrative Action – Capital Improvement Plan; Federal/State Transportation Grants</td>
</tr>
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<td></td>
<td>Work with IDOT to assess the need for an alternative to Butterfield Road to Oak Street, and identify potential alternatives for the State Street Bridge.</td>
<td>Short/Medium</td>
<td>IDOT, Kane County</td>
<td>Administrative Actions</td>
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<td></td>
<td>Work with the City of Aurora and the Kane County to assess the need for an alternative to Butterfield Road to Oak Street, and identify potential alternatives for the State Street Bridge.</td>
<td>Short/Medium</td>
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<td></td>
<td>Work with IDOT to establish appropriate connection to the existing segment at the north end of the Village.</td>
<td>Short</td>
<td>Kane County</td>
<td>Administrative Action – Capital Improvement Plan; Federal/State Transportation Grants</td>
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<td>Increase access to public transportation within the Village.</td>
<td>Medium</td>
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<td>Work with IDOT to facilitate expansion of bus service throughout the Village.</td>
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<td>Work with the IDOT to conduct an inventory of bus routes, determining opportunities for new or amended routes to expand bus service throughout the Village.</td>
<td>Medium</td>
<td>Kane County</td>
<td>Administrative Action – Capital Improvement Plan; Federal/State Transportation Grants</td>
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<td></td>
<td>Integrate Pro's Transit Supportive Guidelines for the Chicago Region into local development regulations and design review procedures.</td>
<td>Short</td>
<td>Kane County</td>
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PROVIDING AND SUPPORTING THE PROVISION OF QUALITY FACILITIES & SERVICES

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COLLABORATING, COMMUNICATING, & ALIGNING RESOURCES TO ACHIEVE PLAN GOALS & OBJECTIVES

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UPDATING THE REGULATORY FRAMEWORK TO ACHIEVE PLAN GOALS & OBJECTIVES

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