

# COMPREHENSIVE PLAN

JUNE 2015 | PREPARED BY HOUSEAL LAVIGNE ASSOCIATES | DRAFT FOR ADOPTION





# ACKNOWLEDGMENTS

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With technical assistance provided by  
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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 interstate 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 informs 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 5/11-12-9) permits municipalities to plan for unincorporated land within 1.5 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 constrict 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 this 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 analyses 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

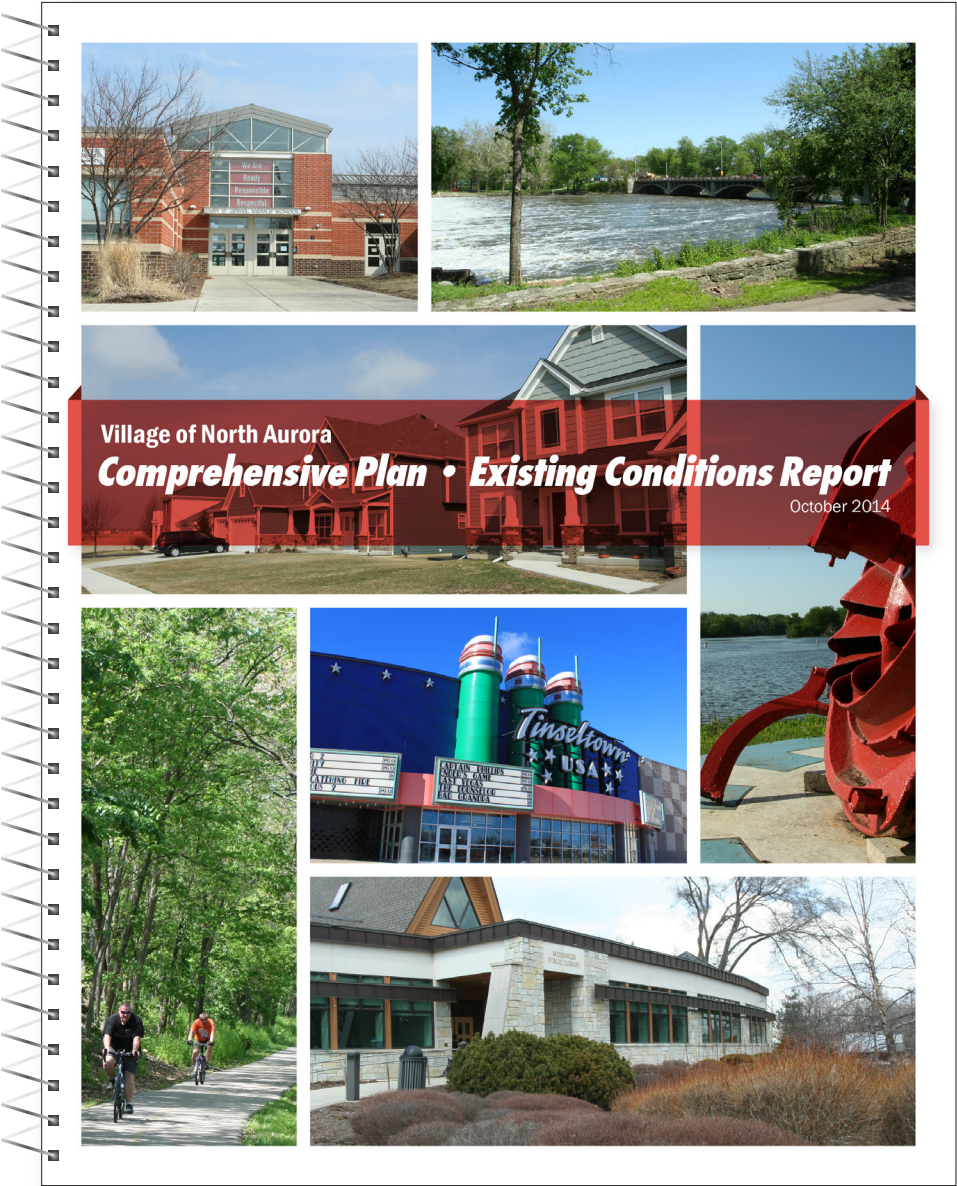
Detailed sub-area plans were prepared for the West Gateway (Orchard Road) and IL Route 31/56. These plans include recommendations on land use and development, multi-modal access and mobility, and urban design principles.

### 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.

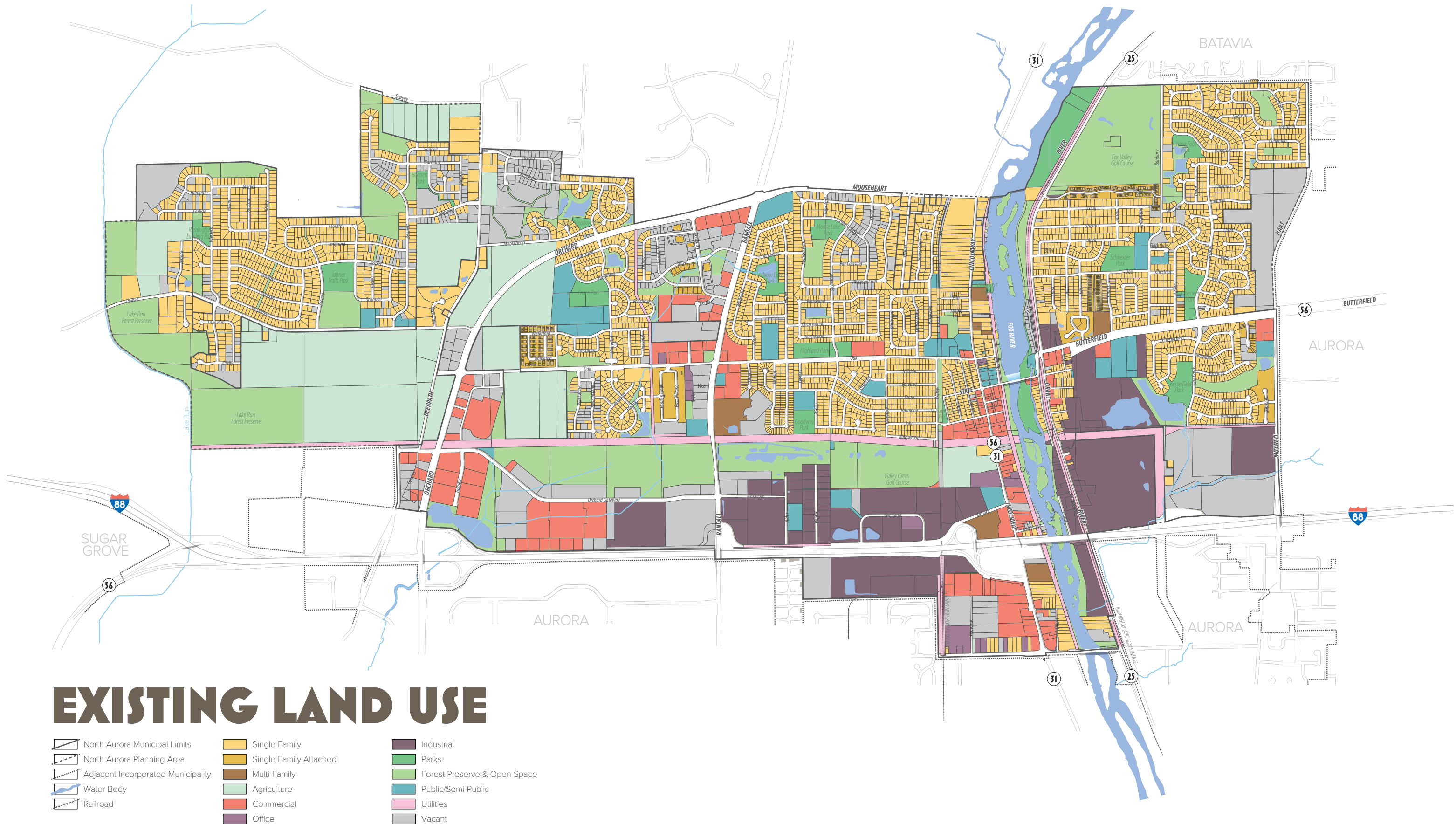
### STEP 7: COMPREHENSIVE PLAN DOCUMENT & ADOPTION

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.



As part of the Comprehensive Plan process, an Existing Conditions Report was created that summarizes current characteristics of the North Aurora community. Plan recommendations reflect the findings of this report, which is available upon request through Village staff.





# COMMUNITY OUTREACH

The North Aurora Comprehensive Plan utilized a planning process that actively sought input from a broad spectrum of stakeholders, including residents, business owners, developers, service providers, elected/ap-pointed officials, and Village staff. A variety of ongoing outreach efforts, both in-person and on-line, were used to gather the concerns, ideas, and aspirations of residents. Ultimately, this has promoted a local sense of stewardship for the Plan.

This section briefly summarizes the community outreach efforts that were completed during the planning process:

- CPAC Committee Kick-Off Workshop (April 8, 2014)
- 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)

## COMPREHENSIVE PLAN ADVISORY COMMITTEE (CPAC) KICK-OFF WORKSHOP

The planning 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 comprehensive planning process. After a review of the scope of work and questions and comments from Steering, the Consultant led a group exercise to gather input.

### SUMMARY OF INPUT

The CPAC discussed a variety of topics. Many of the issues discussed included Village identity; economic development along Orchard Road, Randall Road, and IL 31; the need for a Downtown or community focal point; greater density; and walkability.

## COMMUNITY WORKSHOP

A Community Workshop was held on Wednesday, May 21, 2014 at the Village of North Aurora Police Department Headquarters. Approximately 30 people were in attendance. This workshop was the first of many opportunities to publicly discuss issues and challenges related to the Village of North Aurora. After a review of the scope of work and questions and comments from those in attendance, the Consultant led a group exercise to gather input from the public.

### SUMMARY OF INPUT

Community members debated and discussed a variety of topics, including the need for new development, opportunities for creation of Downtown, flooding and environmental concerns, local image and identity, transportation improvements, and governance issues.

# KEY PERSON INTERVIEWS

As a part of the Community Outreach phase of the planning process, confidential interviews were conducted with eight individuals to discuss existing conditions and potentials within the North Aurora community. These individuals possessed diverse backgrounds and perspectives, and included residents, business owners, community service providers, volunteers, not-for-profit staffers, and elected and appointed officials.

Interviews were conducted in May 2014. Each interviewee was asked 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 candid ideas, opinions, and concerns shared with the Consulting Team by local stakeholders.

### SUMMARY OF INPUT

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

- The creation of a downtown, town center, or community focal point is a top priority of residents. The Route 31/56 intersection is consistently identified as a prime site for a “downtown-style” development; however, visions for that area range widely within the community.
- The North Aurora Fire Protection District’s Fire Station #1 has outlived its usefulness and needs to be either replaced or relocated.
- The North Aurora Library District’s Messenger Library facility is in great shape and well-regarded. Lack of parking continues to be the Library’s greatest challenge.
- Public grade schools for North Aurora children are located within Village boundaries, however, the public high school in Aurora (West Aurora High School) was perceived negatively by some respondents.
- The Fox River needs to be better utilized for recreational and public park space.
- There are a variety of areas within the Village that would be suitable for new bike and walking paths.
- The Fox Riverfront area is in a position to be developed with condominiums, townhomes, and high-density commercial.
- It is believed that market support exists for senior housing, such as duplexes.
- The Route 31 area has been a redevelopment focus for the Village for many years, however, the Village has struggled in attracting new businesses and improving corridor appearance.
- Local business owners are not organized and do not regularly engage in dialogue.
- It is believed that market support exists for more retail and dining options.
- The North Aurora Auto Mall is an economic boon to the Village, and the potential foundation for commercial growth on Orchard Road.

# 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.
- At the I-88/Route 31 interchange, vacant and underdeveloped sites send the wrong message to those passing by or entering the community for the first time.
- 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 as 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 Routes 56/31 was highlighted as having the most potential.
- North Aurora market is well-positioned to capture industrial development given its access to I-88 and several north/south arterials. It was relayed that the short-term retail prospects for commercial growth are not that good; the general feeling is that there is more commercial property available than potential.

# VISION WORKSHOP

A Visioning Workshop was held from 7:00pm to 8:30pm on Wednesday, October 29th, 2014 in the Community Room of the Police Department Headquarters. Participants were assigned to one of five “breakout” groups and then provided with colored markers and a large map of the Village. Over the course of an hour, each group was charged to work as a team and draw their “vision” for North Aurora on the map. Suggested topics included: transportation; parks, open space, & recreation; sustainability & environment; residential & neighborhoods; community facilities; commercial goods & services; employment & industry; and image & identity. In addition to marking up the map, each group also recorded their recommendations in an accompanying workbook. At the end of the hour, the groups shared their findings with the entire audience.

### SUMMARY OF INPUT

Generally, participants felt strongly about developing better pedestrian and bike infrastructure, improving the attractiveness of the Route 31 corridor, utilizing the Fox River waterfront for a variety of activities, developing more recreation opportunities, connecting the eastern and western portions of the Village, constructing a new bridge across the Fox River, and attracting more businesses to key corridors such as Orchard Road and Route 31.

## PROJECT WEBSITE

A project website was created in order to provide a single source for all information related to the Comprehensive Plan process. The website contained project information and updates, meeting notices, and downloadable copies of draft documents for the duration of the planning process. In order to provide convenient and comprehensive information, the project website was accessed through a link on the Village and Messenger Public Library home pages.

## RESIDENT QUESTIONNAIRE

An on-line questionnaire for North Aurora residents was posted on the project website. It was designed to supplement in-person outreach activities conducted throughout the community, and is not intended to be a scientific survey instrument. The questionnaire was launched in April 2014 and remained open for the duration of the process. 88 residents submitted answers to the questionnaire.

## BUSINESS QUESTIONNAIRE

An on-line questionnaire for North Aurora businesses was also posted on the project website, with the purpose of soliciting insight about the Village’s business climate. The questionnaire was launched in April 2014 and remained open during the duration of the planning process. Four businesses submitted responses.

## SMAP MAPPING TOOL

sMap is a social mapping application developed by Houseal Lavigne 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, undesirable uses, key transit destinations, desired developments, poor appearance, community assets, priority development site, problematic intersections, and more. Three maps were created with a total of 25 points.



# A VISION FOR NORTH AURORA

*The Vision Statement paints a picture of what the Village of North Aurora will look like in 20 years from now. It is written as 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...

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. Easy interstate 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.

Although twenty years has passed since the adoption of the Village's last Comprehensive Plan, the heart of the community remains at the confluence of the Fox River and the intersection of Routes 31 and 56. Not long after the adoption of the 2015 Comprehensive Plan, an attractive mixed-use development sprouted up on the site of the former Fire Station #1 and the Activity Center. Successful completion of this catalyst project served to spur further redevelopment of the intersection's other corners, helping establish the small mixed-use node nestled along the Fox River. On any given day, families can be seen walking around, on Lincolnway and State Street, grabbing coffee or ice cream from one of several new shops and enjoying the usage of waterfront parks and trails. Streetscaping treatments and the widening of the State Street Bridge have created a cohesive walkable atmosphere that extends from the Messenger Public Library in the west through the focal point to Village Hall in the east. Thanks to the removal of the dam and construction of a small dock near the Fox River Trail, the area has become a hub for outdoor enthusiasts, attracting canoers and kayakers as well as runners and cyclists.

Over the past 20 years, the Route 31 corridor has undergone many significant changes, some large and some small. What was once seen a "tired looking" corridor is now an attractive area bustling with new activity and investment. Although the Illinois Department of Transportation (IDOT) faced many obstacles, the completion of the Route 31 widening project has made the road safer and more navigable, and provided easier access to businesses. Sidewalks have been widened and gaps have been filled, allowing for easy movement of pedestrians along the corridor and between neighborhoods. Most of the older and outdated businesses have been remodeled or redeveloped, and new residential development has shot up in previously underutilized pockets on the east side of the corridor. With gorgeous views of the Fox River, these attractive apartments, condominiums, and townhomes are highly-coveted by young families, young professionals, empty nesters, and seniors.

The Village's other commercial areas – Orchard Gateway, Orchard Road, and Randall Road – are also flourishing. The Towne Centre development on Orchard Gateway is thriving on the heels of a Village-endorsed intensification plan. The formerly auto-oriented power center has been transformed into a walkable lifestyle center. Reminiscent of Bollingbrook's Promenade, the retail space has more than doubled, with new stores and buildings constructed in the old parking lots. All of this was made possible of course by the two parking garages at both ends of the new "Main Street." The Towne Centre is connected to the Route 31 and 56 intersection and Fox Riverfront through a series of paths and trails, allowing these two important areas to complement each other.

Along Orchard Road, annexation and infill development have been utilized to create a cohesive commercial corridor spanning from the I-88 interchange to the Orchard Estates and Orchard Crossing subdivisions. Randall Road is also blossoming, with a variety of smaller-scale businesses catering to the needs of residents, although some of its well-regarded restaurants have become regional destinations. The Village's incentivizing of attractive architectural designs, quality building materials, and landscaping have created a unique sense of place and contributed to a unique identity for the community. Thanks to these efforts, North Aurora has become one of the western suburbs' best shopping and dining destinations.

Similarly, North Aurora has experienced new office and industrial development in the southern portion of the Village along the I-88 corridor. 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 new high-paying jobs have been created, and previously vacant parcels along Orchard Gateway, Randall Road, Airport Road, and Mitchell Road have been repositioned and developed. Roads have been rebuilt to withstand higher volumes of truck traffic, and the intersections and corners of major roadways along I-88 have been fixed to allow trucks to move more easily throughout industrial areas and merge onto I-88.

Although single-family residential homes are still the predominant type of housing in North Aurora, the Village has embraced recommendations from CMAP's Homes for a Changing Region and proactively worked to ensure that a mix of all housing types have been constructed in order to provide options for everyone in all stages of life, including senior housing. North Aurora's neighborhoods are best described as attractive, stable, peaceful, and safe, and subdivisions remain an important part of resident identity. The community has fully recovered from the 2008 housing crisis and is finally approaching full build out.

Previously stalled subdivisions have been completed, with new houses complementing existing ones built prior to the recession. A complete network of paths and sidewalks facilitates safe movement between subdivisions and provide connections to nearby stores, parks, and destinations. Over the past 20 years, the Village has grown responsibly by prioritizing the completion of stalled developments before accepting new annexation and subdivision applications. One of the more notable projects in recent years has been the transition of the former Fox Valley Golf Course into residential neighborhoods.

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 eastern and western parts of the Village much quicker, and Pace now services 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 Improvements 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, and sidewalk gaps have been filled and pedestrian crossings have been implemented at key intersections, especially along Orchard Road, Orchard Gateway, Randall Road, and Routes 25, 31, 56. New paths 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 commercial areas, parks, schools, and more. The crown-jewel of the Village's network is the Fox River Trail, which continues to be the main north-south artery through the Fox Valley. Thanks to an intergovernmental agreement and grant funding, the north-south spine is complemented by the completion of a new trail along the Commonwealth Edison easement that provides an east-west pathway throughout the Village. Joggers, cyclists, and walkers can now easily traverse the Village in all directions thanks to the completion of the comprehensive network of trails.

The Village is an active partner with the various park and forest preserve districts in ensuring that the community is well-served by a mixture of small, medium, and large parks and open spaces. Today, as much as ever, parks are an important recreational, social, and aesthetic component of the North Aurora community. The Village's parkland dedication requirements have ensured that parks are included in all new subdivisions. A variety of high-profile parks projects have been completed over the past 20 years that have strengthened local quality of life, including the opening of the Village's first dog park, the development of a large community park with recreation facilities, the removal of the Fox River dam allowing for kayaking and canoeing, and the transition of the Towne Centre wetlands into a protected nature preserve with trails and educational signage. Plans are also underway to transition the LaFarge Mine into natural space once it reaches resource exhaustion, which some speculate may be soon.

Given that the community is served by so many overlapping service districts, the Village government continues to play a coordinating, supporting, and cooperative role to ensure that the various services provided are of a high quality and in alignment with Village needs. Village officials have worked with state legislators, neighboring communities, and local districts to better align the jurisdictions of the various service districts with the Village's ultimate boundaries. The Fire Protection District partners closely with the Village Police Department to provide effective public safety services, and the District worked with the Village to determine a suitable new location for Fire Station #1. The Messenger Public Library is the intellectual anchor of the community and continues to upgrade its cutting-edge facilities and offerings to residents. With the demolition of the Activity Center, both the library and the police department facilities have provided space to the community for meetings, gatherings, and other civic events. The area's public schools continue to be an attractive option for families.

With all of the growth that has occurred over the past 20 years, the Village has been mindful of sustainability and protecting the environment. It has promoted LEED development and sustainable building practices, and ensured that new development has not negatively impacted the collection of rainwater or caused pollution to trickle into the Fox River. Village staff and officials lead by example and are champions for the environment, having implemented a variety of internal protocols and policies promoting sustainability.

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. 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 lighting that welcomes visitors to the community and creates a positive first impression. Similarly, major corridors have been beautified with landscaping and art, establishing a unique sense of place that is North Aurora.

While 2015 Comprehensive Plan was instrumental in shaping the Village to the community it is today, it has finally outlived its useful life. Now, the community is developing a new Comprehensive Plan, with an eye on 2055.



# NORTH AURORA GOALS & OBJECTIVES

The Village of North Aurora’s Comprehensive Plan looks forward over the next 20 years and expresses what the Village desires to become in the future. This section presents the Plan’s goals and objectives which outline how the Village can achieve its desired outcome. The goals and objectives form the framework for planning recommendations, policies, future projects, and actions:

## GOALS

Goals describe desired end situations toward which planning efforts should be directed. They are broad and long-range. They represent an end to be sought, although they may never actually be fully attained.

### OBJECTIVES

Objectives describe more specific actions that should be undertaken by the Village to advance toward the overall goals. They provide more precise and measurable guidelines for planning action.

Together, the goals and objectives provide specific direction and serve as a guide for the evaluation of development proposals and land use alternatives. Goals and Objectives have been established for:

- Growth and Annexation
- Commercial Areas
- Residential Areas
- Industrial Areas
- Transportation and Mobility
- Community Facilities
- Parks, Open Space, and Environmental Features
- Governance and Plan Implementation

## 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, renew, 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 space) 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 subdivisions surrounded by the Village to ensure that non-residents who benefit from Village infrastructure and services are helping to support them.

- 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, requesting to require annexation 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 able 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 31) into an attractive multifunctional corridor centered around an active community focal point at the intersection of IL Routes 31 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 31 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 widening, sidewalks, and other local objectives.
- Work with IDOT, ComEd, AT&T, and other utility providers to coordinate the burying or relocation of local utility lines as roadway improvements or redevelopment occurs.
- Review and amend regulations for the B-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 31/I-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 assemblage 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/I-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 façade 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 served by municipal services before approving new subdivisions that would require investment in infrastructure.

- Endorse the long-range plan to transition residential areas along the east side of IL 25 and south of Butterfield Road to commercial or light industrial uses that would be more compatible with adjacent industry.
- Work with existing businesses and commercial property owners that are adjacent to established residential areas to provide adequate buffers to help protect the Village's neighborhoods.
- Promote the renovation, rehabilitation, and expansion of housing in older subdivisions through incentives in housing investment, state and federal grant programs, and zoning regulations.
- Preserve existing housing through effective code enforcement and preventive maintenance programs.
- 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.
- Track and monitor foreclosures to proactively address property maintenance issues.

## INDUSTRIAL AREAS

### GOAL

Attract and retain industry, capitalizing on North Aurora's desirable location within the Fox Valley Region and along the I-88 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 I-88.
- 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 tenant(s) 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 and establish a long-range vision for redevelopment or reuse once its resources are depleted and its industrial value diminished.
- Continue to closely monitor all industrial activity south of Butterfield Road, between IL-25 and Mitchell Road, to minimize impact on surrounding residential neighborhoods.

## 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 State 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 Kettle Avenue to Miller Drive and the realignment of Deerpath Road, in order to reduce traffic demand on collectors and arterials.
- Continue to utilize subdivision regulations (Section 16.12.070 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 #129 to allow for a northwesterly extension of Forest Ridge Drive towards Orchard Road.

### 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 collectors, especially Butterfield Road, IL 31, Orchard Road, Randall Road, Oak Street, and Deerpath Road.
- Develop an east-west trail along the ComEd right-of-way west 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 civic destinations.
- Amend Planned Unit Development General Standards (Chapter 5.4 of the Village zoning ordinance) to specifically require the accommodation of trails as a part of new development in order to provide access to connecting trail segments and local destinations.
- Encourage, incentivize, or require business owners and developers to include bike infrastructure and other pedestrian enhancements into new developments.
- Prioritize investment in bicycle and pedestrian infrastructure in areas around schools, parks, commercial areas, civic uses, and other destinations often travelled 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 sidewalk 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 as development occurs 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 ½-mile of existing or anticipated Pace bus service, require design plans to conform to the recommendations of Pace's Transit Supportive Guidelines for the Chicagoland Region, and encourage participation in Pace's Design Review Assistance for Transit (DRAFT) program.

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 129, 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 relocations 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 #129 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

Protect 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 ecologic and wetland preservation, such as the Lafarge Conco quarry or wetland 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 Preserves.
- Join the Fox River Valley Study Group to support long-term preservation and protection of the Fox River.

GOAL

Provide residents with access to a variety of exciting green spaces and recreation opportunities that support active and healthy lifestyles.

OBJECTIVES

- Support coordination among the Fox Valley, Batavia, and Sugar Grove Park Districts to ensure that residents throughout the community have access to high-quality park facilities and programs.
- Increase the overall amount of parkland in North Aurora by amending Planned Unit Development General Standards (Chapter 5.4 of the Village zoning ordinance) to require adequate usable open space as a part of new residential development, and/or preserving land that could accommodate a larger community park that could be developed as the community's population growth continues.
- 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.
- 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.
- Solicit support from residents and promote the concept to park providers to create use-specific parks (i.e. playgrounds, athletic fields, dog parks, passive open space, etc.) and to ensure park programming meets the evolving needs of the North Aurora community.
- Assess and implement the recommendations of the 2001 North Aurora Non-Motorized Transportation Plan that relate to expanding the trail network in order to provide access to local parks and natural areas.
- Increase visual and physical access to the Fox River Trail and waterfront, especially from the civic core of the community located around the Routes 31 and 56 intersection and State Street bridge.
- Support the State Department of Natural Resource's (DNR's) removal of dams along the Fox River and consider the development of canoe and kayak infrastructure within the Village.
- Develop an east-west trail along the ComEd right-of-way west of the Fox River and the Butterfield Road right-of-way east of the Fox River.

GOVERNANCE AND PLAN IMPLEMENTATION

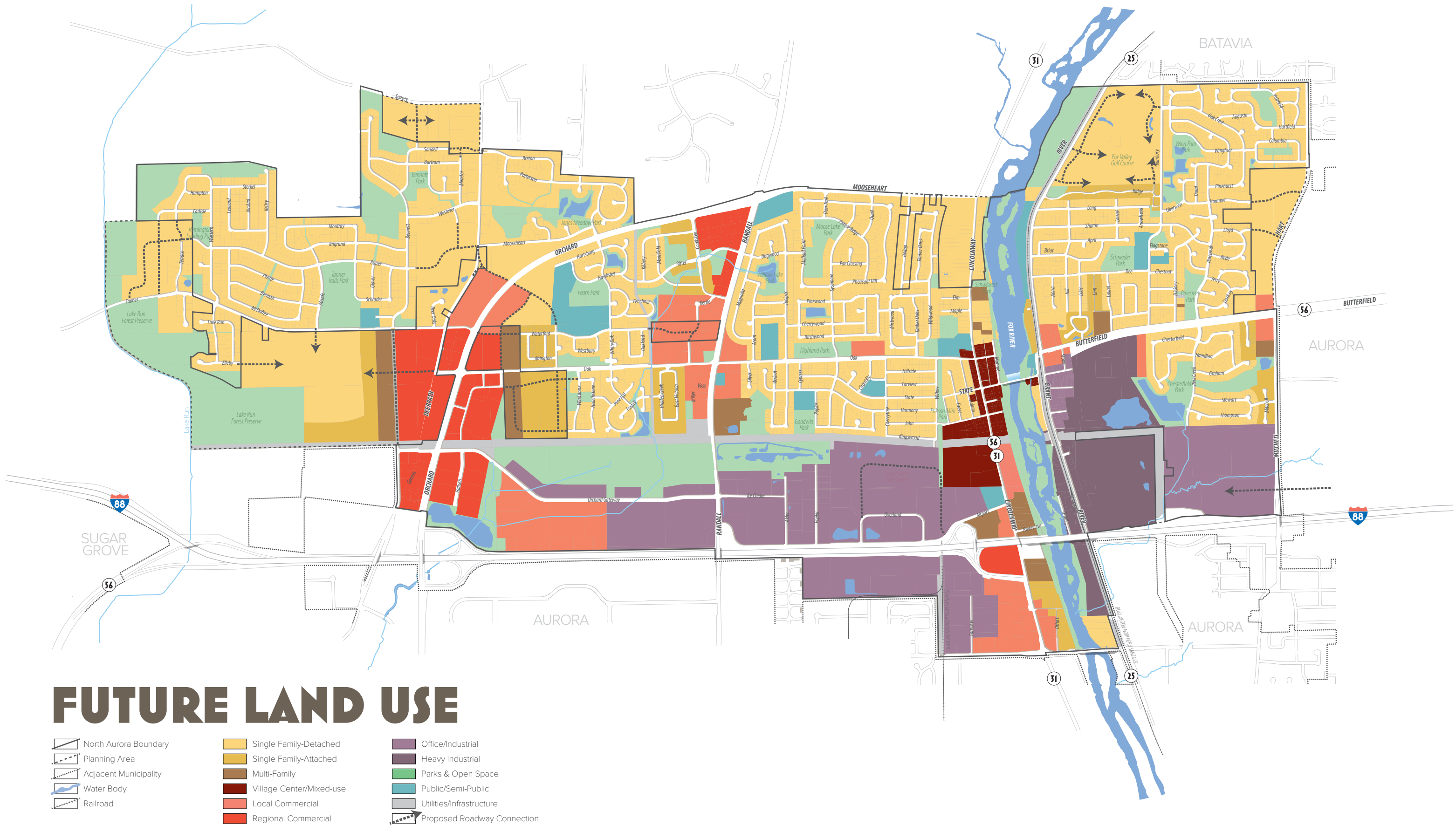
GOAL

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, CMAP, IDOT, surrounding municipalities, and others to assess local impacts or 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, streetscaping, gateways, and wayfinding.
- Establish a comprehensive economic development strategy that addresses marketing, financing, regulations and development review, 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

*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 includes 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 few decades, and future residential areas that represent the opportunity to accommodate new population growth.

### SINGLE-FAMILY ATTACHED

Single-family attached areas include residential uses that share a wall, but are typically arranged horizontally and have separate entrances to the outside. Examples of this housing type include townhouses and duplexes. 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 civic and 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-lot commercial uses, 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 on 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 anchors internal 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 not-for-profits.

### 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

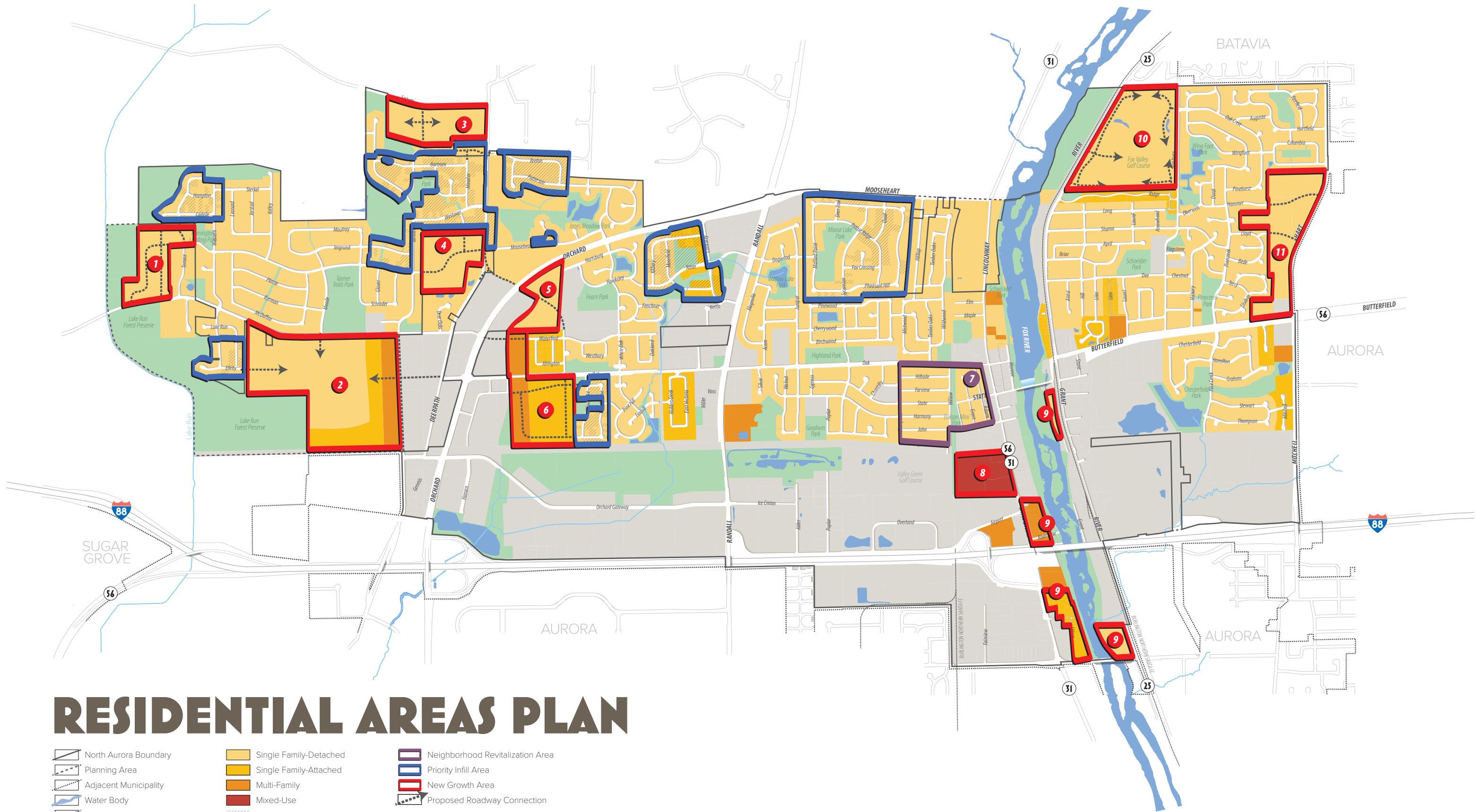
All areas of new development or redevelopment should seek to accommodate usable open spaces. These could include recreational open spaces, natural areas, or stormwater detention areas. Open spaces should be used to enhance the character of the area and support sustainable development.

### 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, sort-term infill development in adjacent areas.

### LOCAL CONNECTIVITY

New land uses should extend local transportation networks and connect logically to existing development. Throughout North Aurora, there are several stubbed streets, bike trails, and sidewalk networks that provide the foundation for comprehensive mobility throughout the Village.



# RESIDENTIAL AREAS PLAN

\*All undesignated residential areas are neighborhood maintenance areas.



# RESIDENTIAL AREAS PLAN

*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 populations by approximately 230 people and add about 120 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 grow to 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. (Policies 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 require little or no intervention, though they should be monitored over time.

**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.

**Priority 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 avoid 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 1990’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 prioritize the completion of subdivisions rather than the development of “greenfields” that would require new infrastructure and further stress existing public services.

- 1 This area should include single-family development that is consistent with surrounding neighborhoods. Local streets should connect to Terrace Drive, Carlisle Lane, and Bauer Road. A local trail connection should be provided to access the Mid County Trail in the Lake Run Forest Preserve.
- 2 This large tract could accommodate a mix of housing, with detached single-family located in the western portion and townhouses and multi-family apartments near the proposed realignment of Deerpath Road. Local streets should build off an extension of Oak Street as a neighborhood collector, with other connections being made at Elleby Drive and Mead Boulevard. Development should be configured to minimize impacts on the floodplain in the southwest corner of the site, and should include a local trail network that the neighborhood to the Mid County Trail, proposed trail on the ComEd corridor, and emerging commercial area along Orchard Road.
- 3 This area should include single-family development that provides logical links to the surrounding street grid. Extensions of Sandel Lane, Mirador Drive, and the stubbed street off Sandel Lane provide opportunities for local connections north to Seavy Road.
- 4 This area should include single-family housing that provides links to surrounding subdivisions. The extension of Mooseheart Road to Bauer Road would create a neighborhood collector, and local streets should connect to the stubbed Stratford Drive to the north. A trail paralleling the Stratford Drive extension could build upon the existing Bennett Park trail and provide a bike connection to commercial uses along Orchard Road.
- 5 This area can accommodate single-family housing that would be an extension of neighborhoods to the east and south. The site would be bisected by the proposed Forest Ridge Drive extension that would provide access to Orchard Road. (This extension would require collaboration with School District 129 as it would require use of a small unused portion of the Jewel Middle School property.) South of the extension, the neighborhood could include townhomes that are compatible with the Waterford Oaks development. This site should incorporate trails that would provide connections to Jewel Middle School and Orchard Road commercial uses.

- 6 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 considered 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 easternmost access drive of the Woodman’s Market site. South of Oak Street, development should include and extension of Crestone and Heartstone 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.
- 7 This area includes the Winters subdivision, Ericson-Johnson subdivision, and eastern third of the Slakers subdivision. The area includes some of North Aurora’s oldest housing and, some of the housing stock in these neighborhoods is considered not competitive with new products coming on-line. The Village should review and amend the zoning regulations and designations in this area to allow for expansions and improvements that would allow homes to include modern amenities. The Village should also work with property owners to identify funding sources for the maintenance of housing, lots, and public rights-of-way.
- 8 This site, designated as mixed-use in the Future Land Use Plan, is located between IL 31 and the Valley Green Golf Course. As redevelopment of the golf course occurs, this site could accommodate a number of uses. If residential uses are feasible, the site should include townhouse or multi-family development that takes advantage of proximity to the Village Center, proposed bike trail along the ComEd utility corridor, and Fox River corridor.
- 9 This collection of sites includes single-family housing fronting on or in close proximity to the Fox River. These homes are generally viable and appropriate in the short-term. However, as Town Center redevelopment occurs and as portions of IL 31 transition to multi-family housing, these areas should be encouraged to redevelop as townhouses that maximize access to the Fox River and consider the dramatic terrain along the river corridor.
- 10 This site is currently the Fox Valley Golf Course under the ownership of the City of Aurora. However, as redevelopment is considered for the site, the Village should work with stakeholders to establish a vision and development concept that includes single-family housing. The southern portion of the site could include townhouse development that is compatible with and an appropriate transition from the Fairway View development on Ridge Road. Development of this site should include connections to surrounding neighborhoods at Oak Crest Drive and Ridge Road, integrate a trail system that would connect to the Red Oak Nature Preserve, and the preservation of trees through a design concept that would utilize existing fairways and streets. Existing ponds and lakes should be preserved as stormwater facilities, and the Village should work with IDOT to establish a safe crossing of IL 25 to Red Oak Nature Preserve.
- 11 This potential annexation area should include single-family development that is compatible with existing neighborhoods to the west and north. The site should accommodate the extensions of Hammer Lane and Lloyd Lane to Hart Road. A portion of the site near Hart Road and Butterfield Road is reserved for local commercial development.

## 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

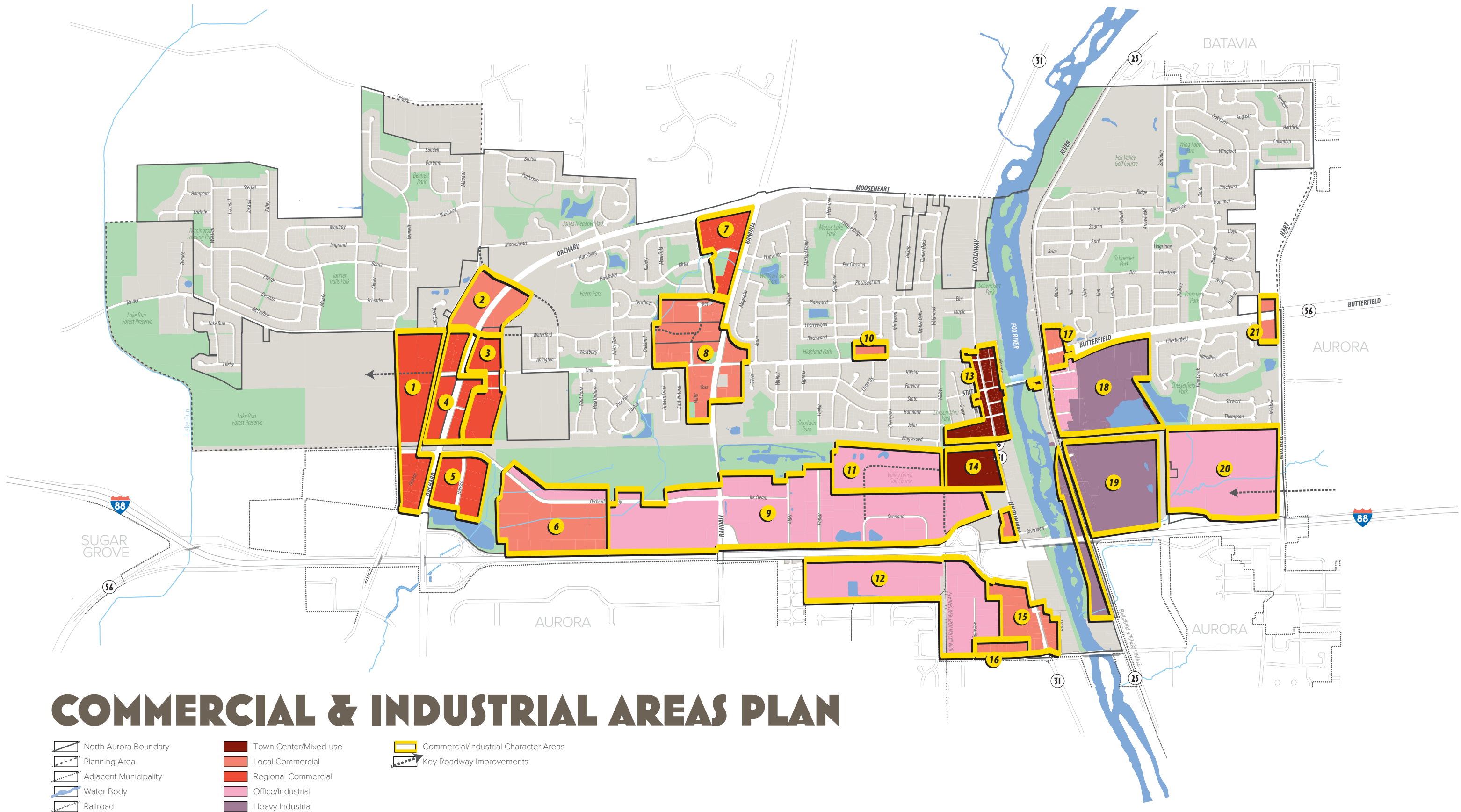
In order to maximize its resources and ensure the long-term viability of its established neighborhoods, the Village should prioritize the building out of platted subdivisions and the revitalization of aging residential areas. New growth areas should be used to accommodate long-term population growth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

## BALANCED HOUSING CHOICE

Senior housing, 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

Wetland, 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 cluster development, buffering, and other techniques that aim to sustain natural elements that support wildlife, enhance stormwater management, and preserve the character of the community.





# COMMERCIAL & INDUSTRIAL AREAS 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 infill 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 complement 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 areas 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 trails that would connect to Tanner Road, Oak Street, Lake Run Forest Preserve, and the proposed trail along the ComEd utility corridor.
- 2

These greenfield sites can accommodate mid-box commercial or small commercial centers and would provide a transition to surrounding neighborhoods. The proposed realignment of Deerpath Road and potential signal at Orchard Road would enhance access to these sites. East of Orchard Road, the proposed extensions of Tanner Road, Forest Ridge Drive, and the Woodman's Market access drive would provide a transition to surrounding neighborhoods.
- 3

This commercial area includes the Woodman's Market shopping center and a greenfield north of Oak Street. The Woodman's Market site could expand north to Oak Street, and the greenfield site could accommodate a shopping center with a big-box tenant. Internal circulation should be designed to align with Tanner Road and access drives for the Woodman's Market shopping center.
- 4

Some of these lots already host outlot development that serves as secondary uses to a commercial anchor. The remaining portions of tis areas should accommodate similar development. New uses should be accessed from coordinated internal circulator streets, utilize common design and landscaping elements, and be attractive from both Orchard Road and internal streets.

- 5

This site includes the North Aurora Auto Mall. Uses in this area should be restricted to auto dealerships and related administrative or maintenance facilities. As improvements occur over time, consideration should be given to common site design elements such as landscaping, lighting, and signage.
- 6

This site includes the existing North Aurora Towne Centre. The shopping center should capitalize on its visibility from I-88 by intensifying development and creating a more attractive and walkable environment. This could be accomplished with additional retail frontage that "builds out" the current shopping center site as illustrated in the West Gateway Subarea Plan.
- 7

This site benefits from high traffic volumes on Randall Road and Orchard Road. As a result, it has the potential to host both regional and local commercial uses. Commercial infill development should stitch together existing development and should include stand-alone mid-box anchors or small multi-tenant shopping centers. Sites should accommodate trails that would connect to nearby townhouse and single-family neighborhoods.
- 8

This area provides the opportunity for local commercial and office development, as regional commercial opportunity diminishes in this portion of Randall Road. Development should include the extensions of Miller Drive and Waterford Road and trail and pedestrian connections between uses and to surrounding residential areas, including the proposed north-south trail along the NICOR easement. Randall Road frontage should be reserved for retail uses, while the western portions of the area could accommodate service or office uses.
- 9

This area includes the Tollway Park of Commerce and new warehouse west of Randall 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 Randall Road. This could provide for additional stormwater detention or industrial expansion. Development should be attractive from I-88 and integrate quality building design and site landscaping.
- 10

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 should work with the manager of the stables to relocate them to another portion of the community, allowing this site to be redeveloped with another local commercial tenant.
- 11

This area currently hosts the Valley Green Golf Course. An extension of the Overland Road loop would provide access for industrial development that would be buffered from residential areas by the ComEd utility corridor. Development should integrate trail connections to the ComEd corridor, and carefully consider the transition to new development to the east.
- 12

This industrial area includes a large distribution facility and vacant land accessed by Smoketree Lane, Fairview Drive and Evergreen Drive. The Village should encourage key roadway improvements, landscaping treatments, and signage. Potential roadway improvements include the extensions of Fairview Drive to Smoketree Lane, and Smoketree Lane west to provide access to additional industrial properties. Access to this areas should be encouraged from Evergreen Drive.

- 13

This areas includes the proposed Town Center on IL 31 between Oak Street and the ComEd 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 curb cut reduction, the burying of utilities, mixed-use development, civic spaces, and enhanced access to the Fox River.
- 14

This site includes 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 ComEd utility corridor.
- 15

This site includes local retail and entertainment uses at the southern end of IL 31 in North Aurora. The vacant bowling alley and Tinseltown parking lot represent commercial redevelopment opportunities. Elsewhere, the Village should work with property owners to implement cross-access easements and curb cut consolidation along IL 31. The Village should require commercial development to provide pedestrian connections between the public sidewalk and building entrances.
- 16

This area includes a series of residential structures, some of which have been converted to office or service uses. The Village should support the conversion of residences to commercial uses that would support Provena Mercy Medical Center or secondary commercial uses.
- 17

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.
- 18

This site 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 such uses whose impacts can be mitigated from nearby residential areas.
- 19

This site includes the Lafarge Conco quarry. The Village should work with the property owners to implement the vision established for the site once mining operations cease. This vision includes use of the site as either a lake area or clean fill site, and would include revegetation and grading of steep walls to minimize erosion.
- 20

This site includes a largely undeveloped industrial tract between Feltes Lane and Hart Road. The Village should encourage the development of new office or light industrial uses, and should work with the City of Aurora and property owners to extend Corporate Boulevard west into the site, which would allow access to the Farnsworth Road I-88 interchange. Industrial roadways should ensure that trucks cannot circulate through adjacent neighborhoods to the north.
- 21

This area should serve as a small commercial node. =The City should require internal landscaping on the site and pedestrian connections between the public sidewalk and building entrances.

## OVERALL COMMERCIAL & INDUSTRIAL AREA PRINCIPLES

The Commercial and Industrial Areas Plan describes the key characteristics of commercial and industrial development in North Aurora. However, there are several principles that should be applied to all residential development. These include the following.

## IL 31 AND RANDALL ROAD PRIORITIZATION

The Village should prioritize investment in the IL 31 and Randall Road corridors. IL 31 will require the greatest effort to spur redevelopment given the small lot sizes, traffic characteristics of IL 31, and relationship with surrounding land uses. Randall Road has seen initial development, but may require additional effort to achieve full build-out. The Orchard Road area benefits from large tracts of land, growing traffic counts, and direct access to I-88. While the Village should welcome new development in this area, it likely will not call for regulatory or financial incentives that IL 31 or Randall Road may require to overcome development constraints.

## REGULATORY FLEXIBILITY

The Village should review and amend its zoning regulations to allow for different development types throughout the community. For example, IL 31 I subject to the same parking and landscaping standards as Randall Road, despite the lots being much smaller and surrounding neighborhoods much closer. Aligning parking, landscaping, sign, lot size, and other regulations with site characteristics can remove barriers to market-responsive development in areas with development constraints.

## DEVELOPMENT REVIEW & APPROVAL

The Village should review its development approval procedures to streamline or eliminate steps. A clearly written and locally-responsive zoning code can create the desired outcome for development while minimizing reviews that add time and unpredictability to the development process.

## MARKETING & BRANDING

The Village should establish a comprehensive marketing and branding campaign to supports its commerce and industry. Such a campaign should highlight major destination and local services, and complement the distinct character of North Aurora's various commercial areas. This may require the establishment of a North Aurora-specific Chamber of Commerce or business association.

## MULTI-MOBILITY & ACCESS MANAGEMENT

Efficient and safe mobility will be a critical issue in older corridors such as IL 31 and emerging commercial areas like Orchard Road. The Village should use development regulations, incentives, and partnerships with IDOT to enhance public and private sidewalk networks and expand bicycle infrastructure. Along arterial and collector streets, curb cuts should be minimized and adjacent properties should provide cross-access between parking areas.





*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.*

**1** I-88 provides this subarea with regional access and high visibility **2** The North Aurora Towne Centre is a regional commercial center with the potential to intensify **3** The existing wetland in the Subarea provides an opportunity for trails and interpretive signage **4** The ComEd power line easement provides an excellent opportunity for an east-west trail spine **5** Extending Forest Ridge Drive to Orchard Road would require cooperation with the school district **6** Realigning Deerpath Road would remove the existing “jog” and provide an edge between future commercial and residential uses.

# IL ROUTE 31 SUBAREA PLAN

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 motorists accessing North Aurora from I-88 to the south and at Mooseheart to the north. 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 IL 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 it also would benefit from strategic investments and infrastructure enhancements, including sidewalks, consolidated driveways, and relocated overhead utility lines.

### NORTH END CHARACTER AREA

This district is a primarily residential neighborhood extending from Mooseheart Road to the north and Monroe Street to the south.

### VILLAGE CENTER CHARACTER AREA

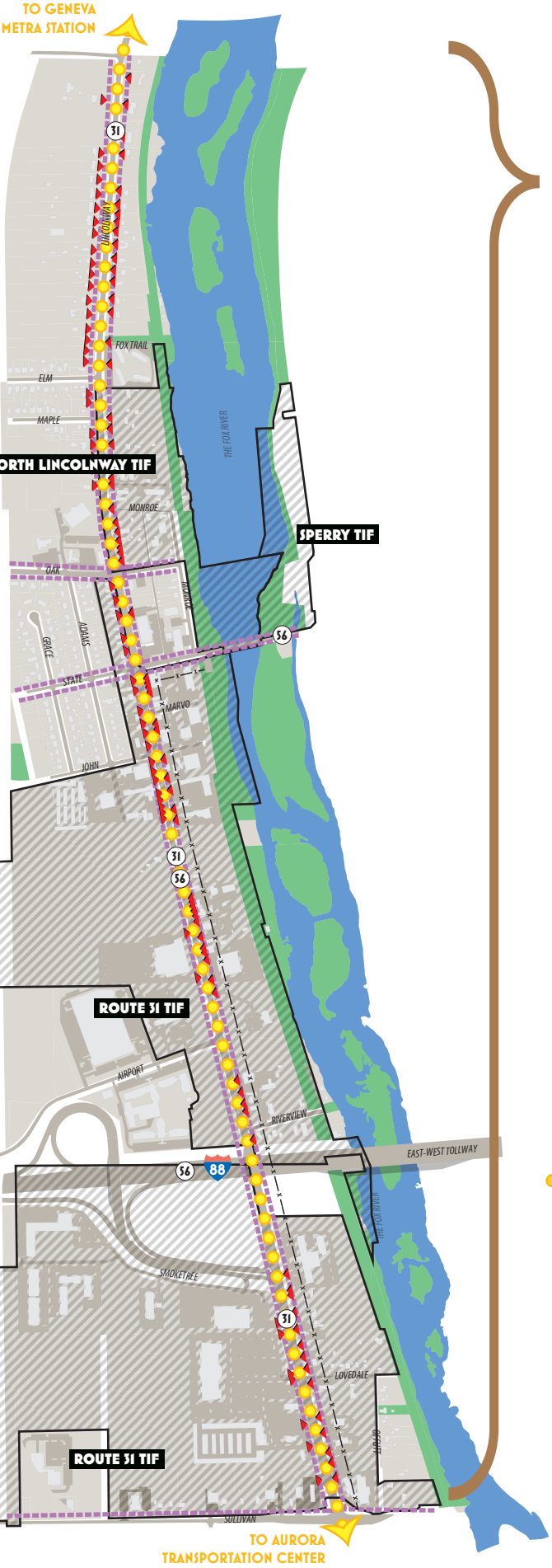
North Aurora’s historic core is defined by the Fox River, and public uses, including the Village Hall, Messenger Public Library and the former North Aurora Activity Center.

### I-88 GATEWAY CHARACTER AREA

This character area is a gateway to North Aurora from Interstate 88. The area is defined by its auto-oriented highway character as well as auto service or industrial-related land uses, and begins at Marvo Street to the north traveling south to Interstate-88.

### SOUTH END CHARACTER AREA

This character area is located south of the Tollway and is a commercial and industrial area, primarily defined by large, auto-oriented commercial uses, such as Cinemark Tinseltown USA, and other hotel and retail uses.



### DEFINING FOUR CHARACTER AREAS

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

### PLANNING FOR CORRIDORWIDE ISSUES

The 31 corridor should be planned in a manner that recognizes and accommodates the four distinct character areas, but the strategic approach should also address corridor-wide issues that would improve North Aurora’s community character in a consistent and recognizable manner.

**Utility Lines** There are overhead utility lines along the roadway through virtually the entire Route 31 corridor and it detracts from North Aurora’s community character. The utility lines are typically on the eastern side of the street, but sometimes they cross in multiple directions simultaneously. In other locations they disturb the pedestrian path, and in others they are placed in awkward locations where property access points have seemingly been designed around them. The Village should work with the utility companies to either relocate the lines and poles to the rear property lines, or bury them.

**Residential Driveways & Shopping Center Access** 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 frontage is roll-curb. Even in the newer retail districts there is often a lack of central entryways at signalized intersections, and confusing, poorly signed access points contribute to inefficient site 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.

**Pace Bus Corridor Route 31** is an important transit corridor and Pace #802 bus service connects North Aurora to the Geneva and Aurora Metra stations, as well other communities both north and south along the route. Although there are more than fifteen bus stops, there is only one shelter structure, located adjacent to the Activity Center, and it is an older style facility that would benefit from reinvestment and new passenger features. The Village should work with its transportation partners, like IDOT, Pace, and Kane County, to develop a strategic plan for the corridor that includes modern shelter facilities, transit technology, and other accommodations like bicycle parking.

**Tax Increment Finance.** There are three different TIF Districts within the Route 31 Subarea – the Route 31 TIF District, the Sperry TIF District, and the North Lincolnway TIF District. TIF utilizes future property tax revenues generated within a designated area or district to pay for necessary improvements and incentivize further reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF district increases, the incremental growth in property tax over the base year that the TIF was established is reinvested in the area. The Village could also issue bonds or undertake other financial obligations based on the growth in new tax revenue within the district. The Village should continue to utilize TIF funding to improve the corridor and as an incentive for developers to pursue projects in line with the community’s vision.

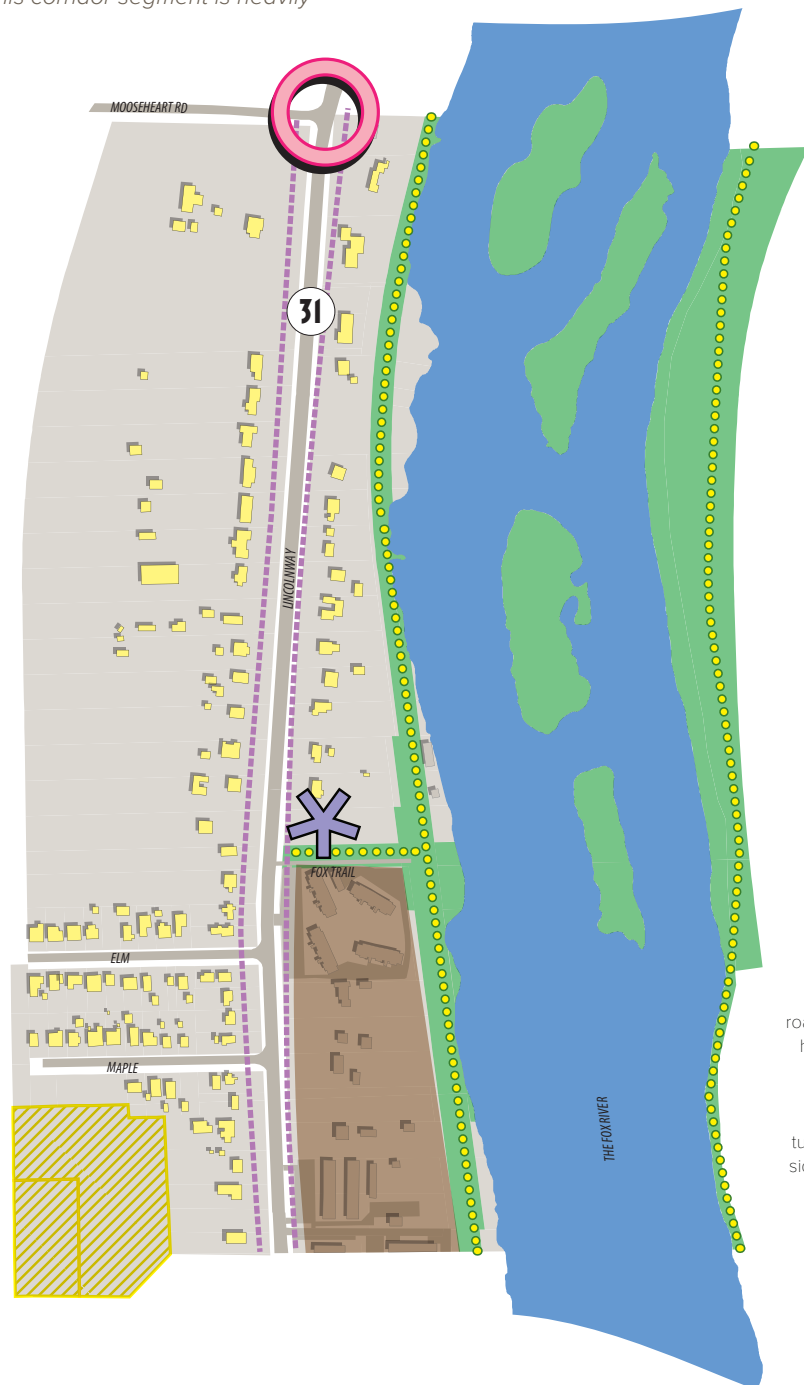
**Pedestrian Environment** The Route 31 corridor is predominantly an auto-oriented environment and will continue to handle a high volume of traffic; however, it still needs to provide accommodations for the pedestrian. Although sidewalks are present in certain sections of the corridor, they are often only on one side of the street, or lack a buffer from moving traffic; in many areas there significant gaps or no sidewalks at all. In other cases the frequent driveway aprons breakup a consistent pedestrian experience and the sidewalk pavement dissolves into the parking lot. Sidewalks and other pedestrian accommodations, such as benches, trash cans, lighting, and bicycle parking, should be installed along the length of the corridor. Special attention should be paid to crosswalks and intersections, and when appropriate, additional infrastructure features, like refuge islands, contrasting pavement, and push-buttons, should be included.



# IL ROUTE 31 NORTH END SUBAREA PLAN

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 “downtown neighborhood.”



**Building a Memorable Entryway** As motorists enter North Aurora from Batavia they travel a wooded riverfront corridor about one mile long that features landscaped stonewalls, the Mill Creek greenway, and the historic, beautiful Mooseheart campus. This scenic drive offers an attractive countryside experience entering North Aurora, where the local character begins to include historic homes on large, wooded lots. Although the Village’s official boundaries are closer to River Oaks Apartments, the Village should capitalize on the intersection at 31 and Mooseheart Road to include gateways that clearly signal you have entered North Aurora.

**Fox River** The Fox River is the defining natural feature in the Village and provides the community much of its identity and character. The entire corridor should embrace the river and maximize its value, particularly in the Village Center, where it should be harnessed as a unique downtown amenity and community focal point. The riverfront is a central theme of this Subarea Plan and included or referenced in almost every recommendation, such as a setting for mixed-use infill projects to trailhead development.

**Property Maintenance & Fostering Reinvestment** The current housing stock within this character area is well-maintained and the residential neighborhood is stable. The Village’s older residential areas contain a delicate balance of multi-family properties and single-family, detached homes that offer a semi-rural character along the Fox River. It is important this unique dynamic is preserved in order to maintain the health and stability of the neighborhood.

**Wayfinding/Accessing the Trail** The Fox River Trail is accessible from open space north of River Oaks Apartments at Schwickert Park but it is otherwise not signed or connected to IL Route 31 at any other point in the neighborhood. Along with adding sidewalks along the roadway, the Village should install wayfinding signage to direct pedestrians to the trail and help promote its availability. In addition, working with the Park District, the Village should evaluate the potential for more access points from the residential area to the trail. These improvements would enhance neighborhood connectivity and provide an alternate option for cyclists and pedestrians to travel north or south without being adjacent to the highway.

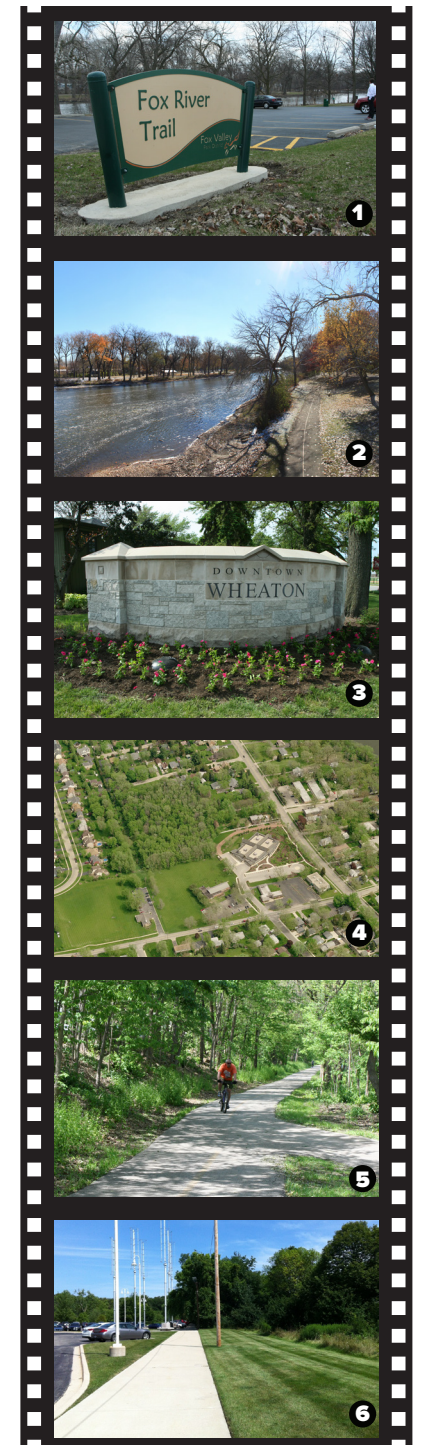
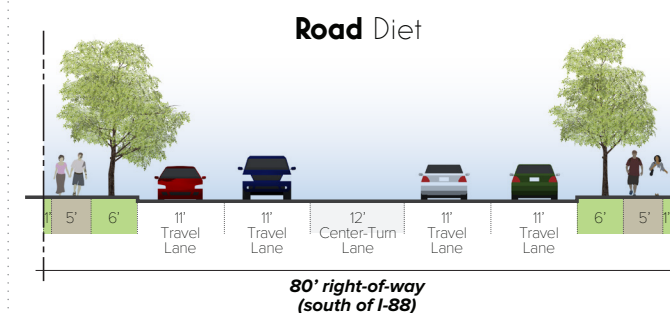
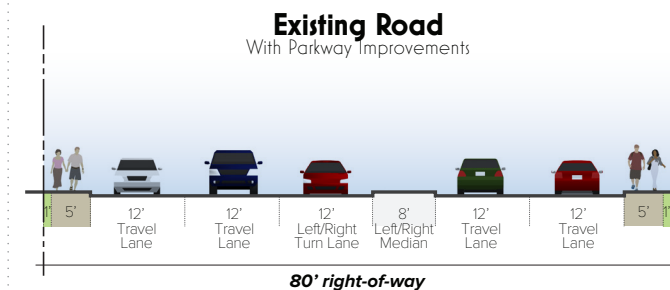
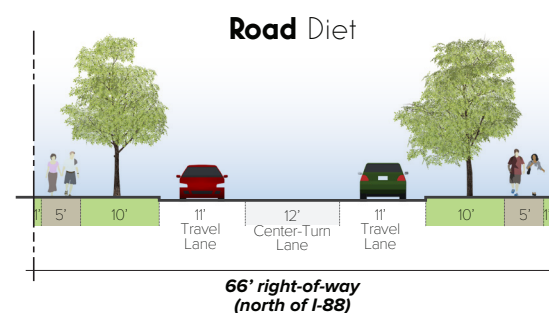
**Managing Multi-Family Housing** North of the Village Center there are three multi-family properties, and ensuring the successful management of these properties is important to preserving the character and quality of this residential district more generally. The Village needs to ensure the ongoing maintenance and management of these existing properties, but should also evaluate adjacent infill redevelopment opportunities along the Fox River that lend themselves to increased density and potential redevelopment. Increased density would provide a more diverse housing stock in North Aurora as well as benefit Village Center businesses by providing more local rooftops.

**Pedestrian Infrastructure** Although this segment of the Route 31 corridor is auto-oriented and the residential development is low-density, these characteristics do not mean the pedestrian experience can be ignored. Safe, convenient access to the Village Center, library, parks, and the riverfront would add value to these properties, and these residents could serve as regular customers for Village Center businesses. The Village should work to install new sidewalks on one, if not both sides of the street, and add landscaping, and banners to help elevate the corridor’s character and community identity.

**Trail Infrastructure** Although the trails and greenways are under the Fox Valley Park District’s jurisdiction, the Village should establish regular communication and assist in the planning and management of these community amenities through activities like information-sharing and joint-projects, when mutually-beneficial and cost-effective for both agencies. One such project could be investing in an improved trailhead site, which could include restrooms, kiosks, a visitor center, and interpretive facilities sharing the community’s history and information about the Fox River’s ecology.

**Adams Street Development Site** The library owns the large, undeveloped property to the northwest of their existing facility. This site has the potential to be developed with denser, walkable housing that could add rooftops to North Aurora’s central neighborhoods provided the sites topography could be overcome.

**IL Route 31 Road Diet** North of I-88, IL Route 31 primarily consists of a 4-lane cross section that averages between 14,000-16,500 vehicles per day. The Federal Highway Administration (FHWA) states that four-lane roadways with Average Daily Traffic (ADT) of 20,000 or less should be considered candidates for road diets, and that roadways with ADT of 15,000 or less have shown high levels of success related to safety, operations and livability. Reducing IL Route 31 to three lanes would allow for safer turns, bus bays, wider and cohesive sidewalks, and landscaped parkway to beautify the corridor.



1 A sign at the trail entry along IL Route 31 could improve the trail's visibility for passing motorists 2 The Fox River is defining natural feature of the Village 3 An attractive gateway sign, like this sign in Downtown Wheaton, could welcome visitors to the community and help create positive perceptions about the Village 4 The Adams Street site is heavily wooded, but provides an opportunity for development in the Village 5 The Fox River Trail is a community asset that should be leveraged to spur development along the corridor 6 Sidewalks should be installed throughout the corridor, even though it has a strong orientation toward the automobile



# IL ROUTE 31 VILLAGE CENTER SUBAREA PLAN

The Village Center Subarea Plan provides recommendations to reinforce the area as North Aurora's community focal point and central gathering place. Traditional downtowns or "centers" are important for a community. They provide a focal point and serve as a central gathering for residents. These downtown districts often represent the heart-and-soul of the community and its identity. They belong to everyone, providing the "one place" where all residents feel connected.

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 desires.



**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 regional trails, this area has potential to be an attractive location for mixed-use development. Consideration should also be given to disconnecting Monroe Street from State Street and, vacating 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 plazas. The Village should take the lead in working with public agency partners, as well as the private development community, to reposition this block and leverage it as a catalyst for the Village Center district.

**Leveraging the Trail** The Fox River Trail connects North Aurora to cities within the Fox Valley, spanning from Algonquin to Oswego and connects to the Illinois Prairie Path and the Gilman Trail - two trail spines 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 northeastern Illinois trail network that are a major tourism and economic asset for North Aurora. The Village should actively promote its location on these trails as well as add wayfinding, gateways, and community branding along the trails and riverfront.

**River Orientation** Many existing properties along the Fox River have turned their "back" to the amenities, with loading docks, outdoor storage, or refuse collection located behind chain link fences and overgrown trees along the riverfront. Future redevelopment should encourage property owners to "open up" to the river and trail.

**Pedestrian Orientation** A safe pedestrian environment is critical to the long-term success of North Aurora's Village Center. A complete sidewalk network, including high-visible 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 and entitled development north of 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.

**Village Hall** North Aurora's Village Hall is located at the bend in Butterfield Road at Grant and State streets, and is situated adjacent 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, blind-spot left turns out of the parking lot, and significant grade changes around the building, which not only pose complications to motorists, but it makes Village Hall difficult for pedestrians to access as well. Although the facility is currently adequate from an operations standpoint, the Village may want to evaluate the potential for a new, modern facility more centrally located within the Village Center. The current 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 instills community pride.

**Messenger Public Library** Messenger Public 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. Parking however, is a concern that has been raised and should be addressed as property around the library redevelops. 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 other uses in the Village Center.

**Programming the Dam** The Village currently spotlights the dam and it is an attractive, recognizable landmark. Although the Illinois Department of Natural Resources (IDNR) is evaluating removing the dam, however if it remains its economic development potential should be considered. The Village could build on this existing asset by adding fountains and additional lighting, as well as signage and landscaping, where appropriate, on the riverbanks. Other communities, such as Grand Haven, Michigan, have further enhanced their water features by adding bleachers, plazas, and seating to accommodate outdoor music and choreographed water and light shows. If the dam is removed, water recreation such as kayaking and canoeing should be supported.

**Buffering** The residential areas adjacent to commercial uses should be buffered and insulated from traffic, noise, light, and other activities that could compromise a safe and quiet residential environment.

**Single-Family Home Conversions** As the Village Center redevelops and traffic and business activity increases, the existing single-family houses on the western side of Route 31 will face market pressure to convert to commercial land uses. There are some existing examples, such as Maggio School of Brass, Krueger Appraisal Services, Mr. Scott's Dog Spa, and Amazing Air, and the Village should align its zoning and regulatory environment to anticipate increased interest in these types of local, small businesses.

**Alley Parking/Access Management** Route 31 features a high frequency of driveways along the corridor, particularly in the Village Center, and most of these ingresses and egresses are redundant or simply provide access to residential properties. Shared access arrangements should be promoted along IL Route 31, and as single-family uses convert to commercial over time, it will be important to transition access to managed parking facilities at the rear, accessed from the alley. The Village should lead this transition, working directly with property owners, to coordinate the infrastructure work necessary to create linear, 90-degree parking along the alley and implement regulatory tools to ensure future commercial development conform to this design. The commercial frontage of these properties, along IL Route 31, should be used for landscaping, monument signs, and pedestrian infrastructure like sidewalks and decorative light standards.

**Butterfield Bridge** A new bridge spanning the Fox River could align Illinois Route 56 (Butterfield Road) with Oak Street, providing an east-west route through the Village with connections to Randall Road and Orchard Road. Within the Village Center, the new bridge/east-west route has the potential to dramatically transform the area, creating several redevelopment opportunities. The bridge itself should include "look-outs" or "bump-outs" that provide pedestrians and cyclists a scenic rest area. While a new bridge at this location would improve circulation within the Village Center, it would also serve as a significant catalyst for redevelopment on the west side of the Fox River, including a potential location for a new Village Hall, and additional mixed use development.



- 1 Development should take advantage of the trail, and the activity it provides within the area
- 2 The North Aurora Activity Center is a Village-owned site now available for redevelopment
- 3 "Block 1" consists of the Activity Center site and Fire Station #1, and represents a significant opportunity for catalytic development within the Town Center
- 4 Messenger Public Library is a community amenity that should be better connected to the rest of the Village Center
- 5 The dam provides a unique "canvas" for a light show, like this dam in Grand Coulee
- 6 In addition to the picturesque setting, the Fox River provides unique recreation opportunities

# IL ROUTE 31 I-88 GATEWAY SUBAREA PLAN

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 Asbury Gardens, the police station, Everest College, commercial, industrial, and religious properties, as well as a range of business types, including banks, a furniture store, a 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 Lincolnway Plaza north of the ComEd power lines, while allowing more intensive auto-oriented uses and site design closer to the Tollway.

**Transmission Lines & Trail Network** Just beyond the Village Center is a large, east-west transmission line utility corridor, and its right-of-way presents an attractive opportunity to thread a new trail from the riverfront west, ultimately connecting with the Mid County Trail, near Lake Run, at 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 east side of IL 31 includes several small business lots and scattered single-family homes. Between the ComEd utility corridor and I-88, multi-family or townhouse development should be encouraged, understanding that current business 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 Asbury Gardens.

**Mix of Uses/Maintain Flexibility** 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. Furthermore, the frontage of these parcels could develop with an entirely different land use than the rear. An additional consideration is that these parcels could develop in conjunction with the Valley Green Golf Course to the west. 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 developments given the importance of the IL Route 31 corridor as a community gateway.

**Tollway Development Opportunity** There is a very large, U-shaped open space located at the interchange. The site's location appears very competitive for commercial development, including a hotel, big-box, or convenience retail and the Village should coordinate with IDOT, the Tollway Authority, and the development community to identify appropriate commercial uses, access, and signage for the site. One potential user could be a hotel that includes an attached restaurant, banquet facilities, conference rooms, and meeting space.

**Utility Lines** The overhead utility lines in this segment of the IL Route 31 corridor are very prominent and detract from the appearance of the corridor. The Village should work with the utility companies to either relocate the lines and poles to the rear property lines, or bury them. This is costly however, and when possible should be occur as property develops or the road is widened, allowing for the Village to pass this cost onto, or share with, another entity.

**Office/Flex Uses** The "old OTB" site, located south of Airport Road across from the Village Police Department, has been cleared and awaits redevelopment. Designated as Local Commercial in the Land Use Plan, the site occupies a highly visible and accessible site. Potential uses include a larger office use, or commercial retail and service uses catering to nearby residents and motorists traveling along IL Route 31.

**Pedestrian Orientation** This segment of the IL Route 31 corridor has fast moving traffic and high traffic volumes. Moving pedestrians safely along 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.

**Maximize I-88** The IL Route 31 corridor is connected to Interstate 88 with an interchange at the south end of this Subarea. The Village should maximize the Interstate as an asset and leverage its ability to foster 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 sites 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.



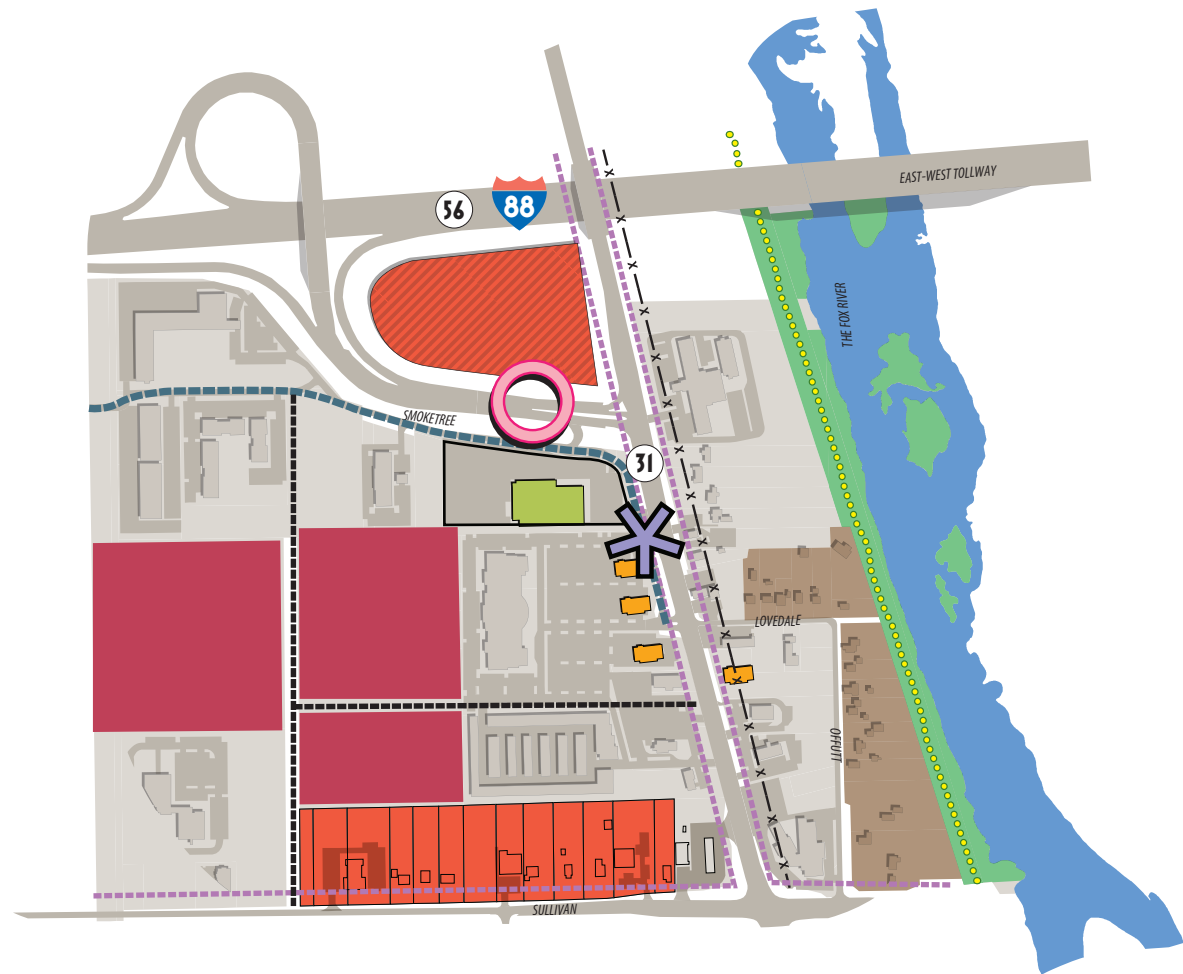
1 Pedal and Spoke serves as a positive example for local commercial uses along the corridor 2 With I-88 within close proximity, this section of the corridor benefits from regional access and high visibility 3 The Fox River trail quietly passes along the east side of the corridor 4 Pedestrian infrastructure within this section of the corridor is incomplete and disrupted by sidewalk gaps 5 The new Police Station has set a high standard for quality development along the corridor 6 An attractive office use is tucked away behind a rain garden and landscaping on the east side of the corridor



# IL ROUTE 31 SOUTH END SUBAREA PLAN

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 Supportive Living facility anchors the riverfront 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 “big 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 opportuni-



**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 backside 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 Tinseltown USA, there is the potential for outlot development within the vast parking lot fronting IL Route 31. The Village should engage the current property owners, potential developers, and commercial real estate listing agents to recruit new businesses and build-out this development. As growth occurs, the Village should use the opportunity to elevate 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 the site’s size and accessibility, coupled with visibility and access from the Tollway interchange make this a 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. The site provides motorists their first impression 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 roadway alignment is not signed, has two names, a varying degree of surface qualities, designs, and materials, and intersects with Route 31 as an ingress/egress apron 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 evaluate the potential to work with IDOT to improve Smoketree’s intersection with Route 31, as well as the interior driveway. This intersection 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 IL 31/I-88 interchange are fragmented and, to some extent, not visible from the primary street. By working cooperatively, tenants 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 maximized “interchange district” would provide North Aurora with numerous taxing-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 Trail, manage stormwater in a coordinated manner, and provide additional rooftops to support local businesses.

**Wayfinding** Several existing businesses on Smoketree Lane lack visibility from IL 31. Given the area’s proximity to I-88 and the potential for Smoketree, Fairview, 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 southeast quadrant of the IL 31/I-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.

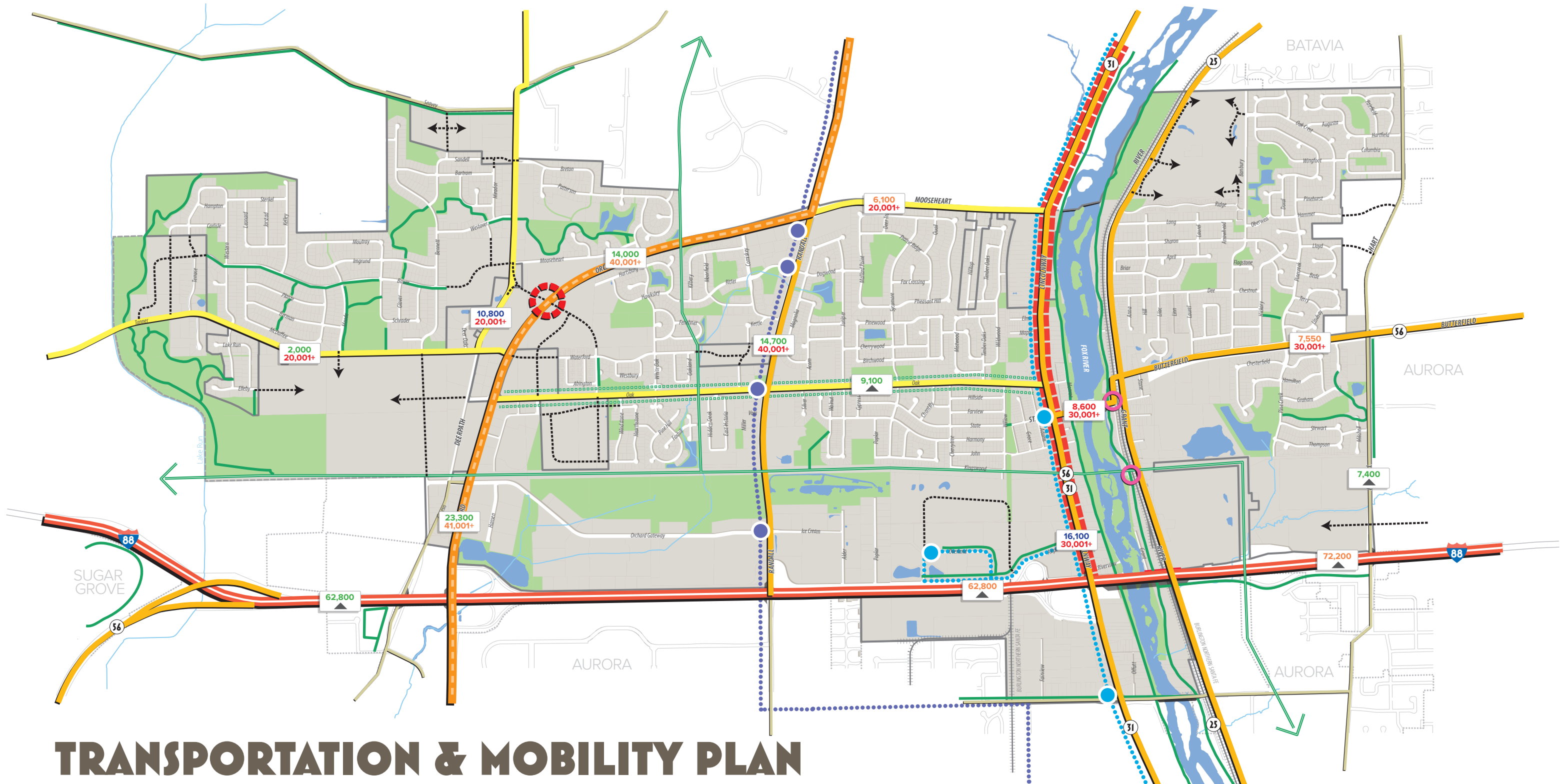
**Utility Lines** The overhead utility lines in this segment of the IL Route 31 corridor are very prominent and detract from the appearance of this commercial corridor.

**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 this 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. Proximity to the Interstate, commercial uses, and the Provena/Mercy Hospital Complex could all impact land use 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.



1 Overhead utilities detract from the appearance of the corridor 2 Cinemark Tinseltown USA is capable of generating activity within this section of the corridor, including patrons to nearby restaurants 3 IDOT property at the I-88 interchange may represent a significant development opportunity along the corridor 4 The Denny’s along the corridor is an attractive site, with appropriate signage and good landscaping 5 Although it is in the City of Aurora, the Provena/Mercy Hospital Complex provides a catalyst for investment within the Subarea 6 The potential exists for additional smaller outlot uses, like the Popeye’s restaurant





- |   |   |  |   |
|---|---|--|---|
| <ul style="list-style-type: none"> <li>North Aurora Boundary</li> <li>Planning Area</li> <li>Adjacent Municipality</li> <li>Water Body</li> <li>Railroad</li> <li>Parks, Recreation &amp; Open Space</li> <li>US Interstate</li> <li>State Highway</li> </ul> | <b>Roads &amp; Streets</b> <ul style="list-style-type: none"> <li>Expressway</li> <li>Strategic Regional Arterial (SRA)</li> <li>Principal Arterial</li> <li>Minor Arterial</li> <li>Collector</li> <li>Proposed Roadway</li> <li>Proposed Road Diet</li> <li>Proposed Signal</li> <li>Proposed Intersection Improvement</li> </ul> | <b>Public Transit</b> <ul style="list-style-type: none"> <li>Pace Bus Route 529</li> <li>Route 529 Stop</li> <li>Pace Bus Route 802</li> <li>Route 802 Stop</li> </ul> <b>Trails &amp; Paths</b> <ul style="list-style-type: none"> <li>Bike Trail/Path</li> <li>Proposed Bike Trail/Path</li> <li>Proposed Bikeway</li> </ul> | <b>ADT &amp; Congestion Level</b> <ul style="list-style-type: none"> <li>2014 ADT</li> <li>2040 ADT</li> <li>Average Daily Traffic Counts</li> <li>Minimum Congestion</li> <li>Moderate Congestion</li> <li>Severe Congestion</li> <li>Extreme Congestion</li> <li>Incomplete Data; Expected Trend Direction</li> </ul> |
|---|---|--|---|

# TRANSPORTATION & MOBILITY PLAN

*The Village of North Aurora is served by a network of roadways, rail, public transportation, and pedestrian and bike 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 stations in neighboring communities and at points in between. The Fox River Trail anchors the community’s bikeway system and serves as a north-south spine through the Village. The Transportation and Mobility Plan presents recommendations and policies to help build upon the existing transportation infrastructure systems, identifying strategic improvements to improve mobility within the Village for all modes of travel.*

## ROADS

### JURISDICTIONAL COOPERATION

Jurisdiction over North Aurora’s roadways is split between the Village of North Aurora, Kane County Department of Transportation (KDOT), and Illinois Department of Transportation (IDOT). Major roadways such as I-88 (IDOT), IL 31 (IDOT), IL 25 (IDOT), IL 56 (IDOT), and Orchard Road (KDOT), Tanner Road (KDOT) and Moosehart Road (KDOT) are all out of the jurisdictional control of the Village. This limits the Village’s ability to make improvements, control access, or unify roadway character. Therefore, it is imperative that the Village work cooperatively with IDOT and the Kane County Department of Transportation to balance regional priorities with local objectives, including those detailed in this Plan such as implementing a road diet along IL 31 and accommodating new residential and commercial development along IL 31 and Orchard Road.

### FUNCTIONAL CLASSIFICATION

The Village’s roadways were classified based on their function within the overall system and how they balance mobility with land access. This classification system designed by the federal government helps government officials, planners, and engineers understand the role of each roadway, as well as what type of treatments and investment are needed. The six road classifications used within the Village are explained below and depicted on the accompanying map:

- Expressways are high-speed roadways that provide high levels of regional mobility but no direct land access. I-88 is an expressway that passes through the Village, with interchange connections at Orchard Road and IL 31.
- Strategic Regional Arterials (SRA’s) are IDOT designated roadways, developed as a “second tier” to the expressway system. Orchard/Randall/Illinois 31 is an SRA corridor that extends from Jericho Road in nearby Montgomery north to the Wisconsin State Line. The SRA designation is on Orchard Road as it passes through the Village, and it transitions onto Randall Road north of the Village.
- Principal Arterials, while they carry less traffic than SRA’s, are still characterized by heavy traffic volumes travelling at relatively higher speeds. Access to principal arterials balances local and regional mobility with land access and economic development objectives. IL Route 31, IL 25, IL 56, and Randall Road are all classified as Principal Arterials.

- Minor Arterials support principal arterials, but typically have more access points, slower speeds, and less traffic capacity. Oak Street, Tanner Road, and Deerpath Road are classified as Minor Arterials.
- Collectors “collect” traffic from local streets and the residential neighborhoods and move the traffic toward arterial streets or other collectors. Sullivan Road and Hart Road are examples.
- Local roads accommodate low volumes of traffic at slow speeds with access points, curb cuts, and drive ways to adjacent properties. Most roads within neighborhoods are local roads.

It is important to note that these classifications are not static. As traffic volumes increase on particular roads due to regional and/or local factors, it will be important to modify these classifications to ensure roads support the proper level of land access, mobility, maintenance, and right-of-way.

## 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 all primary roads within the Village at are experiencing severe congestion during peak times. Based on employment, population, traffic, and demographic projections, Kane County estimates that traffic congestion on Village’s major roads will worsen between 2012 and 2040. By 2040, the County estimates that the majority of the Village’s major roads will experience extreme congestion if the status quo is maintained and improvements are not made.

It will be important to monitor these increasingly congested roads for maintenance, upgrades, changes in functional classification, and traffic enhancements. The Village should work with Kane County, CMAP, Pace, Metra, and IDOT to implement congestion mitigation and travel demand techniques, including access management, signal phasing, carpooling, enhanced public transit options, varying work hours, and others.

### KEY ROAD PROJECTS

#### EXTENSIONS & REALIGNMENTS

As development occurs in areas identified within the Land Use, Residential Areas, Commercial & Industrial Areas, and Sub-Areas Plans, new roads will be necessary to accommodate greater mobility and stimulate new investment. Additionally, several existing neighborhoods would benefit from new road connections and improvements in connectivity. The accompanying map depicts key road projects that the Village should evaluate and undertake in the coming years. Some 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 14,000-16,500 vehicles per day. The Federal Highway Administration (FHWA) states that four-lane roadways with Average Daily Traffic (ADT) of 20,000 or less should be considered candidates for road diets, and that roadways with ADT of 15,000 or less have shown high levels of success related to safety, operations and livability. North of the Village, both Batavia and Geneva are exploring road diets with IDOT for IL Route 31. Reducing IL Route 31 to three lanes could allow for safer turns, bus bays, wider sidewalks, or a landscaped parkway. The Village should work with Batavia, Geneva,

and IDOT to implement this project. For more information, please see the “IL Route 31 North End Subarea 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 in/out of the building’s parking lot is at the base of a grade-changing curve on a busy street. The Village should work with IDOT to provide safe access and egress to the Village Hall and North Aurora Riverfront Park, evaluating potential signal and intersection improvements at both the IL 56 and Grant intersection and Grant and River intersection.

#### CURB CUT CONSOLIDATION

Several of the Village’s arterial roads, particularly IL 31, have excessive curb cuts that can contribute to inefficient 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 connected 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 56/Butterfield Road has been designated by IDOT as a Class II trucking route, though the designated route terminates and leads truck traffic into the heart of the community to disperse onto undesignated routes. The Village should work with IDOT to establish a designated truck route that provides continuous travel and diverts truck traffic away from the Village Center.

## PUBLIC TRANSIT

The Village does not currently have direct access to commuter rail provided by Metra. The two closest stations are in Geneva (UP-W line; roughly 5 miles north) and Aurora (BNSF line; roughly 3 miles south). Two Pace bus routes (529 and 802) connect North Aurora with both Metra stations and all points in between. To increase desirability of utilizing Pace, the Village should work with Pace and IDOT to install bus shelters, sidewalks, and other transit infrastructure along its routes.

At present, the Village has no east-west public transportation options, only two routes running north-south along IL 31 and Randall Road. Additionally, portions of the Village east of the Fox River and west of Randall Road do not have any fixed-route public transportation access. For example, the commercial uses along Orchard Road near I-88 are not accessible by public transportation. With the far western part of the Village identified in the Land Use Plan as a potential residential and commercial growth area, it will be important for the Village to work with Pace to evaluate and identify any new public transportation needs that may arise, particularly in the Orchard Road and I-88 area.

## FREIGHT RAIL (BNSF)

The Village is served by two active Burlington Northern Santa Fe (BNSF) freight rail lines. One line runs through the Village on the east side between the Fox River and IL Route 25, and the other smaller branch line originates just south of I-88 along Evergreen Drive. Both lines travel at grade south to the BNSF line in Aurora. There are no overpasses or

underpasses within the Village. The Village should continue to monitor the safety of crossings and work with BNSF to upgrade crossing signals and gates as needed.

## PEDESTRIAN & BICYCLE INFRASTRUCTURE

Pedestrian and bicycle infrastructure includes sidewalks, on-street bike facilities, paths, and trails. Overall, the Village has a quality network of trails and paths 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.

### SIDEWALKS

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 nearby destinations, such as retail areas along Orchard Road, are also missing in some locations. Most of the Village’s major roads either lack sidewalks or have gaps in the sidewalk network, including IL 31, Randall 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.

### ON-STREET BIKE INFRASTRUCTURE

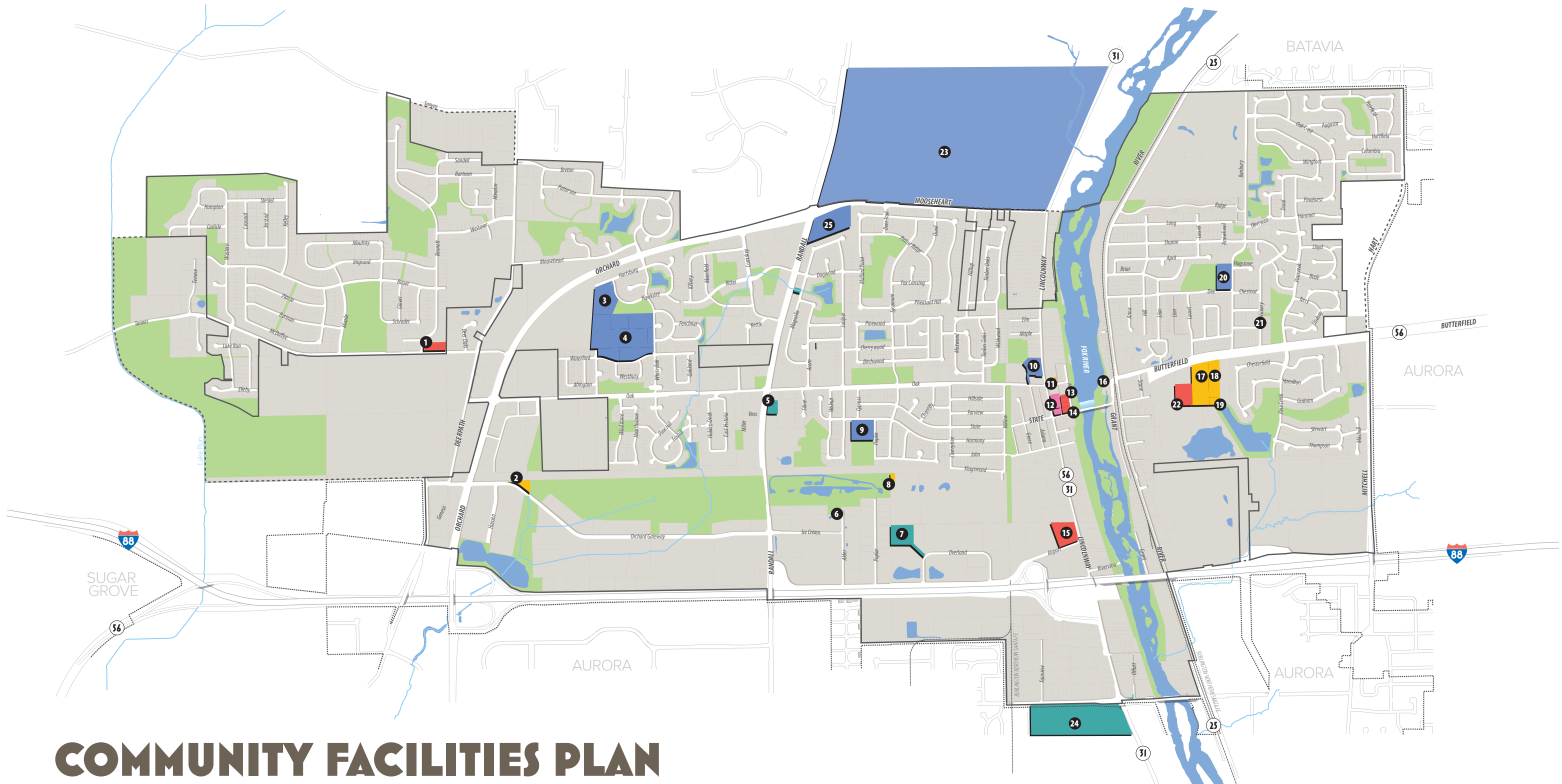
The Village currently has few on-street bike facilities, which include designated bike lanes, “sharrow” pavement markers, bike lanes, “watch for bicyclist” signage, and wide shoulders. According to Kane County, Oak Street is suitable for biking, based on existing and projected traffic volumes and existing facilities. All other arterial roads are deemed unsuitable or advisable 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, Tanner Road, Orchard Gateway Boulevard, and Randall Road, or on 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 Lake Run Forest Preserve and within several subdivisions. In the far western portion of the Village, a local network of trails connects several parks to one another.

Moving forward, the Village should proactively work with partners to add to the existing trail network. The accompanying map highlights new trail projects, including a new east-west trail along the ComEd utility easement and a new north-south trail along the NICOR utility easement. The Village should also require residential and commercial developers to install neighborhood trails and connections to the larger trail network as development occurs. For more information on trails, refer to the Parks, Open Spaces, and Environmental Features Plan.





# COMMUNITY FACILITIES PLAN

- North Aurora Boundary
- Planning Area
- Adjacent Municipality
- Water Body
- Railroad
- Parks, Recreation & Open Space

- Village of North Aurora**
- 12 Village Activity Center (Closed)
  - 16 North Aurora Village Hall
- Other Facilities**
- 5 United States Post Office
  - 7 Pace Fox Valley Buses
  - 24 Presence Mercy Medical Center

- Public Safety**
- 1 Fire District Station #2
  - 13 Fire District Maintenance Building
  - 14 Fire District Station #1
  - 15 Village Police Department
  - 22 Regional Fire Training Facility

- Public Works**
- 2 Village Auto Mall Water Tower
  - 6 Village Water Well #6
  - 8 Village West Water Treatment Plant/Well #4/Princeton Water Tower
  - 11 Village Water Well #3
  - 17 Village Public Works Facility
  - 18 Village East Water Treatment Plant/Well #5
  - 19 Village East Water Tower
  - 21 Village Water Well #7

- Education**
- 3 District #129-Fearn Elementary School
  - 4 District #129-Jewel Middle School
  - 9 District #129-Goodwin Elementary School
  - 10 Messenger Public Library
  - 20 District #129-Schneider Elementary School
  - 23 Mooseheart Child City & School
  - 25 North Aurora Elementary (private)



# 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 Village services and utilities, as well 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 key 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 for public education, library services, fire protection, parks, water service, and more will continue to increase. For example, CMAP projects an increase of roughly 5,000 residents between 2010 and 2040. The Village should solicit input from appropriate service agencies on new development proposals to ensure community facilities and services are not overburdened and that future development can be adequately serviced. 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 PROVIDER BOUNDARIES

Many of the Village's community services are provided by separate taxing districts outside of the control of the Village, with service boundaries that differ from the Village's incorporated boundary. The library district's boundary is coterminous with the Village's boundary, however, many others are not. The fire district extends into unincorporated areas, and three school districts and three park districts split the Village into different pieces. For example, part of the Pine Creek subdivision (in the northeastern corner of the Village) is divided between Batavia #101 and Aurora West #129 school districts. The number of service providers continues to increase when unincorporated land within the Village's planning boundary is included. While such fragmentation is fairly common within growing Chicagoland suburbs, it can produce redundancies in service delivery and lead to different "qualities of life" within the Village.

Much of the Village's role in service delivery is one of support, coordination, and advocacy. The Village should continue to work closely with various providers to ensure that service delivery is efficient and consistent across the Village, and that districts that serve a more regional population base adequately take into account the needs of Village residents. In some cases, it may be necessary to work with relevant state and local bodies to realign service boundaries to better serve residents, especially when a single subdivision is split between multiple providers. If/when the Village annexes land within its planning jurisdiction, it should also work to bring those properties under the jurisdiction of existing providers within the Village, as opposed to bringing in additional service providers that can further complicate service delivery.

## COMMUNITY SPACES

Throughout the outreach process, Village residents expressed the importance of being able to access public facilities for the hosting of meetings, events, festivals, and more. Many service providers already permit their facilities to be used by for such events, including the Village Police Department, Messenger Public Library, and various parks facilities. With the demolition of the Activity Center, it is important to continue to support local civic organizations in their mission by assisting them in securing space for important events and permitting them usage of public facilities, when possible and where appropriate.

## 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 banks of the Fox River. It houses the administrative functions of the Village. The building is reported to be in good repair and adequately accommodates the necessary staff function for Village operation. Its location within the proposed Village Center helps strengthen its future as more vibrant community focal point.

Accessibility issues with the Village Hall have been raised. The building is sited facing a significant grade change, and the only point of entry in/out of the building's parking lot is at the base of a grade-changing curve on a busy street. The Transportation Plan provides recommendations on how access to the Village Hall could be improved.

### 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, and is responsible for roughly 70 miles of sanitary sewer main, 110 miles of storm sewer, and 75 miles of municipal streets, sidewalks, and rights-of-ways. The Department operates out of the Public Works Facility at 314 Butterfield Road, a five-acre site adjacent to the Village's east side water tower and water treatment plant. While the Public Works Department maintains the Village's sewer lines, sewage treatment and disposal is handled separately by the Fox Metro Water Reclamation District.

### WATER

The Village's Water Department provides water service for both domestic use 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 10 square mile area, which includes all of the Village as well 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.

Fire Station #1 is an aging facility in the Village Center, which according to fire officials, has outlived its useful life and needs to be either replaced or relocated. The Village should work with the NAFPD to identify an adequate site for a replacement station in order to free up the existing site for a mixed-use development within the Village Station.

Fire Station #2 opened in 2007 on Tanner Road to accommodate new commercial and residential construction on the western portion of the Village. The NAFPD, in partnership with the Aurora Fire Department and the Southern Kane County Training Association, share a joint-regional training facility at 300 Butterfield Road.

The Village should continue to support the Fire Protection District in their service provision, coordinate with them all major roadway improvements, and solicit their input on how new developments will impact their operations.

### EDUCATION

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

While not within the Village's planning jurisdiction, Mooseheart Child City & School is located just north of the Village, providing a home and education to children and teens in need, from infancy through high school. The private school serves roughly 250 students on a 1,000 acre campus located just north of the Village and south of Batavia.

Only West Aurora District #129 has school facilities within the Village's planning jurisdiction. This includes three elementary schools and one middle school: Fearn Elementary, Goodwin Elementary, Schenider Elementary, and Jewel Middle. District #129 officials state that these schools may need improvement, and that Fearn and Schneider Schools are over-capacity. The District currently has plans to renovate Goodwin and Schneider Schools, but no plans to construct any additional schools.

The Village should work closely with the West Aurora School District #129 to ensure the community is well-served by a quality public high school and secondary education.

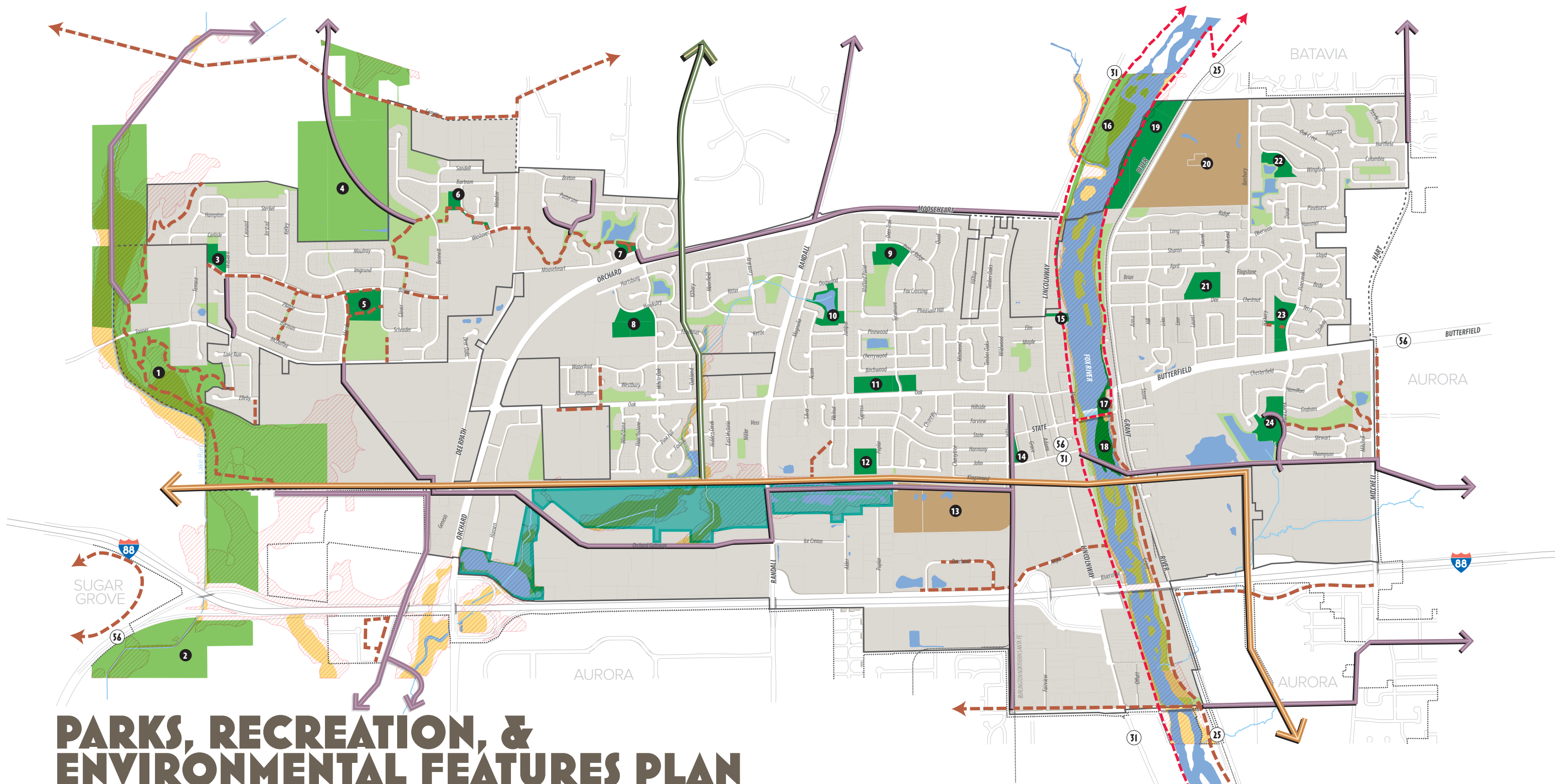
### LIBRARY

Messenger Public Library is located at 113 Oak Street, near the intersection of Route 31 and Oak Street. The facility is operated by the Messenger Public Library District, a separate taxing entity. In addition to its book and media catalogue, the existing Library facility also serves as the Village's community meeting hub, hosting meetings of local civic organizations. Parking at the Library can be difficult during large events and on weekends and weeknights given the size of the existing lot and the Village should work with the Library District to address parking issues and identify ways to better integrate it into the fabric of the new Village Center.

The Library also owns undeveloped property to the northwest of the current facility. The Village should support the appropriate use of surplus library property, ensuring it is consistent with the objectives of the Comprehensive Plan.

### HEALTHCARE

The North Aurora community benefits from the close proximity Presence Mercy 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 compliment the hospital.



# PARKS, RECREATION, & ENVIRONMENTAL FEATURES PLAN

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

- Open Space
- Floodway
- 100-Year Floodplain
- Wetland Preservation Area
- Bike Trail/Path
- Fox Valley Trail
- Proposed ComEd Trail
- Proposed Nicor Trail
- Other Proposed Trails

## Parks

- 3 Remington Landing Park
- 5 Tanner Trails Park
- 6 Bennett Park (BPD)
- 7 Jones Meadow Park (BPD)
- 8 Fearn Park
- 9 Mooselake Park
- 10 Willow Lake Park
- 11 Highlands Park
- 12 Goodwin Park
- 14 Erickson Mini Park
- 15 Schwickert Park
- 17 North Aurora Riverfront Park
- 18 North Aurora Island Park
- 19 Red Oak Nature Center
- 21 Schneider Park
- 22 Wing Foot Park
- 23 Pinecreek Park
- 24 Chesterfield Park

## Forest Preserves

- 1 Lake Run Forest Preserve
- 2 West Aurora Forest Preserve
- 4 Dick Young Forest Preserve
- 16 Les Arends Forest Preserve

## Golf Courses

- 13 Valley Green Golf Course
- 20 Fox Valley Golf Course



# 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 933 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

Parkland 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 16 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 Batavia Park District operates two parks within the Village, and its service area encompasses parts of the northwestern and northeastern corners of the Village, extending north and northeast 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.

### EVALUATION OF PARKLAND SUPPLY

It is important to evaluate whether North Aurora has a sufficient quantity of parkland available to its residents. The Village’s parks and recreation facilities have been classified and their quantity evaluated based on national standards.

Based on an assessment of NRPA guidelines, the total acres of neighborhood parkland exceed the guidelines by more than 77 acres. However the Village has a deficit of 6 acres of Mini Parks, and 127 acres of Community Parks, which are typically larger and more regional in usage, varying in size between 30 and 50 acres. The Village should work with parks providers to address any shortages in parkland.

#### PARKLAND SUPPLY ANALYSIS

STANDARD SIZE	SERVICE AREA	# IN VILLAGE	TOTAL ACRES	RECOMMENDED VILLAGE ACRES (NRPA STANDARD)	EXCESS/SHORTAGE
Mini-Parks					
2,500 sq. ft. to 1 acre	¼-mile	2	2.2	8.5	-6.3
Neighborhood Parks					
5-30 acres	½-mile	15	111.9	34.1	+77.8
Community Parks					
30-50 acres	Up to 3 miles	0	0	127.7	-127.7
Natural Areas					
Varies	Varies	1	30.5	N/A	N/A
TOTAL					
N/A	N/A	18	144.6	170.3	-25.7

### 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 eastern bank north of State Street, ultimately connecting to the Illinois Prairie Pathway. Nearby forest preserves contain a small trail network, and a variety of local trails and pathways have been developed over the past decade within residential subdivisions.

#### 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 runs almost the entire length 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 Com-Ed easement trail connected to the Fox River Trail would provide an east-west trail 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.

### VILLAGE’S ROLE IN PARKS & RECREATION

While parkland and recreational programming is not under the jurisdiction of the Village, there are many ways that the Village can continue to support the provision of parks and recreation, including:

- Providing safe and efficient transportation connections between parks, including sidewalks and trails;
- Continuing to require new development to dedicate parkland for the community;
- Positioning properties for transition into parks and recreational space, possibly a community park;
- Encouraging park districts to periodically assess the recreational needs of the North Aurora community;
- Acting as a liaison and advocate on behalf of residents; and
- Coordinating boundaries of respective parks districts as annexation occurs.

## 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 preserve areas shape the Village’s growth, development, and preservation of natural resources: the 170 acre Lake Run Forest Preserve and the 1,000 acre Dick Young Forest Preserve. The Village should continue to publicize this wonderful recreational amenity, within walking distance of many residential neighborhoods, and find new ways to establish greater trail connections with the forest preserves.

### SUBDIVISION OPEN SPACE

Subdivisions within the Village of North Aurora contain a variety of open spaces that are not official “parks” but many provide a storm water function, contribute to a subdivision’s character, or simply provide relief from the urban environment. The Village should continue to require the set-aside of such open spaces within subdivisions, recognizing their visual, recreational, and ecological benefits.

## 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 uses. 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 Study Group to support long-term preservation and protection of the Fox River and continue to work with relevant 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 Valley Green Golf Course through the Orchard Gateway Boulevard commercial area to the I-88 ramp at Orchard Road.

At present, these wetlands remain unpreserved and underutilized. 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 the wetlands, linking to the proposed ComEd trail and the proposed trail along Orchard Gateway.

### FLOODPLAIN

Floodplains include any area of land that is susceptible to being overcome from floodwaters during a 100-year flood. Floodplains in the Village overlap with existing waterways, tributaries, and wetlands. Development on floodplain should continue to be restricted.

### MATURE TREE PRESERVATION

The Village contains many mature trees which provide numerous benefits to the community: shade, wildlife habitat, aesthetic character, and scale. As growth occurs within the Village, particularly on the Fox Valley 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.



# IMPLEMENTATION

*Adoption of the Comprehensive Plan does not mark the end of the planning process. Rather, the long-term implementation represents the on-going efforts to put the plan into action and update it over time. This chapter presents an implementation framework that the Village can use to initiate and undertake key recommendations included in the Comprehensive Plan to ensure that the community's vision is achieved.*

## AMEND DEVELOPMENT REGULATIONS

The Village's Code of Ordinances is the primary tool that can be used to implement many of the recommendations included in the Comprehensive Plan. Following adoption of the Comprehensive Plan, the Village intends to update the current zoning ordinance and related ordinances to ensure that regulations reflect the desires of the North Aurora. Amendments to development regulations and design standards should consider complementary programs and incentives that can be used to achieve the community's vision.

## USE THE PLAN ON A DAILY BASIS

The Implementation Plan should become the Village's official policy guide for land use, development, and community improvement. It is essential that the Plan be utilized by Village staff, boards, and commissions to review and evaluate all proposals for improvement and development. To ensure daily use and to further educate the community about the Plan, the Village should make copies available online, provide assistance to the public, assist the Village board with day-to-day administration of the Plan, and coordinate with the Village Board in the Plan amendment process.

## MANAGE ANNEXATION & GROWTH

North Aurora's planning jurisdiction includes pockets of unincorporated land. The Village should continue to pursue annexation agreements with property owners to provide some predictability of the community's ultimate footprint. Over time, the Village should incrementally annex portions of the planning area as development potential is realized. This can be done in conjunction with strategic infrastructure investment to manage growth in a sustainable and responsible way.

The Village's planning jurisdiction is currently influenced by boundary agreements with Aurora, Sugar Grove, and Batavia. These are set to expire in 2019, 2020, and 2023, respectively. Over the course of the next several years, it will be important to enter into a dialogue with these communities and work with them to either extend the existing boundary or work towards a mutually beneficial new boundary. Given significant unincorporated acreage to the north and west of the Village's current limits (currently within Batavia's and Sugar Grove's planning jurisdiction), there may be opportunities for North Aurora to extend its planning jurisdiction in the future, if justified by market trends and authorized through a new boundary agreement.

## 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, IDOT reconstructing IL 31 is a good opportunity to address underground infrastructure or the burying of utilities.)

## 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 cooperate and coordinate with park districts, fire 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 conform to the Comprehensive Plan and improve the quality and character of North Aurora.

## UPDATE THE COMPREHENSIVE PLAN AS NEEDED

It is important to emphasize that the Comprehensive Plan is not a static document. If community attitudes change or new issues arise which are beyond the scope of the current Plan, the Plan should be revised and updated accordingly. Although a proposal to amend the Plan can be brought forth by petition at any time, the Village should regularly undertake a systematic review of the Plan. 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 budget 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 written, the long-term availability of funds for these resources cannot be guaranteed. The Village should revise, 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 assemblage, and offsetting the cost of development.

TIF utilizes future property tax revenues generated within a designated area or district, to pay for improvements and further incentivize continued reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established, is reinvested in 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 Sperry. In FY13, these three TIFs generated roughly \$400,000 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 identified 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 BDD would allow the Village to levy up to an additional 1% retailer's occupation tax, 1% hotel tax, and 1% sales tax within a designated district. Similar to a TIF district, a BDD has a maximum life of 23 years. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district. Given the limited amount of funds that a BDD is capable of generating, compared to a TIF district, BDD is best suited for funding small scale improvements and property maintenance programs.

### REVOLVING LOAN FUND

A Revolving Loan Fund is administered to provide financial support and assistance to new or expanding businesses. The borrower may use the low-interest loan for construction, property rehabilitation/improvements, and land acquisition, among other things. The Village currently operates such a program, offering rates as low as 3% depending on needs.

### FAÇADE 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 currently operates a façade improvement program along Route 31 utilizing TIF funds.

## FOUNDATION & SPECIALIZED GRANTS

The successful implementation of the Plan requires realization of projects that range in scale and scope. One type of funding source that becomes increasingly significant when issue-specific projects or programs (tourism, performing arts, historic preservation, small business assistance, etc.) are considered is the foundation grant.

## TRANSPORTATION

In 2012, the Moving Ahead for Progress in the 21st Century (MAP-21) program, a two-year transportation reauthorization bill, was established. The goal of MAP-21 is to modernize and reform the current transportation system to help create jobs and accelerate economic recovery. MAP-21 continues funding for numerous programs previously funded through the previous law, SAFETEA-LU. Currently, MAP-21 is scheduled to expire on May 31, 2015. 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 summarizes grant programs covered under MAP-21. The Transportation & Mobility Plan details many transportation improvement projects -- such as new bike trails and paths along the NICOR 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 PROGRAM (ITEP)

IDOT administers the ITEP and has funded projects including bicycle and pedestrian facilities, streetscaping, landscaping, historic preservation, and projects that control or remove outdoor advertising. In the past, federal reimbursement has been available for up to 50% of the costs of right-of-way and easement acquisition and 80% of the cost for preliminary engineering, utility relocations, construction engineering, and construction costs.

### TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

As part of the MAP-21 program, Congress created the Transportation Alternative Program (TAP), which provides funding for non-motorized transportation projects. Projects range from on-street bike facilities to multi-use paths and sidewalk infill programs to Safe Routes to School projects. TAP funds are administered by the Chicago Metropolitan Agency for Planning (CMAP) through a formal application process.

### 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 sidewalk improvements, bike facilities, and traffic calming measures.

### CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

CMAP has been the administrator of CMAQ funds for the northeastern Illinois region. CMAP has supported a wide range of projects through the CMAQ program including improvements to bicycle facilities, transit facilities, intersections, sidewalk improvements, signal timing, and more.

SURFACE TRANSPORTATION PROGRAM (STP)

In the past, these funds have been allocated to coordinating regional councils 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 path purposes. Funded by a percentage of vehicle title fees, maximum grant awards are limited to \$200,000.

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, with no 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 \$750,000 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 (LWCF)

LWCF grants are available to municipalities, counties, and school districts to be used for outdoor recreation projects. Projects require a 55% 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), 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				
TOPIC	ACTION	TIME FRAME	OTHER PARTICIPANTS	TOOLS, TECHNIQUES, & RESOURCES
Manage growth in an environmental and fiscally responsible manner.	Prevent extension of Village infrastructure to residential areas requiring subdivision and new infrastructure while platted subdivisions remain vacant.	Short	--	Administrative Actions
	Work with Aurora, Sugar Grove, and Batavia to maintain, review, renew, or amend boundary agreements scheduled to expire in 2019, 2020, and 2023.	Medium	City of Aurora, Village of Sugar Grove, City of Batavia	Administrative Actions
Use annexation to capitalize on development opportunities and facilitate efficient governance.	Utilize development regulations to prevent leapfrog development, unnecessary sprawl, or the premature conversion of farmland.	Short	--	Administrative Actions
	Annex unincorporated pockets of developed parcels and County subdivisions surrounded by the Village.	Medium	--	Administrative Actions
	Annex contiguous properties within the Village's planning jurisdiction where development is occurring, especially properties either fully or partially surrounded by the Village.	Medium	Kane County	Administrative Actions
	Work with Kane County to review development proposals for unincorporated land within the Village's planning jurisdiction.	Short	Kane County	Administrative Actions
	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.	Short	--	Administrative Actions
	Maintain and regularly evaluate impact fees to ensure they are appropriate and able to mitigate the Village's costs associated with accommodating new development, along with costs incurred by other service providers.	Short	--	Administrative Actions

STRENGTHENING THE COMMUNITY'S FOCAL POINT				
TOPIC	ACTION	TIME FRAME	OTHER PARTICIPANTS	TOOLS, TECHNIQUES, & RESOURCES
Facilitate the catalytic redevelopment of Block One.	Work with the North Aurora Fire Protection District to identify a suitable location and relocate Station #1.	Short	North Aurora Fire Protection District	Administrative Actions
	Play an active role in assembling properties to provide for the site's redevelopment.	Short	Private owners	Administrative Actions
	Facilitate redevelopment of site into a high-quality mixed-use development capitalizing on the Fox River.	Medium	Developers	Administrative Actions; Incentives
Provide a safe and efficient transportation network within the Village Center.	Work with IDOT to explore improvements to the intersection of State Street, Grant Street, and Butterfield Road.	Short	IDOT	Administrative Actions
	Work with IDOT to provide safe access and egress to the Village Hall and North Aurora Riverfront Park, evaluating signals and intersection improvements at both the State (IL Route 56) and Grant intersection and the Grant and River intersection.	Short	IDOT	Administrative Action; Annual Budget
	Develop a complete sidewalk network within the sub-area, including high-visibility crosswalks.	Medium	--	Annual Budget; Capital Improvement Plan; Federal/State Transportation Grants
Strengthen the Village Center as the "civic heart" of the community.	Continue to actively assess the ability of the existing Village Hall to meet the needs of the community.	Medium/Long	--	Administrative Actions, Consultant Assistance
	Study and evaluate opportunities to increase safe ingress/egress into the existing Village Hall site.	Short	--	Administrative Actions
	Work with the Messenger Public Library to develop an updated campus plan, including a parking strategy for their site and a vision for the Adams Street development site.	Short	Messenger Public Library District	Administrative Actions
	Work with the Messenger Public Library to implement pedestrian and street-scaping improvements to better integrate it into the fabric of the Village Center.	Short	Messenger Public Library District	Annual Budget; Capital Improvement Plan; Federal/State Transportation Grants
Leverage the Fox River and the Fox River Trail as unique assets to the Village and Village Center.	Should the dam be removed, partner with the Fox Valley Park District to develop recreational opportunities along the "new" land, new shoreline.	Short	Fox Valley Park District	Annual Budget; Capital Improvement Plan; Federal/State Transportation Grants
	Should the dam remain, work with the Illinois Department of Natural Resources to design and implement aesthetic enhancements to the dam and river.	Short	Illinois Department of Natural Resources	Annual Budget; Capital Improvement Plan; Federal/State Transportation Grants
	Work with the Fox Valley Park District to add wayfinding signage along the trail, directing trail users to shops, restaurants, and community destinations.	Medium	Fox Valley Park District	Annual Budget
	Work with the Fox Valley Park District to add wayfinding signage throughout the Village directing residents to the trail.	Medium	Fox Valley Park District	Annual Budget
	Encourage development and redevelopment adjacent to the Fox River Trail to establish a within the subarea to have an orientation towards the Fox River and Fox River Trail.	Short	Fox Valley Park District	Administrative Actions
	Encourage developers and property owners to work with the Fox Valley Park District to add connections, where possible, to new developments.	Medium	Fox Valley Park District	Administrative Actions

REVITALIZING ROUTE 31				
TOPIC	ACTION	TIME FRAME	OTHER PARTICIPANTS	TOOLS, TECHNIQUES, & RESOURCES
Market and position key catalyst sites along Route 31 for redevelopment.	Work with property owners and developers to position properties on the east side of Route 31 for higher-density residential development.	Medium	Utility Provider, Private owners	Administrative Action; TIF; Incentives
	Work with IDOT to evaluate the feasibility of developing the vacant site between I-88 and its on/off ramp.	Medium	IDOT	Administrative Action; TIF; Incentives
	Continue to take an active role in the redevelopment of the vacant bowling alley.	Short/Medium	Private owners	Administrative Action; TIF; Incentives
	Engage the current property owners of Tinseltown USA, potential developers, and commercial real estate listing agents to recruit new businesses for outlot development.	Short/Medium	Private owners	Administrative Action; TIF; Incentives
Provide a safe and efficient transportation network along Route 31	Work with property owners to improve access and consolidate driveways to improve traffic performance.	Short	Private owners	Administrative Actions; TIF; Incentives
	Work with PACE, IDOT, and Kane County to develop a strategic public transportation plan for the corridor, addressing modern shelter facilities, technology, and bike parking.	Short	PACE, IDOT, Kane County	Annual Budget; Capital Improvement Plan; Federal/State Transportation Grants
	Develop a complete sidewalk network within the sub-area, including high-visibility crosswalks.	Short/Medium	Private owners	Annual Budget
	Install new streets within the southeast quadrant of the IL 31/I-88 interchange that can provide access to potential development parcels and enhance mobility.	Medium	PACE, IDOT, Kane County	Annual Budget; Capital Improvement Plan
	Work with IDOT to implement a "road diet" along IL Route 31, north of I-88, reducing the street width to a 3-lane cross section.	Medium	IDOT	Annual Budget; Capital Improvement Plan
	Work with the Fox Valley Park District to evaluate potential for a new trail head with restrooms, a visitor's center, and interpretive history.	Medium	IDOT	Annual Budget; Capital Improvement Plan; Federal/State Transportation Grants
	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.	Short	--	Administrative Action, Consultant Assistance
	Work with businesses to install wayfinding signage that can direct visitors to businesses, especially those that lack visibility along the main corridor.	Medium	Local businesses	Administrative Action; TIF



Enhancing the West Gateway				
Topic	Action	Time Frame	Other Participants	Tools, Techniques, & Resources
Improve the existing road network within the West Gateway to support and accommodate new commercial development.	Work with developers to realign Deerpath Road, as development occurs.	Medium/Long	Developers	Annual Budget; Capital Improvement Plan
	If/when Deerpath Road is realigned, vacate the existing right-of-way between Orchard Gateway Road and Oak Street.	Medium/Long	--	Annual Budget; Capital Improvement Plan
	Work with IDOT and KDOT to secure the necessary approvals for a signalized intersection at Orchard Road and the realigned Deerpath Road/Forest Ridge Drive extended.	Medium/Long	IDOT, Kane County	Annual Budget; Capital Improvement Plan
	As development occurs, extend Oak Street west to serve as the main entry for an anticipated subdivision.	Medium/Long	--	Annual Budget; Capital Improvement Plan
	Work with District #129 to coordinate a land swap and extend Forest Ridge Drive to Orchard Road.	Medium	School District #129	Administrative Actions; Annual Budget; Capital Improvement Plan
Market and position key catalyst sites within the West Gateway for redevelopment.	Work with property owners and developers to market Orchard Gateway Boulevard to the north of the Towne Centre for office and light industrial uses.	Short	Private owners, Developers, Aurora Chamber of Commerce	Administrative Actions; Incentives
	Work with property owners and developers to market vacant parcels along Orchard Road for retail uses.	Short	Private owners, Developers, Aurora Chamber of Commerce	Administrative Actions; Incentives
	Work with property owners and developers to market vacant parcels with highway frontage within the West Gateway for hotel development.	Short	Private owners, Developers, Aurora Chamber of Commerce	Administrative Actions; Incentives
	Promote intensification of the Towne Centre site into a walkable, pedestrian-oriented lifestyle center.	Short	Private owners, Developers, Aurora Chamber of Commerce	Administrative Actions; Incentives
	Develop a marketing campaign that would enhance the regional visibility of the Orchard Road/I-88 area.	Short	Aurora Chamber of Commerce	Administrative Actions

Beautifying Commercial Corridors				
Topic	Action	Time Frame	Other Participants	Tools, Techniques, & Resources
Improve the aesthetic appearance of North Aurora's main commercial corridors.	Require new developments to install utilities underground and work with existing businesses to bury or relocate utilities as site or roadway improvements occur.	Medium/Long	Utility Provider	Administrative Action; TIF; Annual Budget; Capital Improvements Plan
	Establish design, signage, wayfinding, and streetscaping standards for the Orchard Road, Randall Road, and IL 31 corridors.	Short	--	Administrative Action
	Continue to implement recommendations made in the Design Guidelines Plan for the Lincoln Highway/Route 31 Corridor.	Short	--	Administrative Action; TIF; Incentives
	Implement comprehensive streetscaping along IL 31.	Medium	--	TIF; Annual Budget; Capital Improvements Plan
	Market the Village's facade improvement program to corridor businesses.	Short	--	Administrative Action
	Encourage property owners to reduce or consolidate curb cuts on arterials.	Short	--	Administrative Action
	Establish design standards that will result in a distinct physical identity for various commercial areas.	Short	--	Administrative Action
	Add a gateway monument along the trail that announces entry to North Aurora and the Village Center.	Short	--	Annual Budget; Capital Improvement Plan
Create a position first impression for visitor's entering North Aurora along the main commercial corridors.	Add a gateway monument and features at the intersection of Mooseheart and Route 31 that announces entry to the Village.	Short	--	Annual Budget; Capital Improvement Plan
	Add a gateway monument and features at the Route 31 exit of I-88.	Short	--	Annual Budget; Capital Improvement Plan

Supporting Industrial Growth				
Topic	Action	Time Frame	Other Participants	Tools, Techniques, & Resources
Attract and retain industry to provide quality employment opportunities and a diversified tax base.	Work with the City of Aurora to extend Corporate Boulevard to provide access to I-88 at Farnsworth Avenue.	Medium	City of Aurora	Administrative Actions; Annual Budget; Capital Improvement Plan
	Identify desired and actively recruit employment-intensive industrial and professional office tenants that would provide quality jobs for North Aurora residents.	Short	Aurora Chamber of Commerce	Administrative Action
	Work closely with IDOT to ensure that industrial tenants in the Tollway Park of Commerce and on Evergreen Drive have efficient access to I-88.	Short	IDOT; Businesses	Administrative Actions; Annual Budget; Capital Improvement Plan
	Work with Lafarge Conco to determine the lifespan of its quarry and establish a long-range vision for redevelopment or reuse once its resources are depleted and its industrial value diminished.	Medium	LaFarge Conco	Administrative Action

Enhancing the Village's Residential Neighborhoods & Options				
Topic	Action	Time Frame	Other Participants	Tools, Techniques, & Resources
Provide a range of housing types that accommodate the needs of both current and potential residents.	Work closely with CMAP to monitor housing demand within the context of their Homes for a Changing Region analysis.	Short/Medium/Long	CMAP	Administrative Action
	Amend the 2009 Lincoln Highway/Route 31 TIF Redevelopment Plan to include expanded areas of medium-density residential in its Future Land Use Plan.	Short	--	Administrative Action
	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.	Short/Medium	City of Aurora	Administrative Action
Protect and enhance the quality of existing neighborhoods.	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.	Medium	Developers	Administrative Action
	Strictly enforce residential maintenance codes.	Short	--	Administrative Action
	Prioritize the improvement of infrastructure in older neighborhoods to include curb and gutter, lighting, sidewalks, and other elements.	Short	--	Annual Budget; Capital Improvement Plan
	Work with existing businesses and commercial property owners that are adjacent to established residential areas to provide adequate buffers to protect the Village's neighborhoods.	Short	--	Administrative Action; Incentives; TIF
	Promote the renovation, rehabilitation, and expansion of housing in older subdivisions through incentives and grants.	Short	--	Incentives; Grants
	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.	Short	--	Administrative Action
	Track and monitor foreclosures to proactively address property maintenance issues.	Short	--	Administrative Action
	Prioritize the improvement of infrastructure in older neighborhoods to include curb and gutter, lighting, sidewalks, and other elements.	Short	--	Administrative Action

Providing Parks/Recreation & Protecting the Environment				
Topic	Action	Time Frame	Other Participants	Tools, Techniques, & Resources
Protect and preserve the Village's environmental features to safeguard against contamination and any negative development impacts.	Work with parks/open space providers to acquire, preserve, and enhance the Towne Centre wetlands.	Short	Park districts, Kane County Forest Preserve	Annual Budget; Capital Improvement Plan; Federal/State Grants
	Work with developers to minimize flooding in new developments and invest in detention facilities, green infrastructure, and traditional stormwater systems.	Short	Developers	Administrative Actions
	Work with Kane County to implement recommendations of the 2040 Green Infrastructure Plan.	Medium	Kane County	Annual Budget; Capital Improvement Plan; Federal/State Transportation Grants
	Join the Fox Valley Study Group to support long-term preservation and protection of the Fox River.	Short	Fox Valley Study Group	Administrative Actions
Provide residents with access to a variety of exciting green spaces and recreation opportunities.	Implement the trail improvements detailed in other categories of the Implementation Matrix.	Short/Medium/Long	Park districts	Annual Budget; Capital Improvement Plan; Federal/State Grants
	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.	Short	--	Administrative Actions
	Work with parks providers to evaluate the need for a large Community Park within the Village	Medium	Park districts	Administrative Actions
	Assess and implement the recommendations of the 2001 North Aurora Non-Motorized Transportation Plan that relate to expanding the trail network in order to provide access to local parks and natural areas.	Short/Medium/Long	Park districts	Administrative Actions; Annual Budget; Capital Improvement Plan; Federal/State Grants
	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.	Short/Medium/Long	Park districts	Administrative Actions; Annual Budget; Capital Improvement Plan; Federal/State Grants
	Restrict development in floodplain.	Short	--	Administrative Actions

Improving Connectivity				
Topic	Action	Time Frame	Other Participants	Tools, Techniques, & Resources
Provide a safe and efficient Village road network that meets the needs of all people and businesses.	Implement the roadway improvements detailed in other categories of the Implementation Matrix.	Short/Medium/Long	IDOT, Kane County	Annual Budget; Capital Improvement Plan; Federal/State Transportation Grants
	Work with IDOT to continue establish a designated truck route that provides continuous travel and diverts truck traffic away from the Village Center.	Short/Medium	IDOT	Administrative Action
	Encourage and work closely with existing business and home owners to consolidate curb cuts along the Village's arterial roads by providing shared access/driveways and cross access between businesses.	Short	IDOT, Kane County	Administrative Action; Incentives; TIF
	Work with IDOT 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.	Medium/Long	IDOT	Administrative Actions
	Encourage internal access and circulation between uses on the same lot or on adjacent lots.	Short	--	Administrative Actions
	Work with the City of Aurora to extend Corporate Boulevard west to Mitchell Road to serve potential industrial development sites.	Medium	City of Aurora	Annual Budget; Capital Improvement Plan
	Extend Kettle Avenue to Miller Drive.	Medium	--	Annual Budget; Capital Improvement Plan
Transform and promote North Aurora as a walkable and bikeable community.	Work with ComEd to establish an east-west trail through the Village, and/or install dedicated bike lanes along Oak Street, and connect to the Fox River Trail.	Medium	ComEd	Annual Budget; Capital Improvement Plan; Federal/State Transportation Grants
	Work with NICOR to establish a north-south trail segment on their easement west of Randall Road.	Medium	NICOR	Annual Budget; Capital Improvement Plan; Federal/State Transportation Grants
	Continue to install sidewalks throughout the Village, prioritizing the Village's primary corridors including IL Route 31, Orchard Road, and Randall Road.	Short/Medium	--	Annual Budget; Capital Improvement Plan; Federal/State Transportation Grants
	Work with developers to expedite the completion of the sidewalk network within the Village's incomplete subdivisions.	Short/Medium	Developers	Annual Budget; Capital Improvement Plan; Federal/State Transportation Grants
	Work with IDOT and Kane County to enhance the frequency and safety of bicycle and pedestrian crossings across arterials and collectors, especially Butterfield Road, IL 31, Orchard Road, Randall Road, Oak Street, and Deerpath Road.	Short/Medium	IDOT, Kane County	Annual Budget; Capital Improvement Plan; Federal/State Transportation Grants
	Work with developers to install neighborhood trails and connections to the larger trail network as new development occurs.	Short/Medium	Developers	Annual Budget; Capital Improvement Plan; Federal/State Transportation Grants
Increase access to public transportation within the Village.	Working with Pace, periodically assess bus routes, identifying opportunities for new or amended routes to expand bus service throughout the Village.	Medium	Pace	Administrative Action
	Working with Pace and IDOT, install additional transit infrastructure, including bus shelters and comfortable waiting areas along Pace bus routes.	Medium	Pace, IDOT	Annual Budget; Capital Improvement Plan; Federal/State Transportation Grants
	Integrate Pace's Transit Supportive Guidelines for the Chicagoland Region into local development regulations and design review procedures.	Short	Pace	Administrative Action



Providing and Supporting the Provision of Quality Facilities & Services				
Topic	Action	Time Frame	Other Participants	Tools, Techniques, & Resources
Ensure that the Village is supported by high-quality facilities and services.	Solicit input from appropriate Village Departments and other agencies, including school districts and the North Aurora Fire Protection District on new development proposals to ensure community facilities and services are not overburdened and that future development can be adequately services.	Short/Medium/Long	Various service providers	Administrative Actions
	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.	Short/Medium/Long	--	Administrative Actions
	Work closely with the West Aurora School District #129 to ensure the community is well served by a quality public high school and secondary education.	Short/Medium/Long	District #129	Administrative Actions
	Expand the West Water Treatment Plant to accommodate future growth and development, as necessary.	Short/Medium/Long	--	Capital Improvement Plan
	Annually evaluate the feasibility of realigning service district boundaries to reflect existing or future Village boundaries.	Short/Medium/Long	Various service providers	Administrative Actions
	Coordinate with West Aurora District 129, Messenger Public Library, the Village Police Department or other potential partners to provide a series of community meeting or event spaces.	Short	District #129, Messenger Public Library District	Administrative Actions
Collaborating, Communicating, & Aligning Resources to Achieve Plan Goals & Objectives				
Topic	Action	Time Frame	Other Participants	Tools, Techniques, & Resources
Foster a culture of collaboration among partners in order to successfully implement the Plan and establish North Aurora as "the place to do business."	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.	Short	--	Administrative Actions
	Integrate Comprehensive Plan recommendations and policies into development of the annual budget.	Short	--	Administrative Actions
	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.	Short	--	Administrative Actions
	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, streetscaping, gateways, and wayfinding.	Short	--	Administrative Actions; Consultant Assistance
	Establish a comprehensive economic development strategy that addresses marketing, financing, regulations and development review, incentives, and other factors as described in the Comprehensive Plan.	Short	Aurora Chamber of Commerce	Administrative Actions; Consultant Assistance

Updating the Regulatory Framework to Achieve Plan Goals & Objectives				
Topic	Action	Time Frame	Other Participants	Tools, Techniques, & Resources
Ensure development regulations are aligned with the recommendations and vision of the Comprehensive Plan.	Review development regulations to ensure residential areas west of Route 31 are properly buffered and insulated from traffic, noise, light, etc.	Short	--	Administrative Actions
	Review and amend the zoning ordinance to allow smaller lot sizes to provide additional flexibility for residential development.	Short	--	Administrative Actions
	Require new subdivisions to provide appropriate buffers against adjacent non-residential development.	Short	--	Administrative Actions
	Require the creation of owners associations for existing and future multi-parcel private developments to avoid fragmentation of private road maintenance.	Short	--	Administrative Actions
	Amend zoning regulation and district boundaries to allow residents in older portions of the community to invest in home expansion and rehabilitation.	Short	--	Administrative Action
	Require subdivisions to identify and preserve wetlands, floodplains, wooded areas, etc. through conservation design and cluster development.	Short	--	Administrative Actions
	Amend the Planned Unit Development General Standards (Chapter 5.4 of the Village zoning ordinance) to require adequate usable open space as a part of new residential development, and/or preserving land that could accommodate a larger community park that could be developed as the community's population growth continues.	Short	--	Administrative Actions
	Use regulations or incentives to preserve mature trees and incorporate them into new residential and commercial developments.	Short		Administrative Actions
	Enforce non-conforming provisions (Chapter 5 of the Village Zoning Ordinance), when applicable, on non-conforming single-family homes and encourage absorption of these properties for both standalone or assemblage opportunities.	Short	--	Administrative Actions
	Review development regulations for the B-3 Central Business zoning district to better align parking and landscaping requirements with parcel size and site capacity.	Short	--	Administrative Actions
	Evaluate the development of regulatory overlays for zoning and signage that could relax restrictions to make commercial and industrial properties more desirable for development.	Short	--	Administrative Actions
	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.	Short	--	Administrative Actions
	Re-assess the commercial land use classifications in the Zoning Ordinance to ensure it is better aligned with Comprehensive Plan objectives.	Short	--	Administrative Actions
	Require development to integrate attractive building materials and design elements on all facades, especially for outlot uses and those with rear parking areas.	Short	--	Administrative Action
	Require all parking lots to be screened by decorative fencing or landscaping, especially when they front on public streets.	Short	--	Administrative Actions
	Require development to integrate attractive building materials and design elements on all facades, especially for outlot uses and those with rear parking areas.	Short	--	Administrative Actions
	Require development to allocate room for decorative public design elements such as gateway signs, decorative lighting, benches, and other amenities.	Short	--	Administrative Action
	Re-evaluate the existing sidewalk construction requirements and sequencing to prevent "sidewalks to nowhere" in future subdivisions.	Short	--	Administrative Actions
	Where development is within ½-mile of existing or anticipated Pace bus service, require design plans to conform to the recommendations of Pace's Transit Supportive Guidelines for the Chicagoland Region, and encourage participation in Pace's Design Review Assistance for Transit (DRAFT) program.	Short	Pace	Administrative Actions
	Amend Planned Unit Development General Standards (Chapter 5.4 of the Village zoning ordinance) to specifically require the accommodation of trails as a part of new development in order to provide access to connecting trail segments and local destinations.	Short	--	Administrative Actions
	Require development to provide on-site pedestrian connections between the public sidewalk and building entrances.	Short	--	Administrative Actions
	Require development to be buffered from and mitigate impacts on the Fox River, wetlands, floodplains, and other natural features.	Short	--	Administrative Action
	Align development regulations with best practices in green infrastructure and detention.	Short	--	Administrative Actions
	Require integration of open spaces that can accommodate usable parks, trails, and stormwater detention facilities within new developments.	Short	--	Administrative Action