



VILLAGE OF POPLAR GROVE

"A Great Place to Call Home"

PLANNING & ZONING COMMISSION

Wednesday, April 24, 2024 - 6:00 PM

200 N. Hill Street, Poplar Grove, IL 61065

AGENDA

CALL TO ORDER

ROLL CALL

APPROVAL OF AGENDA

APPROVAL OF MINUTES

- [1.](#) Motion to approve Planning and Zoning Commission Meeting minutes from October 25, 2023.
- [2.](#) Motion to approve Planning and Zoning Commission meeting minutes from November 29, 2023.
- [3.](#) Motion to approve Planning and Zoning Commission meeting minutes from January 24, 2024.

PUBLIC COMMENTS: *(General Comments)*

OLD BUSINESS

- [4.](#) Reconvene Case **2024-01**; Village of Poplar Grove, 200 North Hill Street (TA): The applicant, The Village of Poplar Grove, 200 North Hill Street, Poplar Grove, IL 61065 is proposing an amendment to the Poplar Grove Zoning Ordinance pertaining to Sections 8-2-3 Definitions; 8-7 Zoning Districts and Land Use Regulations to create a new subsection 13 to be entitled "Shipping Container"; 8-6-2 Agricultural/Rural District (A-1); 8-6-9 General Business District (GB); 8-6-10 Central Business District (CB); 8-6-11 Light Industrial District (LI); 8-6-12 Heavy Industrial District (HI) and Permitted Use(s) in accordance with Section 8-5-4 Text Amendment. The request will allow shipping containers in certain zoning districts.

NEW BUSINESS

- [5.](#) Comprehensive Land Use Plan Presentation, Studio GWA
6. Motion to discuss/approve Comprehensive Land Use Plan.

7. **Case 2024-02** The applicant Steve Thomas on behalf of Bel Air Estates, LTD has applied for an amendment to his existing Special Use/Planned Development with Special Use Permit Number 2018-03, which was originally granted to Steve Thomas at 11619 Illinois Route 76, Poplar Grove, Illinois 61065 (commonly known as the Poplar Grove Airport). The Village of Poplar Grove Zoning Code allows Planned Developments per section 8-5-8. The PIN Numbers of the property are as follows: 05-02-200-004, 05-01-100-011, 05-01-300-014, 05-02-200-006 and 05-01-101-010. The purpose of the proposed Special Use Amendment is to allow residential uses to be constructed within certain hangars within the Poplar Grove Airport. The property is currently zoned GB (General Business). As part of this Special Use Permit/Planned Development amendment, a new hangar is being proposed which will allow residences in the hangars.

ADJOURNMENT

KJ 04/19/2024



VILLAGE OF POPLAR GROVE

"A Great Place to Call Home"

PLANNING & ZONING COMMISSION

Wednesday, October 25, 2023 - 6:00 PM

200 N. Hill Street, Poplar Grove, IL 61065

MINUTES

CALL TO ORDER

The meeting called to order at 6:00 pm by Clerk Anderberg.

Attorney Szeto announced due to Chairwomen Roberts being absent that Commissioner Nate Sroka would chair the meeting.

ROLL CALL

PRESENT

Commissioner Kim Krawczk
Commissioner Nate Sroka
Commissioner Darrell McFarlin
Commissioner Al Tilford
Clerk Karri Anderberg
Building Official Ken Garrett
Attorney Aaron Szeto

ABSENT

Chairwomen Jessica Roberts
Commissioner Jason Vodnansky

APPROVAL OF AGENDA

Motion made by Commissioner Krawczk, Seconded by Commissioner McFarlin.

Voting Yea: Commissioner Krawczk, Commissioner Sroka, Commissioner McFarlin,
Commissioner Tilford

APPROVAL OF MINUTES

1. Motion to approve Planning and Zoning Meeting minutes from May 24, 2023
2. Motion to approve Planning and Zoning Meeting minutes from August 23, 2023

Motion made by Commissioner Krawczk, Seconded by Commissioner McFarlin.
Voting Yea: Commissioner Krawczk, Commissioner Sroka, Commissioner McFarlin,
Commissioner Tilford

PUBLIC COMMENTS: *(General Comments)*

No public comment

NEW BUSINESS

3. **Case 2023-04;** Village of Poplar Grove, 200 North Hill Street (TA): The applicant, The Village of Poplar Grove, 200 North Hill Street, Poplar Grove, IL 61065 is proposing an amendment to the Poplar Grove Zoning Ordinance pertaining to Sections 8-6-3 Residential Estate District; 8-6-4 Single Family Residential I District (R-1); 8-6-5 Single Family Residential 2 District (R-2); 8-6-6 Single Family Residential 3 District (R-3) Land Use Districts and Permitted Use(s) in accordance with Section 8-5-4 Text Amendment. The request will allow Hens in Residential Areas.
The public Hearing opened at 6:04 pm
Building Official Ken Garrett was sworn in at 6:04 pm, summarized the ordinance. Official Garrett stated There's a \$25 permit fee. Initially, the maximum of permits that will be issued is 15. Garrett stated that he would like clarification on the number of permits. Is it 15 in total or 15 in the first year? As part of the permit application, the village will come out and do a site inspection. Residents will have to show the Village the location of where it's proposed and there's some requirements that have to be confirmed where this will be. After the permit is issued, the applicant must register with the Illinois Department of Agriculture, livestock, premises registration, they have 30 days to do that. submit a copy to the village. As part of the application, the ordinance is asking for adjacent owners to sign off on the owner that wants the chimney. The coop slash run is limited to 100 square feet in size. Garrett stated that the commissioners should clarify whether a coop is required or we can just have chickens run around in an area. The minimum requirement per hen is five square feet. Garrett stated that if a resident had six of hens, you'd have to have at least 30 square feet of area for the chicken. Residents must maintain the area. The maximum number of chickens you can have are six. Garrett started that the coop must be in the rear yard.
Clerk Anderberg asked if it would be a good idea to put in the ordinance that HOA sign off is required.
Commissioners asked questions and discussed possible changes.

Amy Ekberg - Ms. Ekberg stated she has a huge problem with the adjacent neighbors having to sign off on it. That might not be the case for some of my pilot participants that have said that they want to participate in the pilot. Ms. Ekberg stated that she has 9 families that are interested in the program.

Attorney Szeto suggested Planning and Zoning come back next month to go over the changes that were discussed.

The meeting was scheduled for November 29, 2023, due to the Thanksgiving holiday.

ADJOURNMENT

Motion made by Commissioner Sroka, Seconded by Commissioner Vodnansky. Motion passed by voice vote.



VILLAGE OF POPLAR GROVE

"A Great Place to Call Home"

PLANNING & ZONING COMMISSION

Wednesday, November 29, 2023 - 6:00 PM

200 N. Hill Street, Poplar Grove, IL 61065

MINUTES

CALL TO ORDER

The meeting called to order by Chairwomen Roberts at 6:00 pm

ROLL CALL

PRESENT

Chairwomen Jessica Roberts
Commissioner Kim Krawczk
Commissioner Nate Sroka
Commissioner Jason Vodnansky
Clerk Karri Anderberg
Attorney Aaron Szeto
Building Official Ken Garrett
ABSENT
Commissioner Darrell McFarlin
Commissioner Al Tilford

APPROVAL OF AGENDA

Motion made by Commissioner Krawczk, Seconded by Commissioner Vodnansky. Motion passed by voice vote.

PUBLIC COMMENTS: *(General Comments)*

No public comment

UNFINISHED BUSINESS

1. Case **2023-04**; Village of Poplar Grove, 200 North Hill Street (TA): The applicant, The Village of Poplar Grove, 200 North Hill Street, Poplar Grove, IL 61065 is proposing an amendment to the Poplar Grove Zoning Ordinance pertaining to Sections 8-6-3 Residential Estate District; 8-6-4 Single Family Residential I District (R-1); 8-6-5 Single Family Residential 2 District (R-2); 8-6-6 Single Family Residential 3 District (R-3) Land

Use Districts and Permitted Use(s) in accordance with Section 8-5-4 Text Amendment. The request will allow Hens in Residential Areas.

Building Official Ken Garrett was sworn in at 6:03 pm, delivered his report, and reviewed the Hen Ordinance and the pilot program.

Amy Ekberg - Came in support of the pilot program and suggested changes to the ordinance.

Commissioners asked questions about the pilot program.

Commissioner Sorka asked because the pilot program is 18 months long would they have to renew at 12 months or 18 months? Staff recommendation is wait until the 18 month and if the board extends the pilot program then residents would renew at that time and then 12 months going forward.

Motion made by Commissioner Krawczk, Seconded by Commissioner Sroka to approve ordinance with suggested changes.

Voting Yea: Chairwomen Roberts, Commissioner Krawczk, Commissioner Sroka, Commissioner Vodnansky

ADJOURNMENT

Motion made by Commissioner Sroka, Seconded by Commissioner Vodnansky. Motion passed by voice vote.

Meeting adjourned at 6:40pm



VILLAGE OF POPLAR GROVE

"A Great Place to Call Home"

PLANNING & ZONING COMMISSION

Wednesday, January 24, 2024 - 6:00 PM

200 N. Hill Street, Poplar Grove, IL 61065

MINUTES

CALL TO ORDER

The meeting was called to order at 6:00pm by Chairwomen Roberts

ROLL CALL

PRESENT

Chairwomen Jessica Roberts
Commissioner Amy Ekberg
Commissioner Kim Krawczk
Commissioner Nate Sroka
Commissioner Melissa Robinson
Clerk Karri Anderberg
Attorney Aaron Szeto
Building Official Ken Garrett

ABSENT

Commissioner Darrell McFarlin
Commissioner Al Tilford

Clerk Anderberg asked if it would be a good idea to put in the ordinance that HOA sign off is required.

APPROVAL OF AGENDA

Motion made by Commissioner Sroka, Seconded by Commissioner Krawczk. Motion passed by voice vote.

APPROVAL OF MINUTES

PUBLIC COMMENTS: *(General Comments)*

no public comment

NEW BUSINESS

1. Swearing in of the new Planning and Zoning Commissioners.
Amy Ekberg and Melissa Robinson were sworn in before the meeting.
2. **Case 2024-01**; Village of Poplar Grove, 200 North Hill Street (TA): The applicant, The Village of Poplar Grove, 200 North Hill Street, Poplar Grove, IL 61065 is proposing an amendment to the Poplar Grove Zoning Ordinance pertaining to Sections 8-2-3 Definitions; 8-7 Zoning Districts and Land Use Regulations to create a new subsection 13 to be entitled "Shipping Container"; 8-6-2 Agricultural/Rural District (A-1); 8-6-9 General Business District (GB); 8-6-10 Central Business District (CB); 8-6-11 Light Industrial District (LI); 8-6-12 Heavy Industrial District (HI) and Permitted Use(s) in accordance with Section 8-5-4 Text Amendment. The request will allow shipping containers in certain zoning districts.
Public hearing opened and Building Official Ken Garrett was sworn in at 6:02 pm
Official Ken Garrett went over the ordinance and how shipping conditioners would be allowed in the Village.
Attorney Szeto stated that this is a working ordinance and that changes might need to be made as shipping containers come into the village.
Commissioners asked questions.
Motion made by Commissioner Ekberg, Seconded by Commissioner Sroka to approve case 2024-01.
Voting Yea: Chairwomen Roberts, Commissioner Ekberg, Commissioner Krawczk, Commissioner Sroka, Commissioner Robinson

ADJOURNMENT

Motion made by Commissioner Sroka, Seconded by Commissioner Krawczk. Motion passed by voice vote.

Meeting adjourned at 6:31 pm



VILLAGE OF POPLAR GROVE

"A Great Place to Call Home"

200 N. Hill Street, Poplar Grove, IL 61065

Phone: (815) 765-3201 – Fax: (815)765-3571

<https://www.poplargo-ill.gov/>

Date: March 4, 2024

To: Rockford Register Star

From: Ken Garrett, Zoning Official

Re: Notice of Poplar Grove Planning and Zoning Commission—March 27th, 2024

Please publish the attached public hearing notice for the Poplar Grove Planning and Zoning Commission meeting one time, no later than **Monday, March 11th, 2024**. If you have questions, please call (815) 765-3201.

Please let me know when this item will be published.

After publication, forward a copy of the certificate of publication and please forward the invoice to:

Village of Poplar Grove
200 N. Hill Street
Poplar Grove, IL 61065
815-765-3201

**NOTICE OF PUBLIC HEARING
POPLAR GROVE PLANNING AND ZONING COMMISSION**

Notice is hereby given that the Village of Poplar Grove Planning and Zoning Commission will hold a public hearing on Wednesday, March 27th, 2024 at 6:00 pm in the Village Board Room, 200 North Hill Street, Poplar Grove, Illinois, 61065 upon the following:

The applicant, The Village of Poplar Grove, 200 North Hill Street, Poplar Grove, IL 61065 is proposing an amendment to the Poplar Grove Zoning Ordinance pertaining to Sections 8-2-3 Definitions; 8-7 Zoning Districts and Land Use Regulations to create a new subsection 13 to be entitled "Shipping Container"; 8-6-2 Agricultural/Rural District (A-1); 8-6-9 General Business District (GB); 8-6-10 Central Business District (CB); 8-6-11 Light Industrial District (LI); 8-6-12 Heavy Industrial District (HI) in accordance with Section 8-5-4 Text Amendment. The request will allow shipping containers in certain zoning districts.

The proposed text amendment is available for public review at the Poplar Grove Planning Office (200 N. Hill Street, Poplar Grove, IL) during regular business hours.

All persons interested in the petitions may attend and be heard at the stated time and place.

Ken Garrett
Zoning Official

ORDINANCE 2024-04

**AN ORDINANCE OF THE VILLAGE OF POPLAR GROVE, ILLINOIS AMENDING
THE VILLAGE’S CODE OF ORDINANCES TO ALLOW FOR USE OF SHIPPING
CONTAINERS IN CERTAIN ZONING DISTRICTS**

WHEREAS, the Village of Poplar Grove, Illinois (“Village”) has adopted a Code of Ordinances (“Village Code”); and

WHEREAS, the Village Board of Trustees desires to consider allowing the use of shipping containers in specific zoning districts and in accordance with certain regulations; and

WHEREAS, the Village now desires to amend Chapter 2 (Rules and Definitions) of Title 8 (Zoning), to provide a definition of shipping containers; and

WHEREAS, the Village now desires to amend Chapter 6 (Land Use Districts and Permitted Use) of Title 8 (Zoning), to allow for the use of shipping containers in specific zoning districts as set forth herein; and

WHEREAS, the Village desires to further amend Chapter 7 (Zoning Districts and Land Use Regulations) of Title 8 (Zoning) to add a new Section 13 regulating the use of shipping containers in specific zoning districts as set forth herein; and

WHEREAS, the Village has determined that such amendment is in the best interest of the Village and its citizens.

NOW THEREFORE, be it ordained by the President and Board of Trustees for the Village of Poplar Grove, Illinois, as follows.

1. The above-recitals are incorporated herein and made a part hereof.
2. That Section 8-2-3 of the Village Code providing for “Definitions” is amended to add a definition of the term “Shipping Container” which shall read as follows: (deletions identified by strikethroughs and additions by bold and underline):

“Shipping Container”. A unit originally used or designed to store goods or other merchandise during shipping or hauling by a vehicle, including but not limited to rail cars of any kind, truck trailers, or multi-modal shipping containers or similar structures and are typically constructed of metal and or steel. Shipping Containers shall be considered an accessory structure.

3. That Title 8, Chapter 7 of the Village Code is hereby amended to include a new Section 13 governing “Shipping Containers” and which new section shall read as follows (deletions identified by strikethroughs and additions by bold and underline):

“8-7-13: Shipping Containers:

A. Applicability. Shipping Containers are allowed as a permanent accessory structure in the Agricultural (A1), General Business (GB), Central Business (CB), Light Industrial (LI) and Heavy Industrial (HI) zoning districts, subject to adherence to the below standards and conditions:

- 1. Special Use Permit. A special use permit shall be obtained prior to any Shipping Container being permitted to be located or utilized on any property.**
- 2. The location of a Shipping Container shall conform to the following setback requirements:**

<u>Agricultural District</u>	<u>50 ft. (front)</u>	<u>10 ft. (side)</u>	<u>15 ft. (rear)</u>
<u>General Business District</u>	<u>15 ft. (front)</u>	<u>10 ft. (side)</u>	<u>15 ft. (rear)</u>
<u>Central Business District</u>	<u>15 ft. (front)</u>	<u>10 ft. (side)</u>	<u>15 ft. (rear)</u>
<u>Light Industrial District</u>	<u>30 ft. (front)</u>	<u>10 ft. (side)</u>	<u>15 ft. (rear)</u>
<u>Heavy Industrial District</u>	<u>30 ft. (front)</u>	<u>10 ft. (side)</u>	<u>15 ft. (rear)</u>

No Shipping Container shall be located within any easement area.

- 3. The maximum number of Shipping Containers on any site shall be as follows:**

<u>Agricultural District</u>	<u>5 Containers</u>
<u>General Business District</u>	<u>1 Container</u>
<u>Central Business District</u>	<u>1 Container</u>
<u>Light Industrial District</u>	<u>1 Container/acre, max. of 3 total</u>
<u>Heavy Industrial District</u>	<u>1 Container/acre, max. of 3 total</u>

- 4. Shipping Containers shall not exceed eight (8) feet in width, sixty (60) feet in length and ten (10) feet in height. Stacking of Shipping Containers is not permitted.**
- 5. Shipping Containers shall be placed on a level surface of asphalt or concrete.**
- 6. Use of a Shipping Container must be related to the primary use or business located on the property upon which the Shipping Container is located. The contents of a Shipping Container shall be disclosed to the Village.**
- 7. If a Shipping Container is used for the cold storage of items related to the primary use or business located on the property, the Shipping Container must be located in the rear yard of the property. If the use**

of a Shipping Container involves human occupancy related to the primary use or business located on the property, then the Shipping Container may be located in the front or side yard of the property. Any Shipping Container involving human occupancy shall conform with any and all applicable law, rules and regulations, including, but not limited to conformance with any laws, rules, and regulations regarding human occupancy and obtaining any and all applicable permits and licenses.

8. Shipping Containers must be maintained in a good condition and must be painted to match or be harmonious with the principal structure on the property. Shipping Containers shall be maintained in a rust-free condition.

9. The Village reserves the right to require screening and/or buffering of a Shipping Container.

10. Violators of any of the regulations in this Section shall be subject to a fine of not less than \$100 nor more than \$500, at the discretion of the Village. Each day that a violation exists shall constitute a separate offense.”

B. Notwithstanding the foregoing, the Village may allow for the use of Shipping Containers on Village owned property and such use shall not be subject to the requirements of this Section with the exception that such Shipping Containers shall 1) be placed on a level surface of asphalt or concrete; and 2) be maintained in a good condition and must be painted to match or be harmonious with the principal structure on the property and shall be maintained in a rust-free condition.

4. That Section 8-6-2(c)(2) of the Village Code regarding the list of allowable accessory uses by special use permit in the Agricultural/Rural District (A1) is hereby amended to add the use of shipping containers to read as follows (deletions identified by strikethroughs and additions by bold and underline):

2. Permitted by Special Use:

Detached Guest House

Employee Living Quarters

In-family Suites

Migrant Labor Camp

Private Clubhouse

Cemetery Related Activities

Mini WECS

Shipping Containers

5. That Section 8-6-9(c)(2) of the Village Code regarding the list of allowable accessory uses by special use permit in the General Business District (GB) is hereby amended to add the use of shipping containers to read as follows (deletions identified by strikethroughs and additions by bold and underline):

2. Permitted by Special Use:

Private Recreational Facility

Cemetery Related Activities

Accessory Apartment

Private Clubhouse

Beer Garden

Stadiums/Grandstands

Mini WECS

Outdoor Storage Accessory to Self-Service Storage Facilities

Shipping Containers

6. That Section 8-6-10(c)(2) of the Village Code regarding the list of allowable accessory uses by special use permit in the Central Business District (CB) is hereby amended to add the use of shipping containers to read as follows (deletions identified by strikethroughs and additions by bold and underline):

2. Permitted by Special Use:

Private Recreational Facility

Accessory Apartment

Private Clubhouse

Beer Garden

Stadiums/Grandstands

Mini WECS

Shipping Containers

7. That Section 8-6-11(c)(2) of the Village Code regarding the list of allowable accessory uses by special use permit in the Light Industrial District (LI) is hereby amended to add the use of shipping containers to read as follows (deletions identified by strikethroughs and additions by bold and underline):

2. Permitted by Special Use:

Private Recreational Facility

Cemetery Related Activities

Private Clubhouse

Beer Garden

Stadiums/Grandstands

Mini WECS

Shipping Containers

8. That Section 8-6-12(c)(2) of the Village Code regarding the list of allowable accessory uses by special use permit in the Heavy Industrial District (HI) is hereby amended to add the use of shipping containers to read as follows (deletions identified by strikethroughs and additions by bold and underline):

2. Permitted by Special Use:

Private Recreational Facility

Stadiums/Grandstands

Mini WECS

Shipping Containers

9. Except as amended in this Ordinance, all other provisions and terms of Village Code of Ordinances shall remain in full force and effect as previously enacted except that those ordinances, or parts thereof, in conflict herewith are hereby repealed to the extent of such conflict.
10. This Ordinance shall be in full force and effect from after its passage, approval, and publication in pamphlet form as provided by law.

PASSED UPON MOTION BY _____

SECONDED BY _____

BY ROLL CALL VOTE THIS _____ DAY OF _____, 2024

AS FOLLOWS:

VOTING "AYE": _____

VOTING "NAY": _____

ABSENT, ABSTAIN, OTHER _____

APPROVED _____, 2024

ATTEST:

CLERK

PRESIDENT

8-6-2. AGRICULTURAL/RURAL DISTRICT (A-1).

A. Description and Purpose. This district is intended to permit development that is solely of a rural character. The land use standards for this district permit very low density single-family residential development at one dwelling unit for every 40 gross acres, as well as a variety of agricultural related uses. Density and intensity standards ensure that development requiring a minimum of urban services does not occur until such services are available. The Agricultural/Rural District (A-1) shall either serve as a development/conservation designation (preserving and protecting agricultural activities such as hobby farming and rural residential areas) that will not be developed further or as a holding zone which allows

for interim land uses (agricultural and low density single-family residential uses compatible with farming). This district allows for a reasonable economic use of the land until urban services are available for further development according to the comprehensive master plan.

B. List of Allowable Principal Land Uses:

1. Permitted by Right:

Single-family Detached

Modular Home

Cultivation

Agricultural Retail

Public Parks and Open Space

Utilities

Wireless Communication Facility

2. Permitted by Special Use:

Husbandry

Intensive Agriculture

Agricultural Service

Public and Private Institutional

Institutional Residential

Outdoor Sales/Service (entertainment orientated)

Animal Boarding

Indoor Lodging (bed and breakfast)

Camping Facilities

Airport/Heliport

Rail Transit Station

Composting Related Use

Planned WECS

Non-building mounted solar collectors for export of energy for use by an electrical utility.

C. List of Allowable Accessory Uses:

-
1. Permitted by Right:
 - Garden/Tool Shed
 - Children's Playhouse
 - Private Recreational Facility
 - Private Stable
 - Agricultural Buildings
 - Home Occupation
 - Private Swimming Pool
 - Private Residential Garage
 2. Permitted by Special Use:
 - Detached Guest House
 - Employee Living Quarters
 - In-family Suites
 - Migrant Labor Camp
 - Private Clubhouse
 - Cemetery Related Activities
 - Mini WECS
- D. List of Allowable Temporary Uses:
- Contractor's On-site Equipment Storage Facility
 - Contractor's Project Office
 - On-site Real Estate Sales Office
 - General Temporary Outdoor Sales
 - Tents for Special Events
 - Seasonal Outdoor Sales of Farm Products
 - Re-locatable Building
 - Construction Dumpster
 - Garage Sales
- E. Regulations Applicable to All Uses:
1. Landscaping Regulations (See Ch. 10).
 2. Performance Standards (See Ch. 10).
 3. Signage Regulations (See Ch. 11).
 4. Minimum Off-Street Parking Spaces (See Ch. 10).
- F. Bulk Regulations:
1. Minimum Lot Area: 40 acres.

-
2. Minimum Lot Width: 250 feet.
 3. Minimum Street Frontage: 250 feet.
 4. Primary Structure Minimum Setbacks:
 - a. Front Lot Line: 50 feet.
 - b. Side Lot Line: 20 feet.
 - c. Rear Lot Line: 50 feet.
 5. Accessory Structure Minimum Setbacks:
 - a. Front Lot Line: 50 feet.
 - b. Side Lot Line: ten feet.
 - c. Rear Lot Line: ten feet.
 6. Paved Surface Setback: three feet from side or rear; ten feet from street; (driveways established prior to adoption date of this chapter are exempted).
 7. Minimum Dwelling Unit Separation: 40 feet.
 8. Primary Structure Maximum Height: 35 feet (except agricultural structures).
 9. Minimum Floor Area: 1,500 square feet.

(Ord. 2012-012, 3-13-2012; Ord. No. 2018-21, § 2, 9-19-2018)

8-6-3. RESIDENTIAL ESTATE DISTRICT (RE).

- A. Description and Purpose. This district is similar in purpose as the Agricultural/Rural District (A-1), except that it allows for low density single-family residential development, as well as hobby farming, but not a wide range of agricultural activities or livestock. Uses shall not produce any objectionable odors or noise to neighbors. Similar to the A-1 District, this district can function as either a development/conservation designation or as a holding district. As a development/conservation district, the ultimate build out of the land would be a maximum of one dwelling unit per ten acres. This allows for the potential to permanently protect areas of the Village for very low density residential development for those who want to live in a countryside environment. As a holding district, the maximum build out of these lands would be one dwelling unit per ten acres (unless urban services become available to allow the larger parcels to be rezoned then divided into smaller parcels if recommended in the comprehensive master plan).
- B. List of Allowable Principal Land Uses:
 1. Permitted by Right:
 - Single-family Detached
 - Modular Home
 - Cultivation
 - Public Parks and Open Space
 - Utilities
 - Wireless Communication Facility
 2. Permitted by Special Use:

Agricultural Retail
Public and Private Institutional
Institutional Residential
Animal Boarding
Indoor Lodging (bed and breakfast)

C. List of Allowable Accessory Uses:

1. Permitted by Right:
Garden/Tool Shed
Children's Playhouse
Private Recreational Facility
Home Occupation
Private Swimming Pool
Private Residential Garage
2. Permitted by Special Use:
Detached Guest House
Employee Living Quarters
In-family Suites
Agricultural Buildings
Private Clubhouse
Cemetery Related Activities
Mini WECS

D. List of Allowable Temporary Uses (See Section 8-5-9):

Contractor's On-site Equipment Storage Facility
Contractor's Project Office
On-site Real Estate Sales Office
Tents for Special Events
Re-locatable Building
Construction Dumpster
Garage Sales

E. Regulations Applicable to All Uses:

1. Landscaping Regulations (See Ch. 10).
2. Performance Standards (See Ch. 10).
3. Signage Regulations (See Ch. 11).
4. Minimum Off-Street Parking Spaces (See Ch.10).

F. Bulk Regulations:

1. Minimum Lot Area: ten acres.
2. Minimum Lot Width: 250 feet.
3. Minimum Street Frontage: 250 feet.
4. Primary Structure Minimum Setbacks:
 - a. Front Lot Line: 50 feet.
 - b. Side Lot Line: 20 feet.
 - c. Rear Lot Line: 50 feet.
5. Accessory Structure Minimum Setbacks:
 - a. Front Lot Line: 50 feet.
 - b. Side Lot Line: ten feet.
 - c. Rear Lot Line: ten feet.
6. Paved Surface Setback: three feet from side or rear; ten feet from street; (driveways established prior to adoption date of this chapter are exempted).
7. Minimum Dwelling Unit Separation: 40 feet.
8. Primary Structure Maximum Height: 35 feet (except agricultural structures).
9. Minimum Floor Area: 1,500 square feet.

(Ord. 2012-012, 3-13-2012)

8-6-4. SINGLE-FAMILY RESIDENTIAL 1 DISTRICT (R-1).

- A. Description and Purpose. The purpose of this district is to allow for the development of single-family detached residences at low densities so as to preserve the suburban residential character of the area. In order to preserve the suburban character of the district, and minimize the repetition of having all lots of minimum size, new developments of five residential lots or greater shall have a minimum of 20 percent of those lots be a minimum of 85 feet in lot width and 22,000 square feet in area.
- B. List of Allowable Principal Land Uses:
1. Permitted by Right:
 - Single-family Detached
 - Modular Home
 - Public Parks and Open Space
 - Utilities
 2. Permitted by Special Use:
 - Public and Private Institutional
 - Institutional Residential
 - Community Living Arrangements
 - Indoor Lodging (bed and breakfast)

(Supp. No. 6)

Created: 2022-11-09 15:17:55 [EST]

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- C. List of Allowable Accessory Uses:
1. Permitted by Right:
 - Garden/Tool Shed
 - Children's Playhouse
 - Home Occupation
 - Private Swimming Pool
 - Private Residential Garage
 2. Permitted by Special Use:
 - Detached Guest House
 - Employee Living Quarters
 - In-family Suites
 - Private Recreational Facility
 - Cemetery Related Activities
 - Mini WECS
- D. List of Allowable Temporary Uses (See Section 8-5-9):
- Contractor's On-site Equipment Storage Facility
 - Contractor's Project Office
 - On-site Real Estate Sales Office
 - Tents for Special Events
 - Re-locatable Building
 - Construction Dumpster
 - Garage Sales
- E. Regulations Applicable to All Uses:
1. Landscaping Regulations (See Ch. 10).
 2. Performance Standards (See Ch. 10).
 3. Signage Regulations (See Ch. 11).
 4. Minimum Off-Street Parking Spaces (See Ch. 10).
- F. Density and Intensity Requirements:
1. Minimum Zoning District Area: 20,000 square feet.
 2. Maximum Lot Coverage: 50 percent.
- G. Bulk Regulations:
1. Minimum Lot Area: 20,000 square feet.
 2. Minimum Lot Width: 80 feet.
 3. Minimum Street Frontage: 40 feet.

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4. Primary Structure Minimum Setbacks:
 - a. Front Lot Line: 30 feet.
 - b. Side Lot Line: 15 feet.
 - c. Total of Both Side Lot Lines: 35 feet.
 - d. Rear Lot Line: 30 feet.
 5. Accessory Structure Minimum Setbacks:
 - a. Front Lot Line: 30 feet.
 - b. Side Lot Line: five feet.
 - c. Rear Lot Line: five feet.
 6. Paved Surface Setback: three feet from side or rear; ten feet from street; (driveways established prior to adoption date of this chapter are exempted).
 7. Minimum Dwelling Unit Separation: 30 feet.
 8. Primary Structure Maximum Height: 35 feet.
 9. Minimum Floor Area: 2,000 square feet.

(Ord. 2012-012, 3-13-2012)

8-6-5. SINGLE-FAMILY RESIDENTIAL 2 DISTRICT (R-2).

- A. Description and Purpose. The purpose of this district is to allow for the development of single-family detached residences at moderate densities to accommodate existing developments within the Village. In order to maintain lots and structures within older neighborhoods which often cater to mixed incomes, some multi-family housing may be permitted by special use.
- B. List of Allowable Principal Land Uses:
 1. Permitted by Right:
 - Single-family Detached
 - Modular Home
 - Public Parks and Open Space
 - Utilities
 2. Permitted by Special Use:
 - Public and Private Institutional
 - Institutional Residential
 - Community Living Arrangements
 - Indoor Lodging (bed and breakfast)
 - Duplex
- C. List of Allowable Accessory Uses:
 1. Permitted by Right:

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- Garden/Tool Shed
 - Children's Playhouse
 - Home Occupation
 - Private Swimming Pool
 - Private Residential Garage
 - 2. Permitted by Special Use:
 - Detached Guest House
 - Employee Living Quarters
 - In-family Suites
 - Private Recreational Facility
 - Cemetery Related Activities
 - Mini WECS
 - D. List of Allowable Temporary Uses (See Section 8-5-9):
 - Contractor's On-site Equipment Storage Facility
 - Contractor's Project Office
 - On-site Real Estate Sales Office
 - Tents for Special Events
 - Re-locatable Building
 - Construction Dumpster
 - Garage Sales
 - E. Regulations Applicable to All Uses:
 - 1. Landscaping Regulations (See Ch. 10).
 - 2. Performance Standards (See Ch.10).
 - 3. Signage Regulations (See Ch. 11).
 - 4. Minimum Off-Street Parking Spaces (See Ch. 10).
 - F. Density and Intensity Requirements:
 - 1. Minimum Zoning District Area: 10,000 square feet.
 - 2. Maximum Lot Coverage: 50 percent.
 - G. Bulk Regulations:
 - 1. Minimum Lot Area: 10,000 square feet.
 - 2. Minimum Lot Width: 70 feet.
 - 3. Minimum Street Frontage: 40 feet.
 - 4. Primary Structure Minimum Setbacks:
 - a. Front Lot Line: 20 feet.

- b. Side Lot Line: ten feet.
 - c. Total of Both Side Lot Lines: 25 feet.
 - d. Rear Lot Line: 20 feet.
5. Accessory Structure Minimum Setbacks:
- a. Front Lot Line: 30 feet.
 - b. Side Lot Line: five feet.
 - c. Rear Lot Line: five feet.
6. Paved Surface Setback: three feet from side or rear; ten feet from street; (driveways established prior to adoption date of this chapter are exempted).
7. Minimum Dwelling Unit Separation: 12 feet.
8. Primary Structure Maximum Height: 35 feet.
9. Minimum Floor Area: 1,500 square feet.

(Ord. 2012-012, 3-13-2012)

8-6-6. SINGLE FAMILY RESIDENTIAL 3 DISTRICT (R-3).

- A. Description and Purpose. The purpose of this district is to allow for the development of single-family detached residences at high densities to accommodate existing developments within the Village.
- B. List of Allowable Principal Land Uses:
- 1. Permitted by Right:
 - Single Family Detached
 - Modular Home
 - Duplex
 - Public Parks and Open Space
 - Utilities
 - 2. Permitted by Special Use:
 - Public and Private Institutional
 - Institutional Residential
 - Community Living Arrangements
 - Indoor Lodging (bed and breakfast)
 - Daycare Facilities
 - Boarding Houses
 - Mobile Home Park/Subdivision
- C. List of Allowable Accessory Uses:
- 1. Permitted by Right:
 - Garden/Tool Shed

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- Children's Playhouse
 - Home Occupation
 - Private Swimming Pool
 - Private Residential Garage
 - 2. Permitted by Special Use:
 - Accessory Apartment
 - In-family Suites
 - Private Recreational Facility
 - Cemetery Related Activities
 - Mini WECS
 - D. List of Allowable Temporary Uses (See Section 8-5-9):
 - Contractor's On-site Equipment Storage Facility
 - Contractor's Project Office
 - On-site Real Estate Sales Office
 - Tents for Special Events
 - Re-locatable Building
 - Construction Dumpster
 - Garage Sales
 - E. Regulations Applicable to All Uses:
 - 1. Landscaping Regulations (See Ch. 10).
 - 2. Performance Standards (See Ch. 10).
 - 3. Signage Regulations (See Ch. 11).
 - 4. Minimum Off-Street Parking Spaces (See Ch. 10).
 - F. Density and Intensity Requirements:
 - 1. Minimum Zoning District Area: 7,000 square feet.
 - 2. Maximum Lot Coverage: 65 percent.
 - G. Bulk Regulations:
 - 1. Minimum Lot Area: 7,000 square feet.
 - 2. Minimum Lot Width: 60 feet.
 - 3. Minimum Street Frontage: 40 feet.
 - 4. Primary Structure Minimum Setbacks:
 - a. Front Lot Line: 30 feet.
 - b. Side Lot Line: ten feet or zero feet along common wall.
 - c. Total of Both Side Lot Lines: 20 feet; zero feet along common wall.

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- d. Rear Lot Line: 30 feet.
 - 5. Accessory Structure Minimum Setbacks:
 - a. Front Lot Line: 30 feet.
 - b. Side Lot Line: five feet.
 - c. Rear Lot Line: five feet.
 - 6. Paved Surface Setback: three feet from side or rear; ten feet from street; (driveways established prior to adoption date of this chapter are exempted).
 - 7. Minimum Dwelling Unit Separation: 20 feet; zero feet along common wall.
 - 8. Primary Structure Maximum Height: 35 feet for single-family; 45 feet for multi-family.
 - 9. Minimum Floor Area Per Dwelling Unit: 840 square feet.

(Ord. 2012-012, 3-13-2012)

8-6-7. MIXED RESIDENTIAL DISTRICT (R-5).

- A. Description and Purpose. This district is intended to permit residential development that has a higher density than other residential districts with two or more dwelling units per building. Various types of residential uses are permitted within this district: two unit structures, townhouses and multiple-family buildings. The maximum density for the mixed residential district is for 14 dwelling units per acre.
- B. List of Allowable Principal Land Uses:
 - 1. Permitted by Right:
 - Modular Home
 - Duplex
 - Multi-Family Buildings
 - Public Parks and Open Space
 - Utilities
 - 2. Permitted by Special Use:
 - Public and Private Institutional
 - Institutional Residential
 - Community Living Arrangements
 - Indoor Lodging (bed and breakfast)
 - Daycare Facilities
 - Boarding Houses
 - Mobile Home Park/Subdivision
- C. List of Allowable Accessory Uses:
 - 1. Permitted by Right:
 - Garden/Tool Shed

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- Children's Playhouse
 - Home Occupation
 - Private Swimming Pool
 - Private Residential Garage
 - 2. Permitted by Special Use:
 - Accessory Apartment
 - In-family Suites
 - Private Recreational Facility
 - Cemetery Related Activities
 - Mini WECS
 - F. List of Allowable Temporary Uses (See Section 8-5-9):
 - Contractor's On-site Equipment Storage Facility
 - Contractor's Project Office
 - On-site Real Estate Sales Office
 - Tents for Special Events
 - Re-locatable Building
 - Construction Dumpster
 - Garage Sales
 - G. Regulations Applicable to All Uses:
 - 1. Landscaping Regulations (See Ch. 10).
 - 2. Performance Standards (See Ch. 10).
 - 3. Signage Regulations (See Ch. 11).
 - 4. Minimum Off-Street Parking Spaces (See Ch. 10).
 - H. Density and Intensity Requirements:
 - 1. Minimum Zoning District Area: 5,000 square feet.
 - 2. Maximum Lot Coverage: 75 percent.
 - I. Bulk Regulations:
 - 1. Minimum Lot Area: 3,000 square feet per dwelling unit.
 - 2. Minimum Lot Width: 60 feet; 20 feet for townhouses.
 - 3. Minimum Street Frontage: 40 feet; 20 feet for townhouses.
 - 4. Primary Structure Minimum Setbacks:
 - a. Front Lot Line: 30 feet.
 - b. Side Lot Line: ten feet or zero feet along common wall.
 - c. Total of Both Side Lot Lines: 20 feet; zero feet along common wall.

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- d. Rear Lot Line: 30 feet.
 - 5. Accessory Structure Minimum Setbacks:
 - a. Front Lot Line: 30 feet.
 - b. Side Lot Line: five feet.
 - c. Rear Lot Line: five feet.
 - 6. Paved Surface Setback: three feet from side or rear; ten feet from street; (driveways established prior to adoption date of this chapter are exempted).
 - 7. Minimum Dwelling Unit Separation: 20 feet; zero feet along common wall.
 - 8. Primary Structure Maximum Height: 35 feet for single-family; 45 feet for multi-family.
 - 9. Minimum Floor Area Per Dwelling Unit: 840 square feet.

(Ord. 2012-012, 3-13-2012)

8-6-8. NEIGHBORHOOD BUSINESS DISTRICT (NB).

- A. Description and Purpose. This district is intended to permit low-intensity, high-quality, small-scale office, commercial and institutional development that is compatible with residential neighborhoods and located at appropriate areas within or directly adjacent to residential development. It may be appropriate to transition certain nonresidential uses with existing homes. Requirements of this district are intended to ensure that the nonresidential uses allowed in the NB District are compatible with the residential uses adjacent to or within the district.
- B. List of Allowable Principal Land Uses:
 - 1. Permitted by Right:
 - Personal or Professional Service
 - Daycare Facility
 - Public Parks and Open Space
 - Utilities
 - 2. Permitted by Special Use:
 - Public and Private Institutional
 - Indoor Retail Sales/Service
 - Single-family Detached
 - Multi-family Buildings
 - Indoor Lodging (bed and breakfast)
 - Indoor Entertainment Sales/Service
- C. List of Allowable Accessory Uses:
 - 1. Permitted by Right:
 - Garden/Tool Shed
 - Children's Playhouse

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- Home Occupation
 - Private Swimming Pool
 - Private Residential Garage
 - 2. Permitted by Special Use:
 - Private Recreational Facility
 - Cemetery Related Activities
 - Mini WECS
 - D. List of Allowable Temporary Uses (See Section 8-5-9):
 - Contractor's On-site Equipment Storage Facility
 - Contractor's Project Office
 - On-site Real Estate Sales Office
 - General Temporary Outdoor Sales
 - Tents for Special Events
 - Re-locatable Building
 - Construction Dumpster
 - E. Regulations Applicable to All Uses:
 - 1. Landscaping Regulations (See Ch. 10).
 - 2. Performance Standards (See Ch. 10).
 - 3. Signage Regulations (See Ch. 11).
 - 4. Minimum Off-Street Parking Spaces (See Ch. 10).
 - F. Density and Intensity Requirements:
 - 1. Minimum Zoning District Area: 10,000 square feet.
 - 2. Maximum number of floors: two.
 - 3. Maximum Lot Coverage: 65 percent.
 - G. Bulk Regulations:
 - 1. Minimum Lot Area: 10,000 square feet.
 - 2. Minimum Lot Width: 80 feet.
 - 3. Minimum Street Frontage: 40 feet.
 - 4. Primary Structure Minimum Setbacks:
 - a. Front Lot Line: 15 feet.
 - b. Side Lot Line: ten feet; zero feet along common wall.
 - c. Total of Both Side Lot Lines: 20 feet; zero feet along common wall.
 - d. Rear Lot Line: 30 feet.
 - 5. Accessory Structure Minimum Setbacks:

-
- a. Front Lot Line: 15 feet.
 - b. Side Lot Line: five feet.
 - c. Rear Lot Line: five feet.
6. Paved Surface Setback: three feet from side or rear; 15 feet from street; (driveways established prior to adoption date of this chapter are exempted).
 7. Minimum Building Separation: 20 feet; zero feet along common wall.
 8. Primary Structure Maximum Height: 35 feet, greater with special use permit.

(Ord. 2012-012, 3-13-2012)

8-6-9. GENERAL BUSINESS DISTRICT (GB).

- A. Description and Purpose. This district is intended to permit both small and large scale high quality commercial and institutional development that is compatible with the overall suburban character of the village. A wide range of commercial uses including retail, lodging and office uses are permitted within this district. Most new and infill commercial development will be in the GB District.
- B. List of Allowable Principal Land Uses:
 1. Permitted by Right:
 - Personal or Professional Service
 - Indoor Retail Sales/Service
 - Indoor Repair Sales/Service
 - Public Parks and Open Space
 - Utilities
 - Wireless Communication Facility
 - Indoor Lodging (bed and breakfast)
 - Indoor Lodging (commercial)
 - Daycare Facility
 - Boarding Houses
 2. Permitted by Special Use:
 - Public and Private Institutional
 - Outdoor Retail Sales/Service
 - Indoor Entertainment Sales/Service
 - Outdoor Entertainment Sales/Service
 - Vehicle Related Sales and Service
 - Animal Boarding
 - Indoor Lodging (bed and breakfast)
 - Indoor Lodging (commercial)

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(Supp. No. 6)

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- Daycare Facility
 - Boarding Houses
 - Parking Lot (off-site)
 - Self-Service Storage Facilities (mini warehouses)
 - Adult-use Cannabis Dispensing Organization
 - Adult-use Cannabis Transporting Organization or Transporter
- C. List of Allowable Accessory Uses:
1. Permitted by Right:
 - Garden/Tool Shed
 2. Permitted by Special Use:
 - Private Recreational Facility
 - Cemetery Related Activities
 - Accessory Apartment
 - Private Clubhouse
 - Beer Garden
 - Stadiums/Grandstands
 - Mini WECS
 - Outdoor Storage Accessory to Self-Service Storage Facilities
- D. List of Allowable Temporary Uses (See Section 8-5-9):
- Contractor's On-Site Equipment Storage Facility
 - Contractor's Project Office
 - On-site Real Estate Sales Office
 - General Temporary Outdoor Sales
 - Tents for Special Events
 - Temporary Outdoor Food Stands
 - Temporary Outdoor Seating and Services
 - Re-Locatable Building
 - Construction Dumpster
- E. Regulations Applicable to All Uses:
1. Landscaping Regulations (See Ch. 10).
 2. Performance Standards (See Ch. 10).
 3. Signage Regulations (See Ch. 11).
 4. Minimum Off-Street Parking Spaces (See Ch. 10).
- F. Density and Intensity Requirements:

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1. Minimum Zoning District Area: 15,000 square feet.
 2. Maximum number of floors: two.
 3. Maximum Lot Coverage: 75 percent.

G. Bulk Regulations:

1. Minimum Lot Area: 15,000 square feet.
2. Minimum Lot Width: 75 feet.
3. Minimum Street Frontage: 75 feet.
4. Primary Structure Minimum Setbacks:
 - a. Front Lot Line: 15 feet.
 - b. Side Lot Line: ten feet; zero feet along common wall.
 - c. Total of Both Side Lot Lines: 20 feet; zero feet along common wall.
 - d. Rear Lot Line: 25 feet.
5. Accessory Structure Minimum Setbacks:
 - a. Front Lot Line: 15 feet.
 - b. Side Lot Line: five feet.
 - c. Rear Lot Line: five feet.
6. Paved Surface Setback: three feet from side or rear; 15 feet from street; (driveways established prior to adoption date of this chapter are exempted).
7. Minimum Building Separation: 20 feet; zero feet along common wall.
8. Primary Structure Maximum Height: 35 feet, greater with special use permit.

(Ord. 2012-012, 3-13-2012; Amd. Ord. 2016-01, 1-11-2016; Ord. No. 2019-35, § 2, 10-16-2019)

8-6-10. CENTRAL BUSINESS DISTRICT (CB).

- A. Description and Purpose. This district is intended to provide a range of large and small commercial development as well as some institutional and higher-intensity residential uses in the downtown area. This may be accomplished by providing incentives for infill development and redevelopment, allowing minimal building setbacks and no requirements for on-site parking or landscaping.
- B. List of Allowable Principal Land Uses:
 1. Permitted by Right:
 - Personal or Professional Service
 - Indoor Retail Sales/Service
 - Indoor Repair Sales/Service
 - Indoor Entertainment Sales/Service
 - Indoor Lodging (commercial)
 - Public Parks and Open Space

Utilities

2. Permitted by Special Use:
 - Public and Private Institutional
 - Institutional Residential
 - Community Living Arrangements
 - Outdoor Retail Sales/Service
 - Outdoor Entertainment Sales/Service
 - Indoor Lodging (bed and breakfast)
 - Daycare Facility
 - Boarding Houses
 - Parking Lot (off-site)
 - Rail Transit Station
 - Adult-use Cannabis Dispensing Organization

C. List of Allowable Accessory Uses:

1. Permitted by Right:
 - Garden/Tool Shed
2. Permitted by Special Use:
 - Private Recreational Facility
 - Accessory Apartment
 - Private Clubhouse
 - Beer Garden
 - Stadiums/Grandstands
 - Mini WECS

D. List of Allowable Temporary Uses (See Section 8-5-9):

- Contractor's On-Site Equipment Storage Facility
- Contractor's Project Office
- On-Site Real Estate Sales Office
- General Temporary Outdoor Sales
- Tents for Special Events
- Temporary Outdoor Food Stands
- Temporary Outdoor Seating and Services
- Re-Locatable Building
- Construction Dumpster

E. Regulations Applicable to All Uses:

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1. Landscaping Regulations (See Ch. 10).
 2. Performance Standards (See Ch. 10).
 3. Signage Regulations (See Ch. 11).
 4. Minimum Off-Street Parking Spaces (See Ch. 10).
- F. Density and Intensity Requirements:
1. Minimum Zoning District Area: 2,000 square feet.
 2. Maximum number of floors: four.
 3. Maximum Lot Coverage: 100 percent.
- G. Bulk Regulations:
1. Minimum Lot Area: 2,000 square feet.
 2. Minimum Lot Width: ten feet.
 3. Minimum Street Frontage: ten feet.
 4. Primary Structure Minimum Setbacks:
 - a. Front Lot Line: zero feet.
 - b. Side Lot Line: zero feet.
 - c. Total of Both Side Lot Lines: zero feet.
 - d. Rear Lot Line: ten feet.
 5. Accessory Structure Minimum Setbacks:
 - a. Front Lot Line: zero feet.
 - b. Side Lot Line: zero feet.
 - c. Rear Lot Line: five feet.
 6. Paved Surface Setback: zero feet.
 7. Minimum Building Separation: zero feet.
 8. Primary Structure Maximum Height: 50 feet.

(Ord. 2012-012, 3-13-2012; Ord. No. 2019-35, § 3, 10-16-2019)

8-6-11. LIGHT INDUSTRIAL DISTRICT (LI).

- A. Description and Purpose. This district is intended to permit high-quality industrial and office uses at intensities compatible to the suburban-character of the Village. This is accomplished in part through relatively low maximum buildable site area. The primary difference between this and the HI District is that the typical industrial activities will be indoors and not produce high levels of noise, exhaust, odors and other nuisances typically associated with more intense industrial activities.
- B. List of Allowable Principal Land Uses:
1. Permitted by Right:
Personal or Professional Service

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- Indoor Repair Sales/Service
 - Vehicle Related Sales and Service
 - Daycare Facility
 - Light Manufacturing/Industrial
 - Self-Service Storage Facilities (mini warehouses)
 - Public Parks and Open Space
 - Utilities
 - Wireless Communication Facility
 - 2. Permitted by Special Use:
 - Public and Private Institutional
 - Indoor Retail Sales/Service
 - Indoor Entertainment Sales/Service
 - Animal Boarding
 - Parking Lot (off-site)
 - Rail Transit Station
 - Airport/Heliport
 - Rail Yard
 - Indoor Warehouse/Wholesale
 - Non-building mounted solar collectors for export of energy for use by an electrical utility.
 - Adult-use Cannabis Craft Grower
 - Adult-use Cannabis Cultivation Center
 - Adult-use Cannabis Dispensing Organization
 - Adult-use Cannabis Infuser Organization or Infuser
 - Adult-use Cannabis Processing Organization or Processer
 - Adult-use Cannabis Transporting Organization or Transporter
 - Indoor Retail Sales/Slaughterhouse
 - C. List of Allowable Accessory Uses:
 - 1. Permitted by Right:
 - Garden/Tool Shed
 - Outdoor Storage Accessory to Self-Service Storage Facilities
 - 2. Permitted by Special Use:
 - Private Recreational Facility
 - Cemetery Related Activities
 - Private Clubhouse

Beer Garden

Stadiums/Grandstands

Mini WECS

D. List of Allowable Temporary Uses (See Section 8-5-9):

Contractor's On-Site Equipment Storage Facility

Contractor's Project Office

On-Site Real Estate Sales Office

General Temporary Outdoor Sales

Tents for Special Events

Temporary Outdoor Food Stands

Temporary Outdoor Seating and Services

Re-Locatable Building

Construction Dumpster

E. Regulations Applicable to All Uses:

1. Landscaping Regulations (See Ch. 10).
2. Performance Standards (See Ch. 10).
3. Signage Regulations (See Ch. 11).
4. Minimum Off-Street Parking Spaces (See Ch. 10).

F. Density and Intensity Requirements:

1. Minimum Zoning District Area: one acre.
2. Maximum Number of Floors: four.
3. Maximum Lot Coverage: 65 percent.

G. Bulk Regulations:

1. Minimum Lot Area: one acre.
2. Minimum Lot Width: 100 feet.
3. Minimum Street Frontage: 75 feet.
4. Primary Structure Minimum Setbacks:
 - a. Front Lot Line: 30 feet.
 - b. Side Lot Line: 20 feet.
 - c. Total of Both Side Lot Lines: 50 feet.
 - d. Rear Lot Line: 30 feet.
5. Accessory Structure Minimum Setbacks:
 - a. Front Lot Line: 30 feet.
 - b. Side Lot Line: five feet.

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- c. Rear Lot Line: five feet.
 - 6. Paved Surface Setback: three feet from side or rear; 15 feet from street; (driveways established prior to adoption date of this chapter are exempted).
 - 7. Minimum Building Separation: 20 feet; zero feet along common wall.
 - 8. Primary Structure Maximum Height: 50 feet.

(Ord. 2012-012, 3-13-2012; Amd. Ord. 2016-01, 1-11-2016; Ord. No. 2018-21, § 2, 9-19-2018; Ord. No. 2019-35, § 4, 10-16-2019; Ord. No. 2020-19, § 1, 7-22-2020)

8-6-12. HEAVY INDUSTRIAL DISTRICT (HI).

A. Description and Purpose. This district is intended to permit a wide variety of indoor and outdoor industrial land uses and other land uses not permitted in any other zoning district. This does not mean that all land uses are permitted in this district. Specific performance standards must be met. The HI District also provides space for land uses that have the potential to produce more of a nuisance to adjacent properties; in this district the potential nuisances on adjacent properties are minimized.

B. List of Allowable Principal Land Uses:

- 1. Permitted by Right:
 - Indoor Repair Sales/Service
 - Light Manufacturing/Industrial
 - Heavy Manufacturing/Industrial
 - Indoor Warehouse/Wholesale
 - Public Parks and Open Space
 - Utilities
 - Wireless Communication Facility
- 2. Permitted by Special Use:
 - Agricultural Service
 - Auto Salvage
 - Outdoor Repair Sales/Service
 - Distribution Center
 - Outdoor Storage/Wholesale
 - Waste Related Use
 - Composting Related Use
 - Junkyard/Salvage Yard
 - Extraction
 - Parking Lot (off-site)
 - Rail Transit Station
 - Airport/Heliport

Rail Yard

Sexually Orientated Land Use

Non-building mounted solar collectors for export of energy for use by an electrical utility.

Adult-use Cannabis Craft Grower

Adult-use Cannabis Cultivation Center

Adult-use Cannabis Infuser Organization or Infuser

Adult-use Cannabis Processing Organization or Processor

Adult-use Cannabis Transporting Organization or Transporter

C. List of Allowable Accessory Uses:

1. Permitted by Right:

Garden/Tool Shed

2. Permitted by Special Use:

Private Recreational Facility

Stadiums/Grandstands

Mini WECS

F. List of Allowable Temporary Uses (See Section 8-5-9):

Contractor's On-site Equipment Storage Facility

Contractor's Project Office

On-site Real Estate Sales Office

General Temporary Outdoor Sales

Tents for Special Events

Temporary Outdoor Food Stands

Re-locatable Building

Construction Dumpster

G. Regulations Applicable to All Uses:

1. Landscaping Regulations (See Ch. 10).

2. Performance Standards (See Ch. 10).

3. Signage Regulations (See Ch. 11).

4. Minimum Off-Street Parking Spaces (See Ch. 10).

H. Density and Intensity Requirements:

1. Minimum Zoning District Area: one acre.

2. Maximum number of floors: four.

3. Maximum Lot Coverage: 75 percent.

I. Bulk Regulations:

-
1. Minimum Lot Area: one acre.
 2. Minimum Lot Width: 100 feet.
 3. Minimum Street Frontage: 75 feet.
 4. Primary Structure Minimum Setbacks:
 - a. Front Lot Line: 30 feet.
 - b. Side Lot Line: 25 feet.
 - c. Total of Both Side Lot Lines: 60 feet.
 - d. Rear Lot Line: 30 feet.
 5. Accessory Structure Minimum Setbacks:
 - a. Front Lot Line: 30 feet.
 - b. Side Lot Line: five feet.
 - c. Rear Lot Line: five feet.
 6. Paved Surface Setback: three feet from side or rear; 15 feet from street; (driveways established prior to adoption date of this chapter are exempted).
 7. Minimum Building Separation: 20 feet; zero feet along common wall.
 8. Primary Structure Maximum Height: 90 feet.

(Ord. 2012-012, 3-13-2012; Ord. No. 2018-21, § 4, 9-19-2018; Ord. No. 2019-35, § 5, 10-16-2019)

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E-MAIL bfccs@bfccs.org

To: Planning and Zoning Commission Members
From: Kenneth Garrett, Zoning Administrator
Date: March 20, 2024
RE: Shipping Container Ordinance Text Amendment
Hearing Date: March 27, 2024 at 6:00 p.m.

On January 24, the Planning and Zoning Commission considered a text amendment to allow shipping containers within the village in certain zoning districts via a special use. The P&Z unanimously voted to approve the text amendment.

On February 14, the Village Board considered the Village initiated (text Amendment) to allow shipping containers in certain zoning districts.

The Village Board has sent the proposed ordinance back to the P&Z committee to look at other possibilities to place the shipping containers on a surface other than asphalt or concrete. Included in your packet is the ordinance the board considered. See section 8-7-13 A 5 on page two of the ordinance that references the surface requirement of asphalt or concrete. The Village Board felt the cost to install shipping containers on an asphalt or concrete surface was very costly and wanted the P&Z to re-consider this section of the ordinance. There were no other discussions regarding the proposed ordinance.

There are two scenarios in my opinion. The first scenario is when a shipping container is used for storage. Below you will find different options to consider. The second scenario is when a shipping container is used for commercial habitable uses, such as; a small retail store, office, restaurant or other similar spaces. In that scenario, I recommend, the container be required to be installed on an asphalt or concrete surface.

There are a few options to consider when establishing a suitable surface to rest the shipping container on. Below are options for you to deliberate on and discuss.

1. The shipping container shall rest on piers (postholes) at each corner. This is based on the bottom of the pier to be supported on a proper material of clay, sand or other suitable soil. The piers shall be a minimum of 24 inches round. When placing the shipping container on piers, the shipping container will rest a couple of inches above the ground. This area below the container shall be equipped with weed control to avoid weed growth. The bottom of the container shall be skirted

Shipping Container

to avoid rodents from harboring under the shipping container. The skirting should be a durable material to be able to withstand the weather elements.

2. The shipping container shall rest on a bed of compacted gravel. The gravel shall be no less than 12 (twelve) inches thick. It is critical the gravel base be level to avoid unnecessary settlement. The area adjacent to the shipping container shall be graded as to ensure water will runoff away from the shipping container. It is best that the excavation for the gravel base be removed to a clay, sand or similar substrate for a suitable surface.
3. The shipping container shall rest on a minimum of 8 inch x 16 inch grade beam. This will be costly and I believe more costly than an asphalt or concrete base. This is only being provided to show an alternative. This is a costly alternate and is not in the context of the village boards direction. I do not recommend this solution.
4. The shipping container shall rest on an asphalt or concrete base. This is the current language and as stated above, the board is requesting another choice to be less impactful (costly) to the business owner.

Recommendation:

Option 1 (one) recommended installing piers at the corners of the shipping container. This method is infinitely more stable, but will be at a higher cost. In this scenario, the shipping container industry recommends for more active use of the shipping container where access to the shipping container is more frequent than on a monthly basis.

Option 2 recommends a gravel base. This option is less costly, but it is relying on the ground and gravel to provide the strength to support the container. This will require a solid surface below.

It is my recommendation that either method will serve the purpose of supporting the structure. From a cost basis, the gravel base is sufficient to support the shipping container.

Habitable shipping containers shall continue to be placed on an asphalt or concrete surface.

Should you have any questions regarding this report feel free to contact me at your convenience.

Respectfully Submitted,

Kenneth Garrett
Zoning Administrator – Village of Poplar Grove



Village of Poplar Grove

COMPREHENSIVE PLAN UPDATE

COPY OF ORDINANCE
ADOPTING PLAN

COPY OF ORDINANCE
ADOPTING PLAN

ACKNOWLEDGMENTS

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GLOSSARY OF TERMS

Affordable/Affordability & Cost-burdened

Housing that is affordable to a given household is a unit which costs the household less than 30% of their gross income per month. Therefore, “affordable” does not mean it is less expensive than all other housing or that it is only for low-income households – instead it is relative to the household’s income. As defined by the U.S. Department of Housing and Urban Development (HUD), those spending more than 30% on housing are considered “cost-burdened” and those spending more than 50% on housing are considered “extremely cost-burdened.”

HUD Area Median Family Income (HAMFI)

This is the median family income calculated by HUD for each jurisdiction, in order to determine Fair Market Rents (FMRs) and income limits for HUD programs. HAMFI will not necessarily be the same as other calculations of median incomes (such as a simple Census number), due to a series of adjustments that are made (For full documentation of these adjustments, consult the HUD Income Limit Briefing Materials). If you see the terms “area median income” (AMI) or “median family income” (MFI) used in the CHAS, assume it refers to HAMFI.

Household Income

Adjusted household income, which includes the income of all members of the household at the time of the survey, adjusted for inflation to reflect the most recent year of the data release (e.g. 2013 dollars in the 2009-2013 CHAS data).

Vacancy

The ACS includes people at the address where they are at the time of the survey if they have been there or will be there more than two months. A housing unit occupied at the time of interview entirely by people who will be there for 2 months or less is classified as “Vacant - Current Residence Elsewhere”. Such units are included in the estimated number of vacant units. ESRI defines a vacant housing unit as “no one living in the dwelling, unless its occupant or occupants are only temporarily absent—such as away on vacation, in the hospital for a short stay, or on a business trip—and will be returning.”

ACRONYMS

- ACS: American Community Survey
- MSA: Metropolitan Statistical Area
- HUD: U.S. Department of Housing and Urban Development
- CHAS: Comprehensive Housing Affordability Strategy

Introduction

Village Context

The Village of Poplar Grove is a community of approximately 5,119 persons located in Boone County in Northern Illinois. The village is adjacent to two Census Incorporated Places—The Village of Caledonia and the Village of Timberlane, both to the west—and one Census Designated Place, Candlewick Lake. The village has also established boundary agreements with the Village of Capron to the east and the City of Belvidere to the south.

The Village of Poplar Grove is situated amongst five townships: Poplar Grove, Boone, Bonus, Belvidere, and Caledonia. These townships render a number of core services under state statute, including property assessment and maintenance of township roads and bridges.

Poplar Grove is surrounded by productive agricultural farmland and is bisected to the south by Beaver Creek, a tributary of the Kishwaukee River. Single-family residences comprise the majority of land use within the village, while commercial businesses located along the village periphery located in the highway IL-76 and IL-173 corridor serve a variety of regional users.

The surface transportation network affords a high degree of mobility for motorists to access a variety of destinations throughout the region, including Machesney Park to the west (8 miles), Belvidere to the south (8 miles), Rockford to the southwest (19 miles), and Harvard to the east (12 miles). Base industries including Woodward, Collins Aerospace, and Stellantis are all within a 10-30 minute drive time. The village's proximity to the I-90 and IL-173 corridor to the west provides interstate access most notably to Wisconsin and the Chicago metropolitan region. For many community members, this proximity to many destinations via a vastly connected transportation

system is close enough for the village to leverage economic development opportunities while maintaining the small-town feel for which the village is known.

What is a Comprehensive Plan?

A comprehensive plan is a strategic document that serves as a guide for the village's physical, social, economic, and environmental development. More specifically, this Comprehensive Plan Update is:

A Visioning Document: This Plan is driven by a series of goals and objectives to help the community realize its potential over the next 10 years.

A Facilitating Document: This Plan will help village officials foster a wide range of initiatives in a cohesive, consistent manner, including development, redevelopment, recreation, transportation, conservation, and more.

A Resource-Filled Document: This Plan is a useful reference for land owners, business owners, and developers, helping them better align their goals with the village's goals for planning/development.

A Complementary Document: This Plan is designed to work alongside existing planning, budgeting, and regulatory documents used by the village. It is also a necessary component of future funding opportunities the village may wish to pursue.

This Plan was prepared in accordance with Illinois State Statutes (Chapter 65, Article 11, Division 12).

The Comprehensive Plan: A 2024 Update

This Plan serves as an update to the previous Village of Poplar Grove Comprehensive Plan which was adopted in April 2009. The 2024 Plan Update is a strategic policy document which includes an overhaul of each plan element as well as the addition of an implementation strategy. Excerpts from elements in the 2009 Plan were used where appropriate; this includes content regarding village history, natural resources, and more. Further, maps and figures found in the 2009 Plan have been updated to better align with the latest data sources. These data sources are many, and include:

Public Data Sources

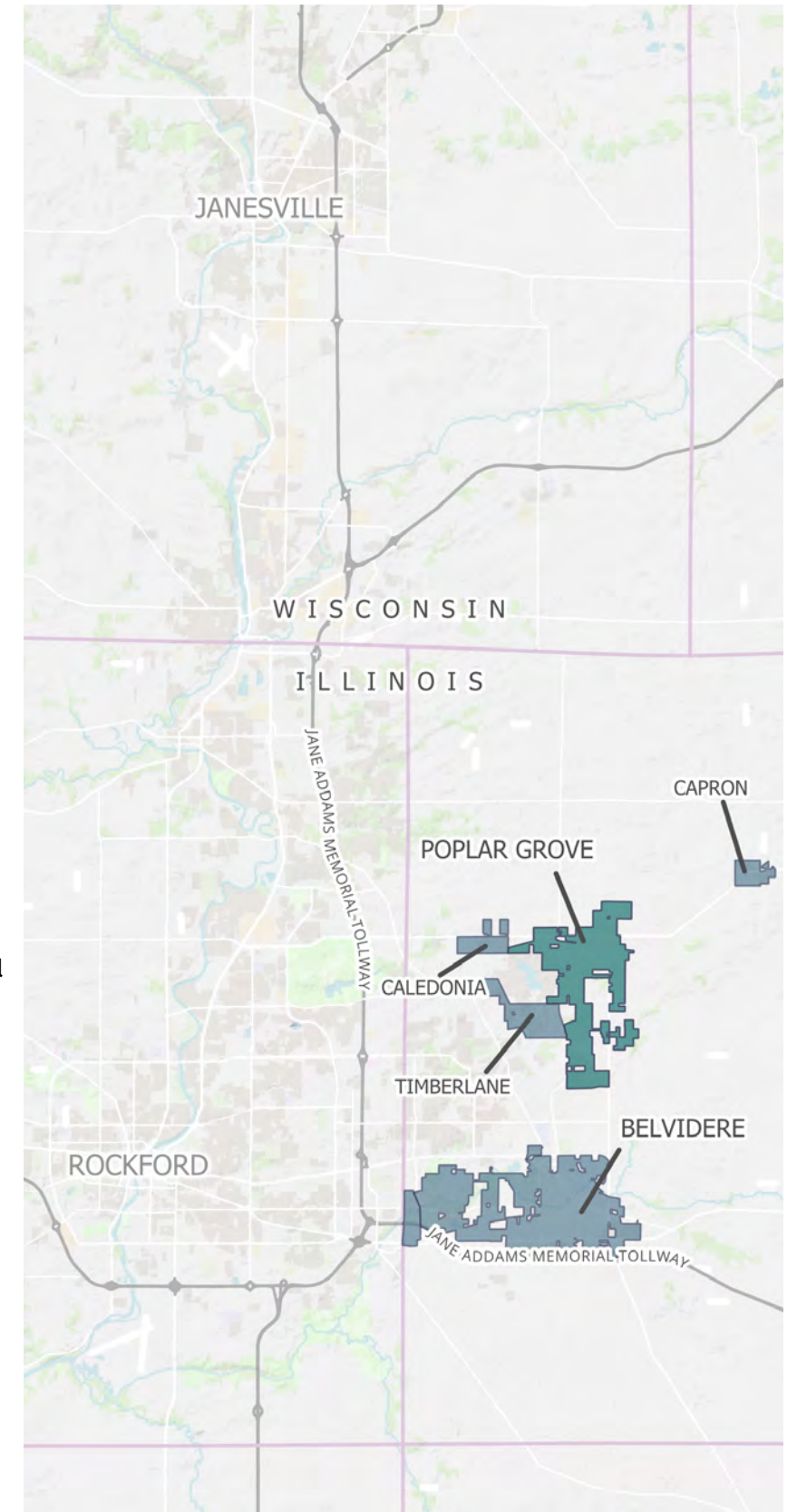
American Community Survey: The American Community Survey ('ACS') is an ongoing survey that samples a small amount of the U.S. population every year. The ACS gathers information on topics also found in the decennial census. Households are randomly selected each year to complete the ACS. The Census Bureau generates estimates for the population in general based on response received.

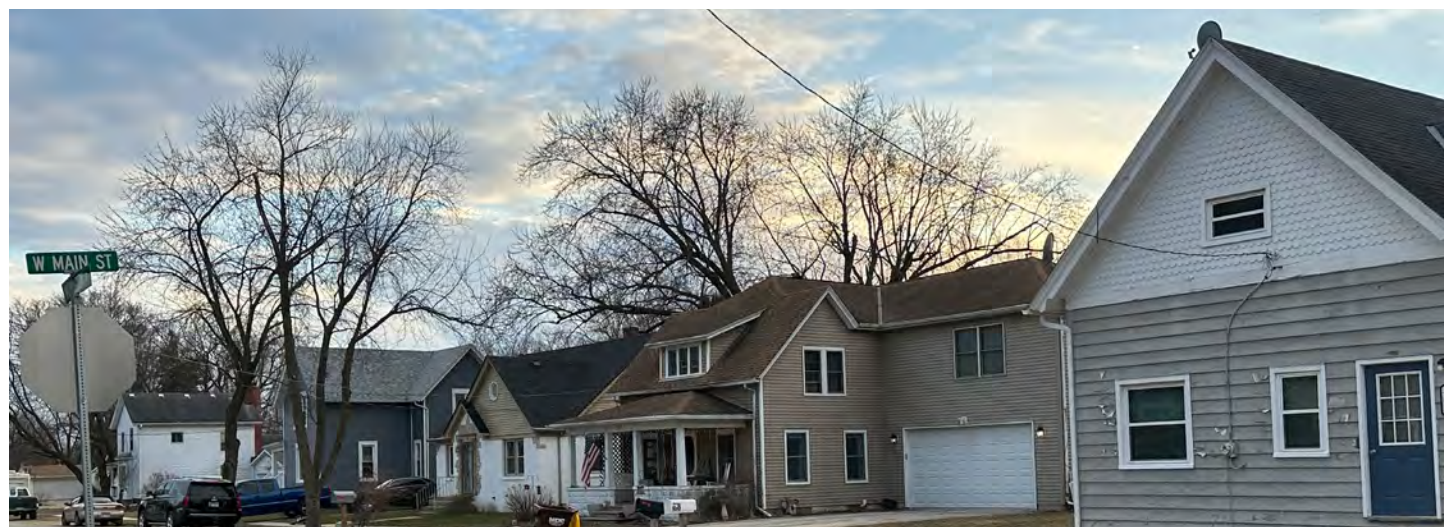
Boone County: Many of the map layers illustrated in figures throughout the plan were produced by the Boone County GIS Department. The project team also referenced county-level planning documents including the 2020 Boone County Comprehensive Plan and the 2011 Stormwater Management Plan.

Bureau of Labor Statistics: The Bureau of Labor Statistics (BLS) is the principal fact-finding agency for the Federal Government in the broad field of labor economics and statistics. BLS data was referenced in the Community Profile section.

Data USA: Data USA is a comprehensive, open-source data analytics and visualization platform. The platform is considered a 'one-stop shop' for accessing publicly-available US Government data. Consultant staff used this data in the Housing and Economic Development sections of the plan.

Figure 1: Regional Context





Illinois Department of Transportation: The Illinois Department of Transportation (IDOT) provides a variety of publicly-available data on surface transportation systems. Consultant staff referenced the state’s Functional Classification for each roadway as well Average Annual Daily Traffic (AADT) in the Transportation & Mobility section.

Multi-Resolution Land Characteristics Consortium: The Multi-Resolution Land Characteristics (MRLC) consortium is a group of federal agencies who coordinate and generate consistent and relevant land cover information at the national scale for a wide variety of environmental, land management, and modeling applications. The creation of this consortium has resulted in the creation of a nationwide land cover product known as the National Land Cover Database (NLCD). Consultant staff analyzed data from the NLCD in the Agricultural and Natural Resources section.

Region 1 Planning Council: Consultant staff referenced multiple plans in which Region I Planning Council (R1PC) produced completely or in part, including the 2020 Boone County Comprehensive Plan, 2021 Regional Greenways Plan, 2050 Metropolitan Transportation Plan, and FY2024 Transportation Improvement Plan. These plans include both qualitative and quantitative data sources compiled by R1PC, such as stakeholder input comments and map layers shown in the Agricultural and Natural Resources section.

U.S. Decennial Census: The United States Constitution requires a decennial census of 100% of the U.S. population. The latest census was conducted in 2020 and consisted of a short questionnaire to complete in one of three mediums: Phone, mail, or online, the latter of which offered for the first time in 2020. Consultant

staff analyzed data from the 2020 Decennial Census on a variety of topics including households, income, education, employment, race and ethnicity, and more. Additionally, consultant staff utilized national-scale mapping layers to verify county, township, and municipal boundaries.

U.S. Department of Agriculture: The Census of Agriculture is a complete count of U.S. farms and ranches and the people who occupy them. This census, which is conducted once every five years, looks at land use and ownership, operator characteristics, production practices, income, and expenditures. Consultant staff analyzed data from the 2022 Census as appropriate for the Agricultural and Natural Resources section.

Village of Poplar Grove: The village furnished consultant staff with maps and plans that informed multiple plan sections.

Private/Licensed Data Sources

ESRI: The consultant team utilized data from Esri’s Updated Demographics suite, which provides data on a multitude of demographic and socioeconomic categories, including race and ethnicity, educational attainment, income, households, and much more.

Placer: Placer’s location analytics gives municipalities greater insight into visitor and consumer activity within and around the village. The company collection geolocation data from apps installed on mobile devices and shares in an anonymized, aggregated manner to ensure reliability and validity. The consultant team used this data to understand visitor trends and identify economic development opportunities.

Planning Process, Community Engagement

This Comprehensive Plan update was conducted by Studio GWA and Redevelopment Resources (Referred through the report as ‘Consultant Staff’ and ‘Project Team’) from December 2023 to April 2024. The project began with a kickoff on December 18th, 2023 in which consultant staff met with village staff to outline the objectives for the plan, understand issues and opportunities, gather initial data, and much more. Consultant staff met virtually with village staff throughout the planning process to provide status updates and prepare materials for public consumption.

The plan was shaped by a wide range of quantitative and qualitative data sources. The project team utilized public and licensed data sources to better understand existing conditions and inform recommendations for multiple plan elements. Community input also shaped the plan, most notably through the Community Open House on Wednesday, February 21st, 2024. Notice of the Open House was distributed by means of a press release to the Rockford Register Star on February 5th, in keeping with the minimum 15-day notice required in the State of Illinois. Village staff also promoted the open house through the village’s website and social media channels.

Comments from village trustees and residents alike were centered around a number of themes, including:

Housing: A couple of attendees shared traits which attracted them to move to the area, including location, more space, and more value-for-money. One guest moved here specifically for the Poplar Grove Airport, and enjoys all the airport-related amenities that Bel-Air Estates has to offer. Other guests discussed topics related to future housing needs, including:

- **Infill Development:** Some guests mentioned the need for the community to grow ‘in’ before further growing out’. There are hundreds of platted lots that should be developed before any newly platted areas are approved.
- **Multifamily Development:** Some guests were averse to multifamily development, contrasting the character of the village with that of adjacent communities. One person expressed a desire to have housing specifically for people aged 55 and over.

Economic Development: Guests expressed a desire to

“spruce up” downtown, and proposed strategies like transitioning homes to walk-up businesses. Some mentioned that businesses don’t “seem to stay here long”, but also said that businesses would further diversify the tax base.

Transportation: Guests were generally pleased with their ability to reach a variety of destinations within a 15-25 minute timeframe. The Long Prairie Trail is a valued amenity used by community members regularly.

The final draft of the plan update was presented to the Planning Commission on April 24, 2024 and the Village Board on Wednesday, May 8, 2024. This final draft included completion of all plan elements detailed below and paired them with an implementation strategy to help village staff execute the recommendations stated throughout the plan

How this Plan Works

The Poplar Grove Comprehensive Plan Update includes 7 elements:

- Community Profile
- Land Use
- Agricultural and Natural Resources
- Transportation and Mobility
- Government, Public Facilities, and Utilities
- Housing
- Economic Development

While each plan element has its own distinguishing objectives, they generally include the following outline:

- **Introduction:** Generally features an overview of what the respective element entails with some aims and objectives the element intends to accomplish;
- **Content related to Existing Conditions:** Includes detailed narratives, illustrations, and data visualization to document and analyze existing conditions;
- **Scenarios:** Some elements may include scenarios, with strengths/drawbacks associated with each, as a means to shape and information recommendations; and
- **Recommendations:** Includes goals, objectives, policies, and strategies, the latter of which align with the implementation strategy found at the end of the plan.

Related Plans, Studies, and Reports

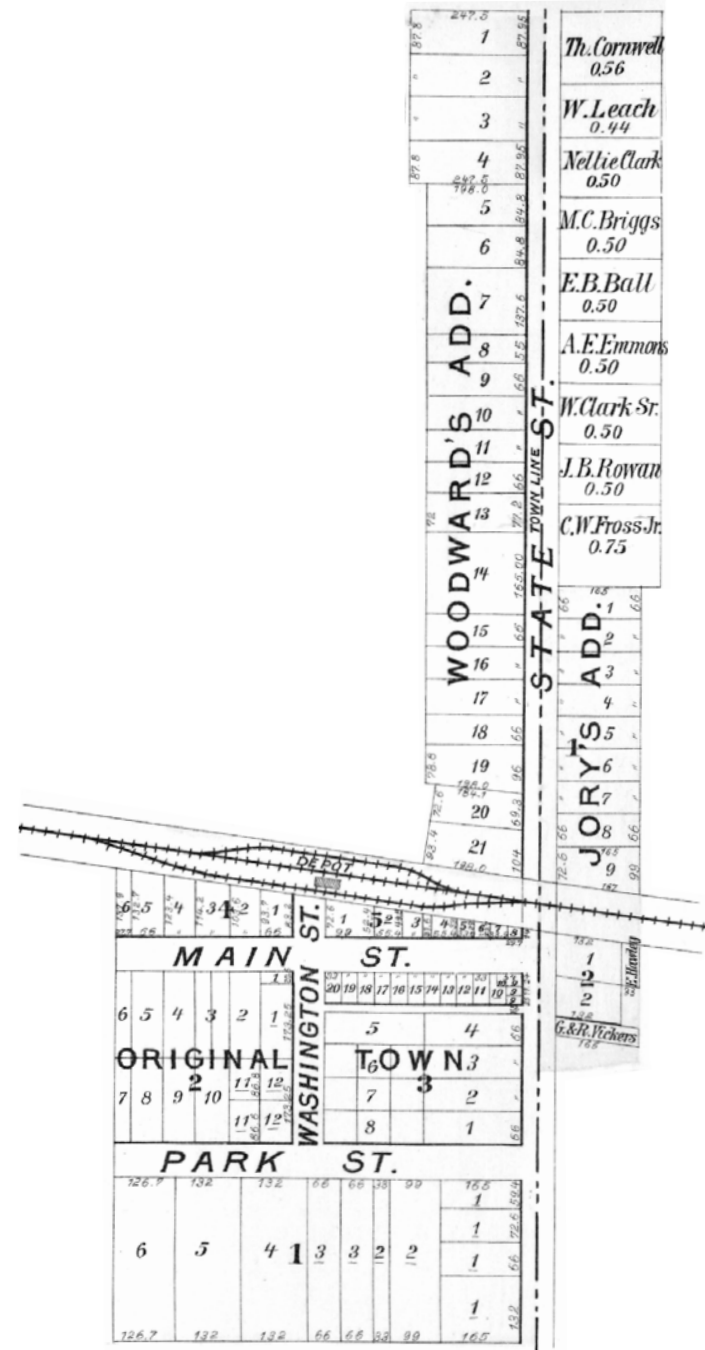
In keeping with the '3C' process of developing plan documents in a Continuing, Comprehensive, and Cooperative manner, this plan update is situated amongst many active, adopted planning and budgeting documents in the region, including:

- Fiscal Year 2024 Appropriation (Village of Poplar Grove)
- 2025-2029 Capital Improvement Plan (Village of Poplar Grove)
- Annual Financial Report (Village of Poplar Grove)
- Boone County Strategic Plan 2018-2013 (Boone County)
- Coordinated Public Transit Human Services Transportation Plan for the Rockford Region (Region 1 Planning Council)
- 2050 Metropolitan Transportation Plan for the Rockford Region (Region 1 Planning Council)
- Annual Listing of Obligated Projects - Rockford MPO (Region 1 Planning Council)
- Transportation Improvement Program 2024-2027 (Region 1 Planning Council)
- Unified Work Program FY 2024 Rockford MPO (Region 1 Planning Council)
- 2021 Greenways Plan - Rockford MPO (Region 1 Planning Council)
- Comprehensive Economic Development Strategy (CEDS) for the Rockford Region (Region 1 Planning Council)
- EDD Comprehensive Economic Development Strategy (CEDS) 2021-2025 (Region 1 Planning Council)

History of the Village

The village was originally platted on October 20, 1859, by Evi Sherman, Sr.¹ He laid out the town one-half mile south of the corners and named it Shermantown. At the time the population was 200 persons. The name "Shermantown" lasted only a short time. When the railroad depot was built in 1861, the name "Poplar Grove" was chosen because of a grove of poplar trees nearby.

Poplar Grove was incorporated as a village in 1895. The first village president was W.F. Edgell and the trustees were William Webster, Edwin Dimond, Steven Diamond, James Widdle, Thomas Wheeler, and Oliver Ray. The first town hall was built in 1907.



Excerpt from the 1886 Boone County Atlas. Source: Ida Public Library.

SOURCES

1. Boone County Then and Now: 1835-1976, edited by Virginia B. Moorehead, Boone County Bicentennial Commission, Boone County, Illinois, 1976.



Demographic Profile

Poplar Grove is one of the few communities to have experienced growth over the last several years compared to some of its neighbors and larger jurisdictions (Figure 2). Furthermore, Esri predicts that Poplar Grove will lead its neighbors in population growth over the next five years (Figure 3).

Population

Poplar Grove's population in 1960 was 460 persons. Over the next forty years, it grew to 1,368 persons. From 2000-2010 the village grew nearly 14% year-over-year. Growth has slowed over the last couple of years. Esri predicts that by 2028, the population of Poplar Grove will be approximately 5,165 persons.

Poplar Grove is one of the few communities to have experienced growth over the last several years compared to some of its neighbors and larger jurisdictions (Figure 2). Furthermore, Esri predicts that Poplar Grove will lead its neighbors in population growth over the next five years (Figure 3).

Figure 2: Annual Population Growth Rate (2020-2023)

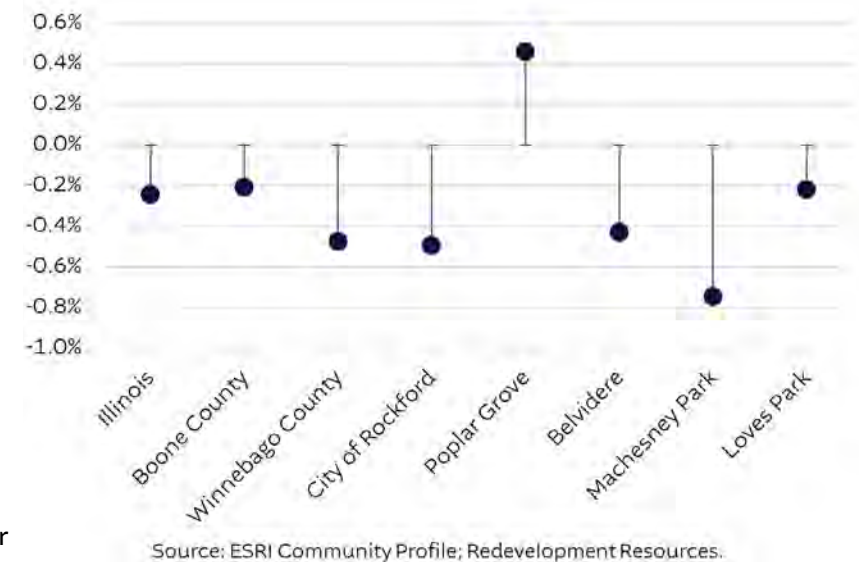
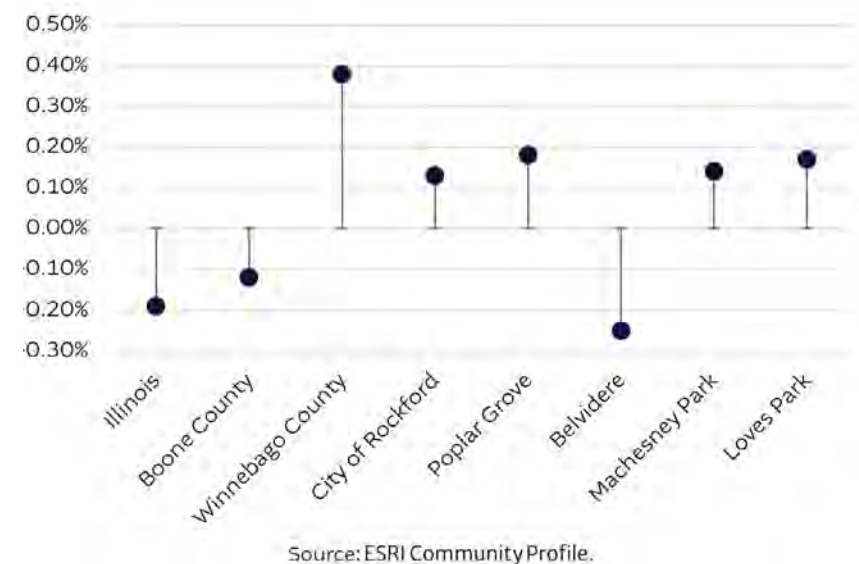


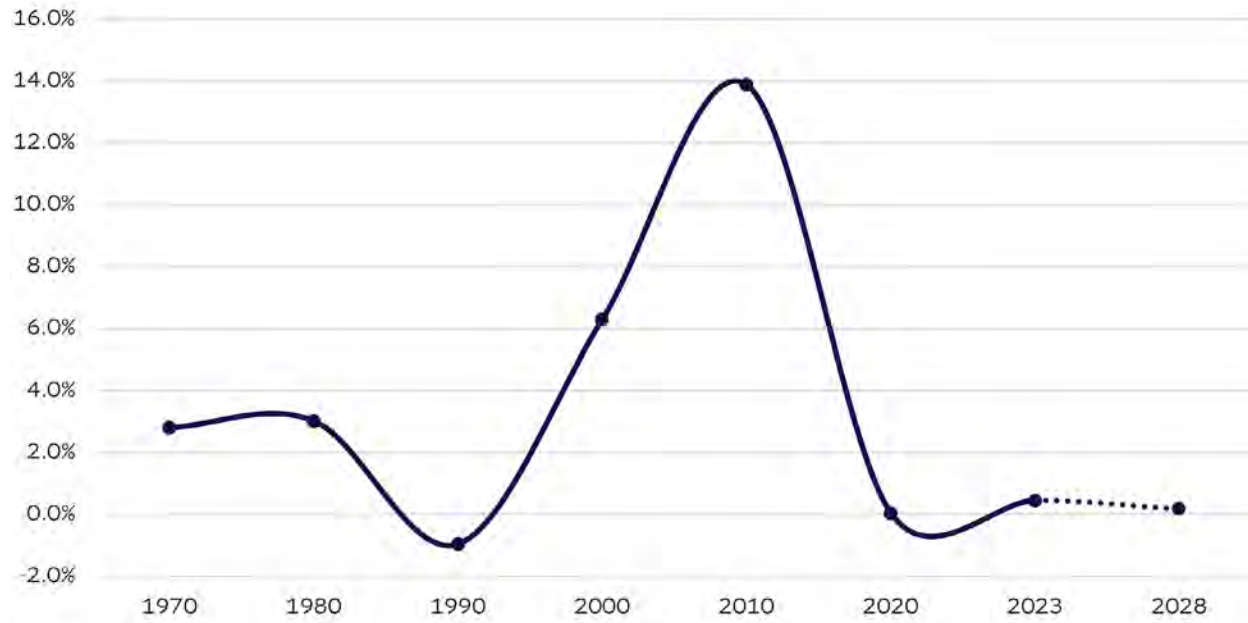
Figure 3: Annual Population Growth Rate (2023-2028)



Assuming Poplar Grove maintains the 0.2-0.5%

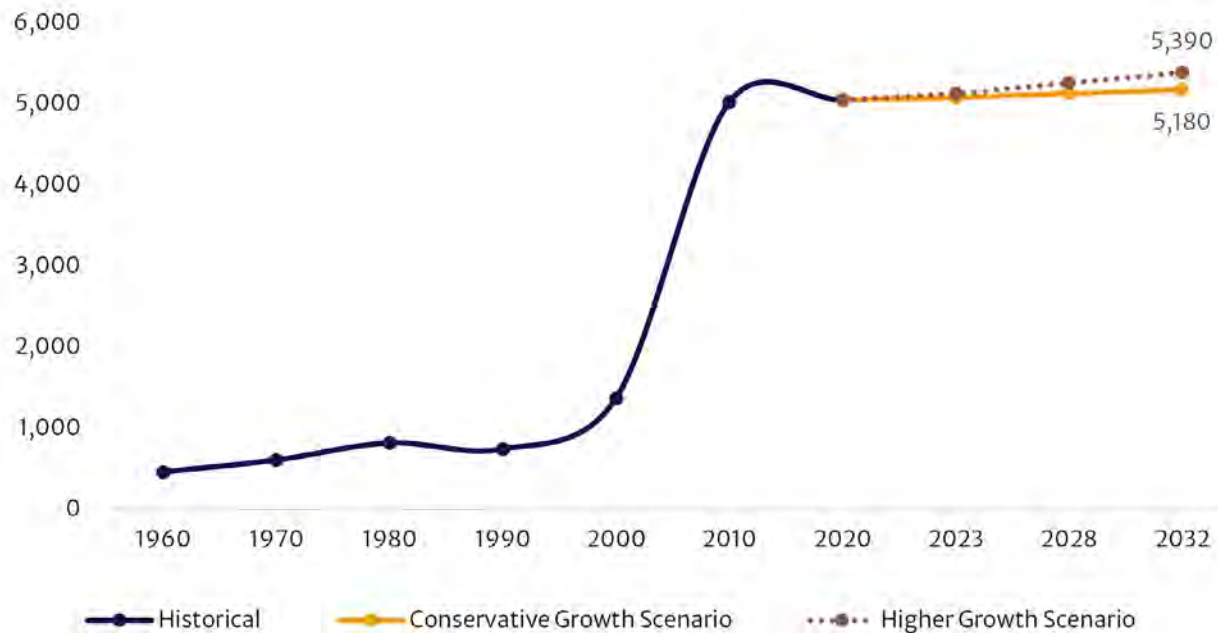
compound annual growth rate it has had over the last three years through the next 10 years, Poplar Grove could grow to 5,180 – 5,390 persons by 2032.

Figure 4: Poplar Grove Compound Annual Growth Rate (1970-2028)



Data Sources: U.S. Census Bureau, Illinois Economic and Fiscal Commission, Redevelopment Resources.

Figure 5: Poplar Grove Population Trends and Projections (1960-2032)

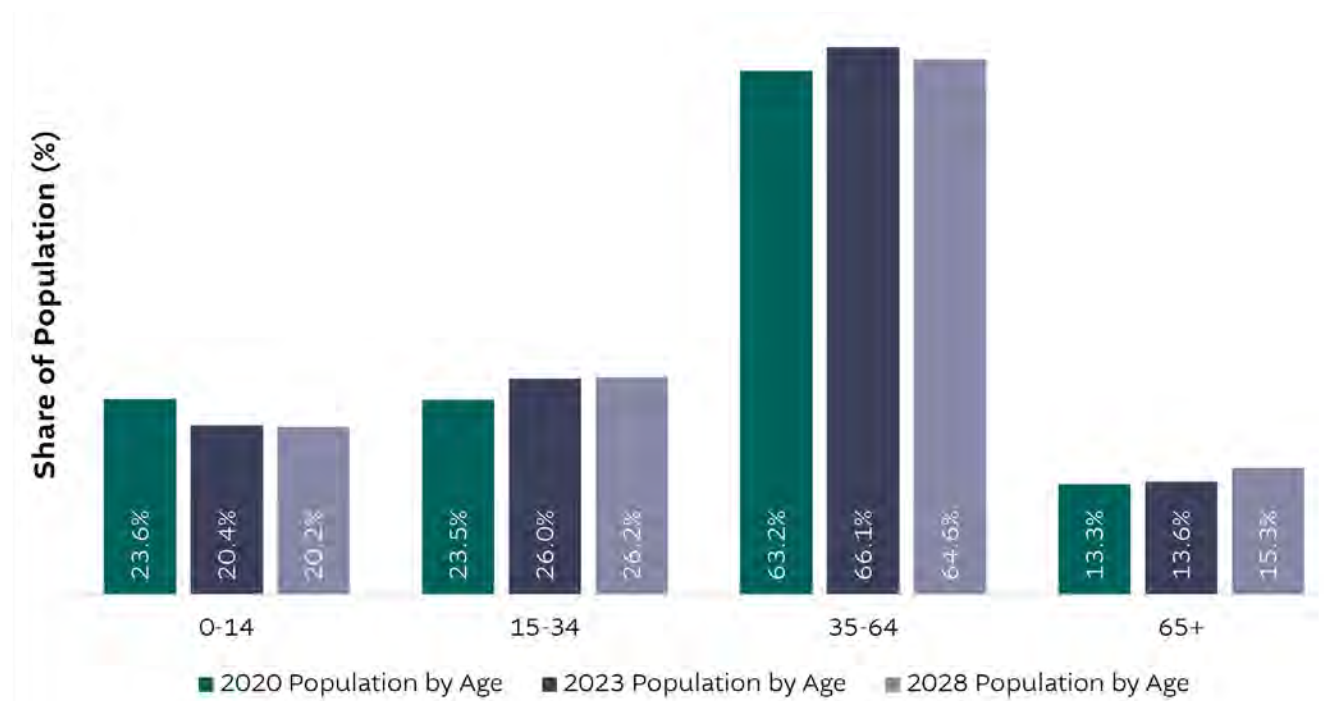


Data Sources: U.S. Census Bureau, Illinois Economic and Fiscal Commission, Redevelopment Resources.

Population by Age

While population growth is predicted to decline among children and the prime working age cohort (35-64), growth is predicted for older children, young professionals, and retirees.

Figure 6: Poplar Grove Population by Age Cohort (2020, 2023, 2028)

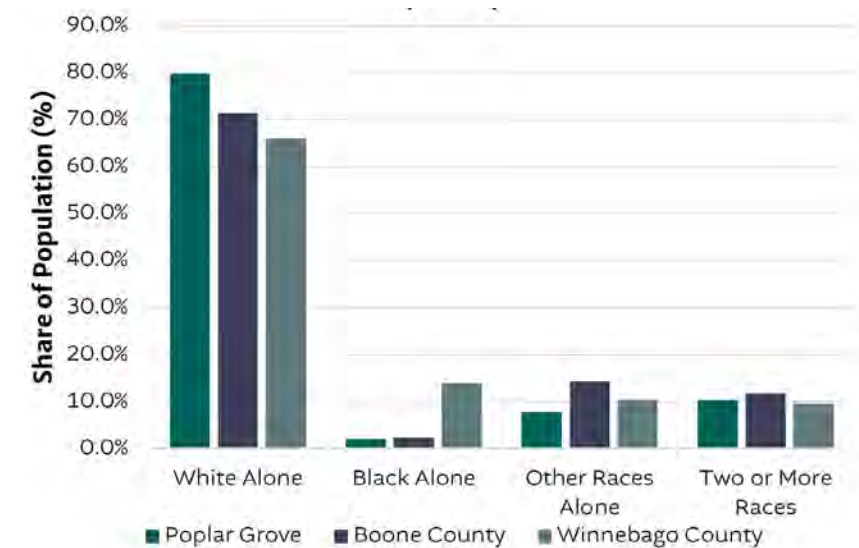


Source: ESRI Community Profile.

Population by Race

If a company desires to diversify their workforce, they will need to attract diverse workforce talent from existing talent pools. The Village of Poplar Grove, however, is predominately white (79.8%) while Boone County as a whole is 71.4% white and Winnebago County is 66.0% white.

Figure 7: Population by Race/Ethnicity Comparison (2023)



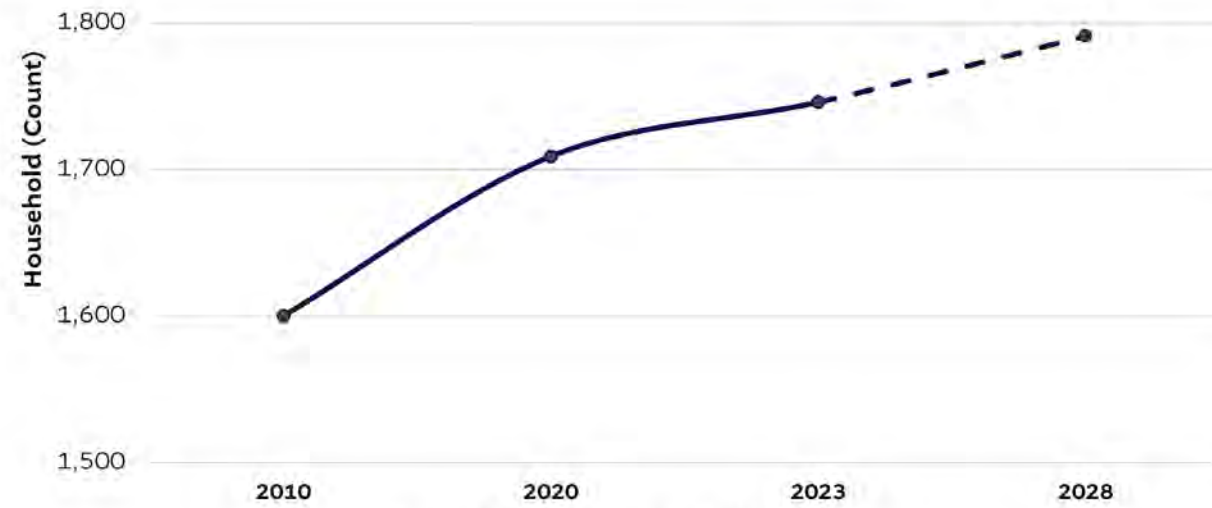
Source: ESRI Community Profile.

Households

A Household refers to all the people who occupy a housing unit (e.g. house, apartment) as their usual place of residence¹. This can include both related family members, unrelated people, or a person living alone.

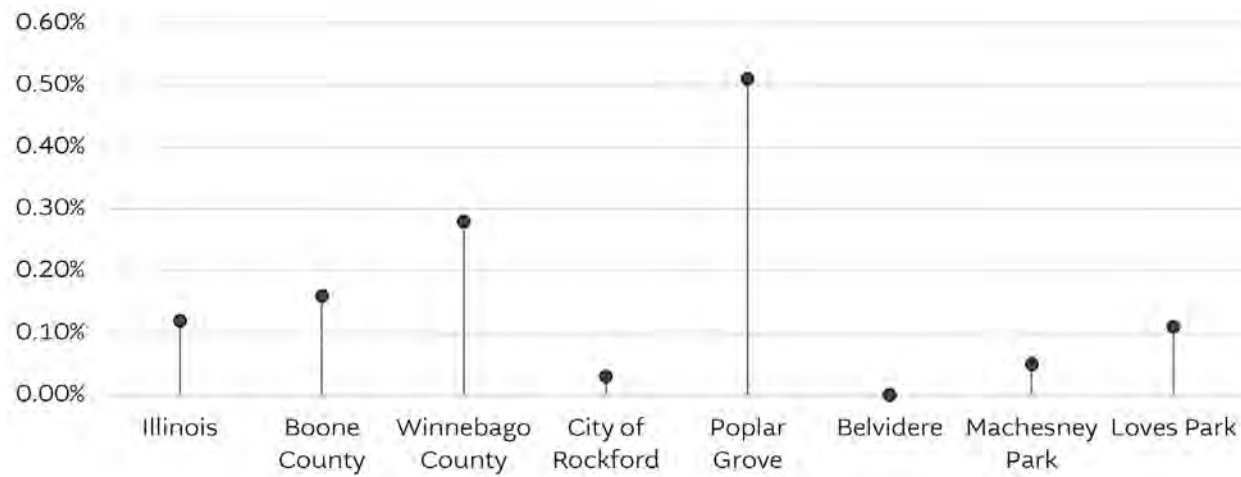
The Village of Poplar Grove has not only grown in population, but also the number of households. This growth is also predicted to continue and to outpace its neighboring communities.

Figure 8: Poplar Grove Household Trends



Source: ESRI Community Profile.

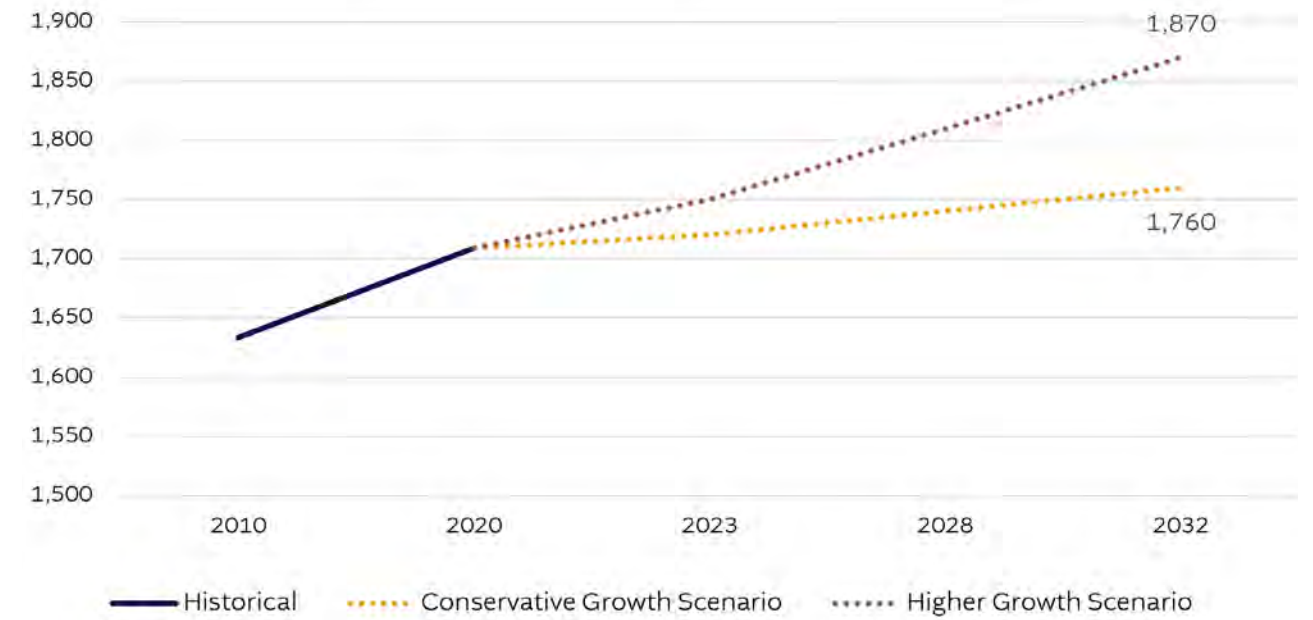
Figure 9: Annual Household Growth Rate Comparison 2023-2028



Source: ESRI Community Profile.

Should the village maintain a 0.2-0.7% compound annual household growth rate as it has in the past, by 2032, the number of households in Poplar Grove could be 1,760-1,870.

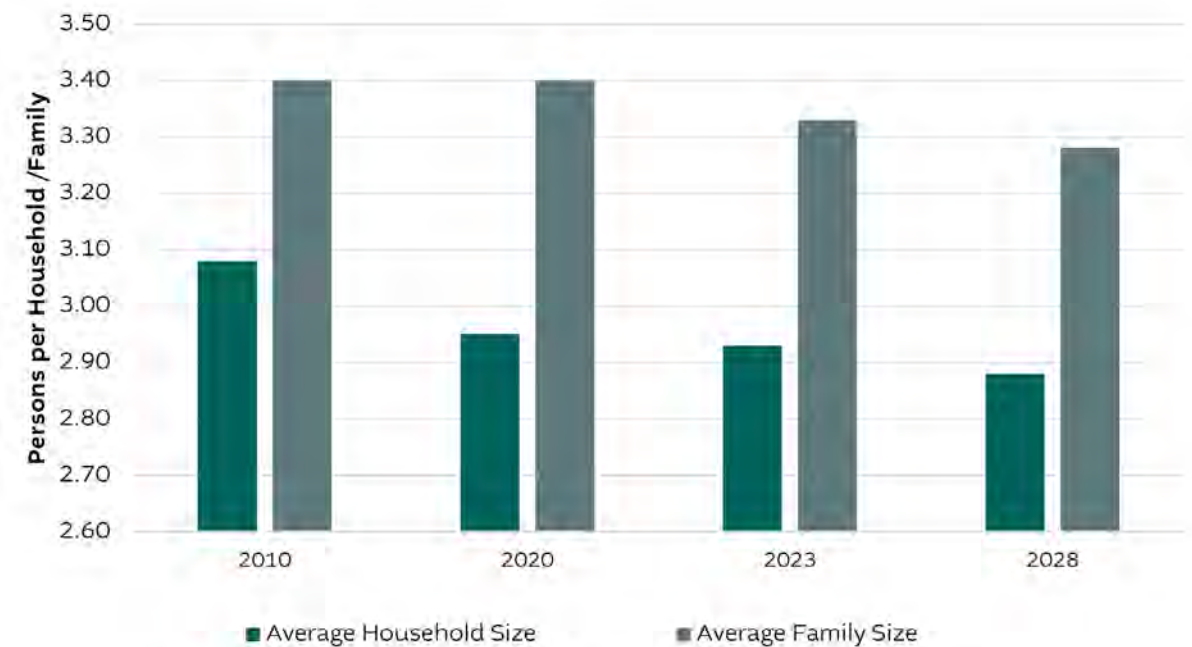
Figure 10: Poplar Grove Household Trends and Projections (2010-2032)



Data Sources: U.S. Census Bureau, Illinois Economic and Fiscal Commission, Redevelopment Resources.

However, the number of people within each household is also predicted to decline. For example, the number of children couples choose to have, if any, may decline, or the number of roommates sharing a housing unit may decline. This impacts the size of future housing demand which we will discuss in the Housing section.

Figure 11: Poplar Grove Household and Family Size Trends



Source: ESRI Community Profile; Redevelopment Resources.

Socioeconomic Profile

Income

As of 2023 the median household income in Poplar Grove was \$92,992. This is approximately 24% more than the median household income for Boone County in the same year (\$74,902). ESRI forecasts median household incomes to rise for both the village and the county in 2028: \$104,761 (Poplar Grove) and \$81,593 (Boone County), respectively.

Figure 13 shows the percentage of household incomes in 2023 by range in both Poplar Grove and Boone County. In Poplar Grove, about 21% of households make less than \$50,000 per year, 31% make between \$50,000 and \$100,000 per year, and nearly 48% make \$100,000 or more per year. In Boone County, nearly 32% of households make less than \$50,000 per year, 33% make between \$50,000 and \$100,000 per year, and 35% make \$100,000 or more per year.

Figure 12: Median Household Income Overview

Median Household Income	Poplar Grove	Boone County
2023	\$92,992	\$74,902
2028	\$104,761	\$81,593

Figure 13: Households by Income (2023)

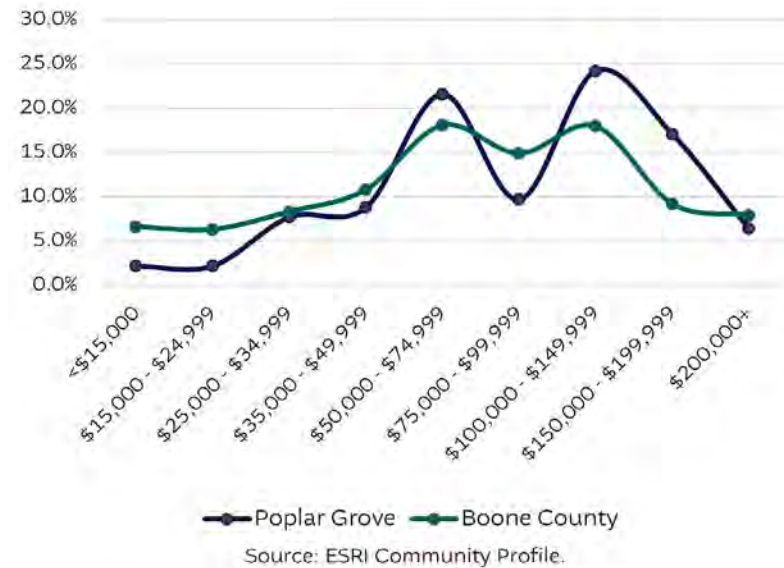
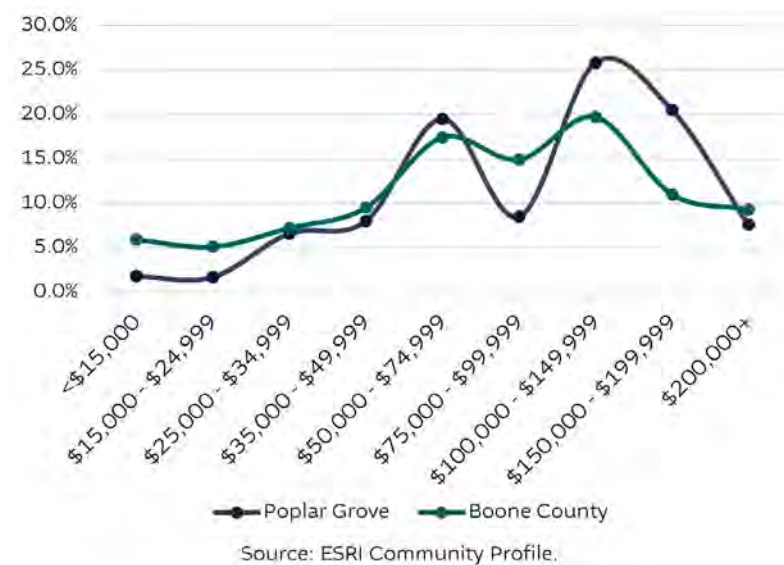


Figure 14: Households by Income (2028)



Educational Attainment

Of Poplar Grove residents aged 25 years and over, 97% have at least a high school diploma or equivalent and nearly 72% have at least some college education.

Compared to Boone County, the village has higher rates of individuals whose educational attainment includes at least a high school diploma or equivalent. Village residents with at least some college education is also higher than the county: 69% to 55%, respectively. This is important, as wages are generally determined by educational attainment and experience with few exceptions.

Employment

As of 2023, there are 2,866 workers aged 16 and older in the labor force. Of these workers, over 93% are employed. Figure 16 illustrates the employed states of the labor force by age segments. Village residents aged 25-54 comprise the largest share of the labor force at nearly 62%, while village residents aged 55-64 make up 17% of the labor force.

Figure 15: Population 25+ by Educational Attainment (2023)

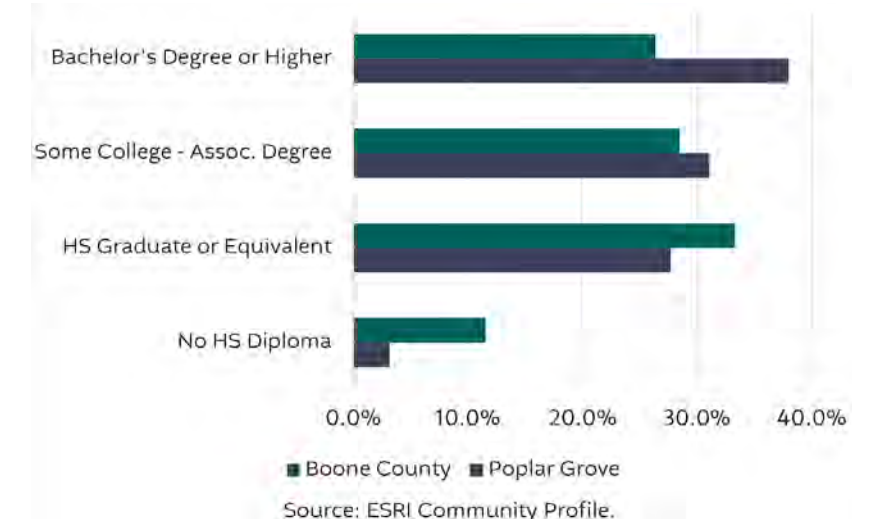
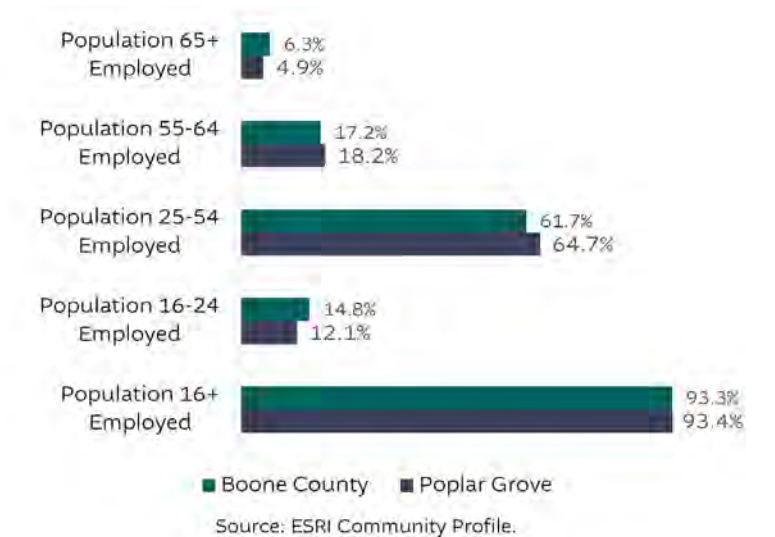
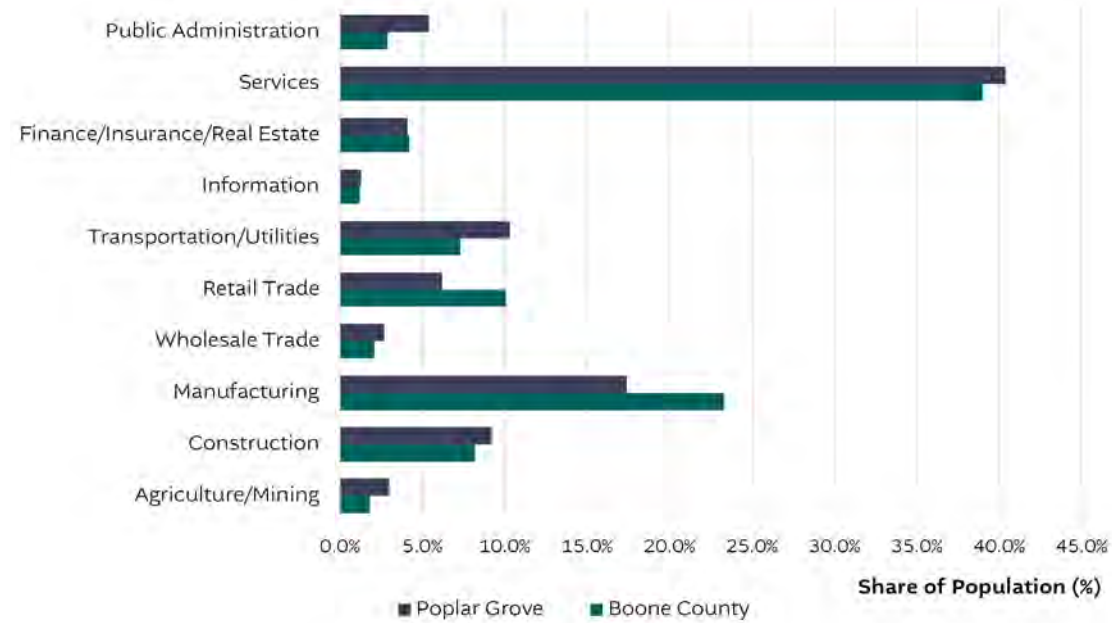


Figure 16: Civilian Population 16+ in Labor Force (2023)



Looking at industries in which Poplar Grove residents work, either within or outside the village, the Service industry maintains the largest share of employment at 40%. Manufacturing (17%), Transportation (10%), and Construction (9%) are next largest sources of employment, while Retail Trade (6%) and Fire/Insurance/Real Estate (4%) rank toward the bottom.

Figure 17: Employed Population Aged 16 and Older by Industry (2023)



Source: ESRI Community Profile.

Figure 18 shows the percentage of the employed population by occupation in both Poplar Grove and Boone County. The Management/Business/Financial and Professional occupations maintain the large share of employment (27% and 26%, respectively). This is proportionally higher than the county-level counterparts. Conversely, the share of employed individuals in the Services and Production occupation is larger in Boone County than it is in the village. Other occupations maintain a similar or near-equal share, such as Transportation/Material/Moving and Installation/Maintenance/Repair.

Figure 18: Employed Population Aged 16 and Older by Occupation (2023)



Source: ESRI Community Profile.

Employment

The Bureau of Labor Statistics does not provide unemployment data for communities of less than 25,000 in population, therefore the project team evaluated the unemployment rate of Boone County compared to Winnebago County since they are both part of the Rockford MSA. Over the last ten years, the unemployment rate of Boone and Winnebago County has closely followed or been identical to one another. Starting in 2022, however, the division between the two counties widened.

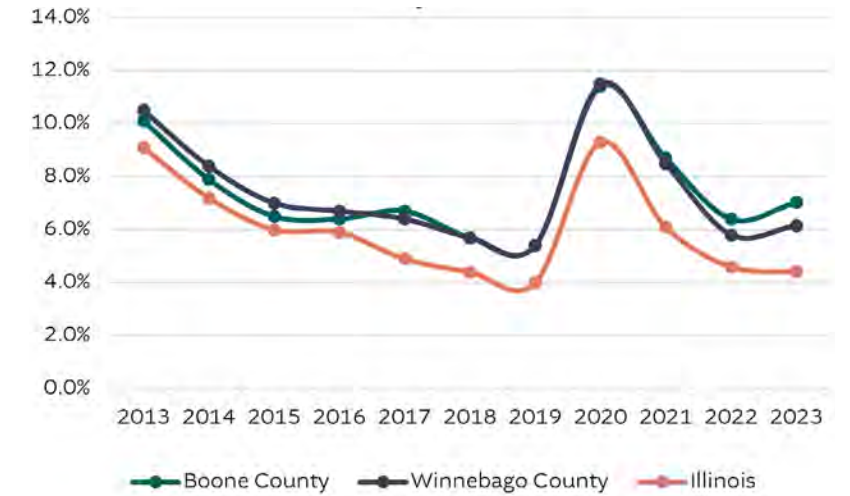
Population by Race

The racial composition of a community is one metric in a mosaic of metrics to assess access to resources, employment, quality of life, and health outcomes. Furthermore, McKinsey & Company, a globally recognized strategy and management consulting firm, found that “companies in the top quartile for gender or racial and ethnic diversity are more likely to have financial returns above their national industry medians ².” If a company desires to diversify their workforce, they will need to attract diverse workforce talent from existing talent pools. The Village of Poplar Grove, however, is predominately white (79.8%) while Boone County as a whole is 71.4% white and Winnebago County is 66.0% white.

“... measuring differential experiences, treatment, and outcomes across racial categories is necessary to track disparities and to inform policymaking to achieve greater social justice.” ³

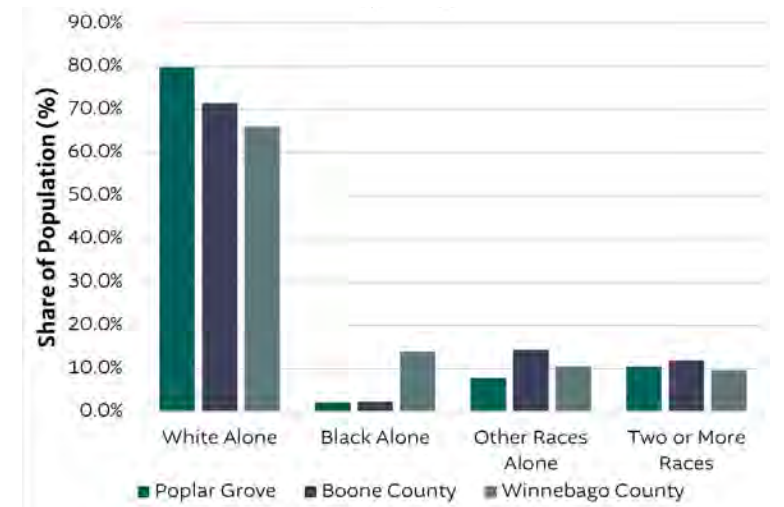
-American Sociological Association, “The Importance of Collecting Data and Doing Social Scientific Research on Race.”

Figure 19: Unemployment Rate Trends Comparison



Data Source: Bureau of Labor Statistics, Local Area Unemployment Statistics for counties and equivalents.

Figure 20: Population by Race/Ethnicity Comparison (2023)



Source: ESRI Community Profile.

SOURCES

1. United States Census, “Glossary” Page. <https://www.census.gov/glossary/?term=Household>
2. McKinsey. “Why Diversity Matters”. <https://www.mckinsey.com/capabilities/people-and-organizational-performance/our-insights/why-diversity-matters>
3. American Sociological Association. “The Importance of Collecting Data and Doing Social Scientific Research on Race.” Washington, D.C.: American Sociological Association; 2003. pg. 4

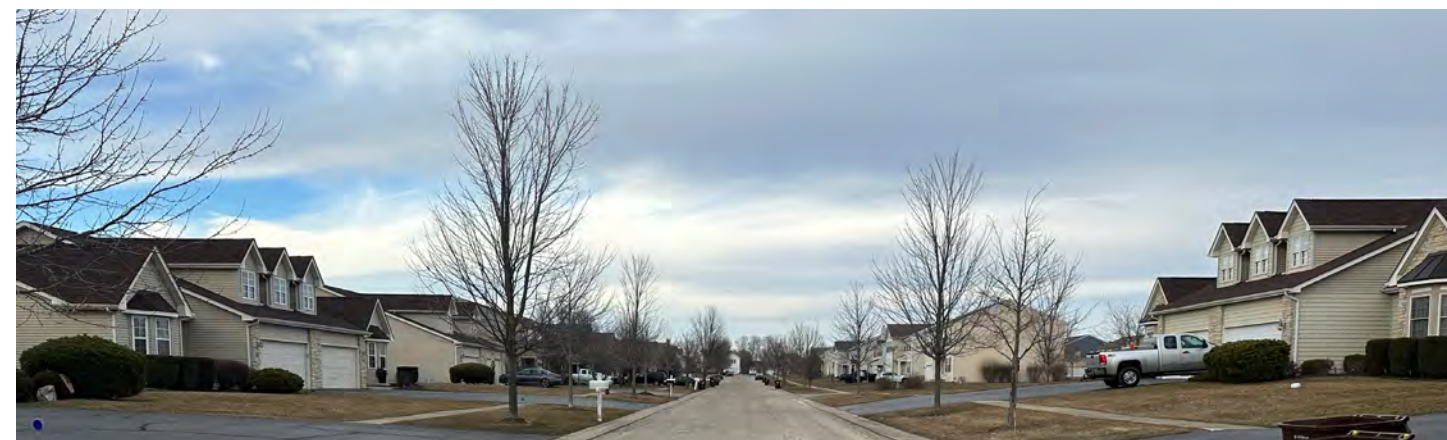
Land Use

Introduction

In the context of municipal planning, the term “Land Use” refers to the different purposes for which land may be used. While these purposes are functional in their individual classification—residential, commercial, industrial, civic, and conservation uses, for example—their collective form plays a significant role in creating the community the village aspires to become.

Long-range land use plans provide a framework for municipalities to identify future land use needs in general, guide future preservation and development for public and private uses in particular, and spatially arrange said uses in an orderly, compatible manner. At their best, long-range land use plans help municipalities accomplish multiple objectives, including:

- Encouraging orderly, cohesive development patterns;
- Cultivating community character and a unique sense of place;
- Minimizing land use conflicts;
- Protecting natural environments; and
- Providing efficient municipal service delivery.



The Land Use element of the plan includes information on existing land use, development patterns, and zoning classifications within the Village of Poplar Grove. It references relevant content from previously adopted plans and studies and incorporates data from other elements within this plan related to issues, trends, and opportunities. Put together, these items inform a Future Land Use Plan that identifies a preferred physical development for the village.

Upon adoption by the Village Board, the Land Use element of the plan becomes a guide for the village’s official zoning map and for making decisions related to a variety of matters, including development phasing, associating developments with public improvements, and zoning and subdivision decisions. It should be stressed that this element is a guide.

Zoning is the legal mechanism by which the village controls how land is used. The village’s zoning map is linked to the Unified Development Ordinance (UDO), and together they regulate land use. Working in tandem with village staff, the Village Board as well as the Planning & Zoning Commission is responsible for interpreting the land use plan and enforcing the zoning ordinance.

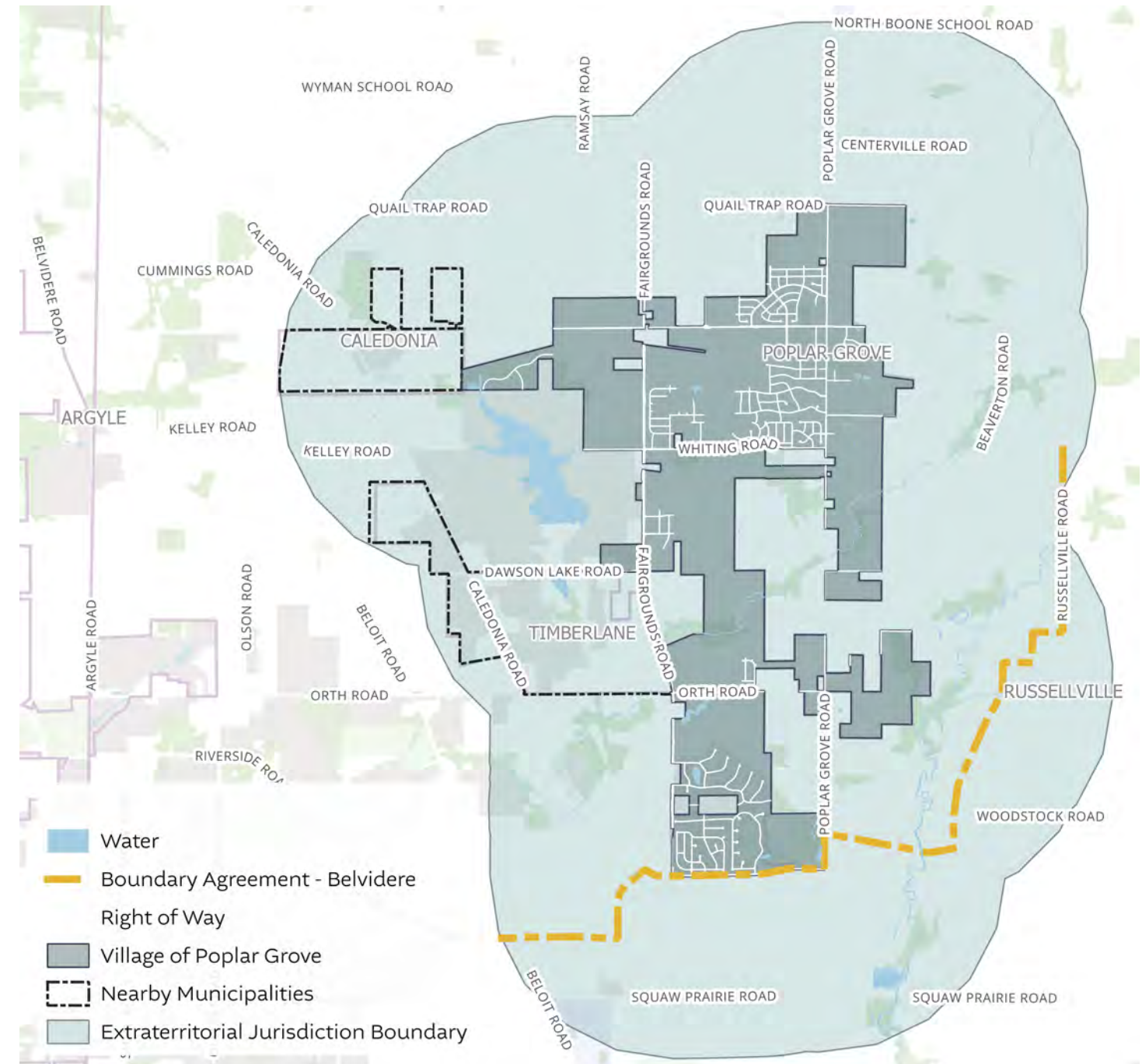
Planning Area

As authorized by Illinois state statute, municipalities have the ability to plan for unincorporated areas contained within 1.5 miles of its municipal limits. This is known as its Extraterritorial Jurisdiction (ETJ), a boundary which is illustrated in Figure 21.

The village has established boundary agreements with the City of Belvidere to the south. A boundary agreement between the Village of Poplar Grove and the Village of Capron expired July 10, 2020, and a renewed agreement could be not verified at the time of this plan update. The Village is also adjacent to Candlewick Lake, an official Census-Designed Place, to the west.

Boundary Agreements

Figure 21: Planning Area



Existing Land Use

Figure 22 illustrates existing land uses in and around the Village by a variety of different categories described below. These categories are referenced from map layers obtained from Boone County, and their descriptions align with category descriptions found in both the 2029 Boone County Comprehensive Plan and the Boone County Code of Ordinances.

Agricultural



Land used for row crops, animal husbandry, pastures, or agritourism in rural locations. Residential development is typically limited to farmsteads. In most cases there are no dwelling units on the lot and the parcel is classified as a designated farm by the Boone County Assessor's Office.

Exurban Residential



Consists of rural, small estate residential development in areas not expected to have centralized water and/or sewer facilities in the near future. Land use in this category can also include agricultural pursuits, equestrian uses, and land conservation in areas which are physically unsuitable for intensive urban development.

Single-Family Residential



Detached residential development serving individual families. This land use features a range of housing typologies from traditional, smaller-scale housing on small lots with minimal setbacks to contemporary, larger-scale housing on large lots with deep setbacks or large acreage.

Two-Family Residential



Typically attached residential development consisting of duplexes, apartments, townhomes, condominiums, and senior housing.

Multi-Family Residential



Typically attached residential development consisting of apartments, townhomes, condominiums, and senior housing. Dwelling units can include at least 3 or more dwelling units per building. Mobile home parks are also included in this category.

Commercial



Land used for retail, restaurants, hotels, office space, or a similar use. Uses in this category exist in both traditional (e.g. downtown) and suburban-style building typologies.

Industrial



Land used for manufacturing, factories, warehouse/storage, or large-scale production. Can consist of smaller uses assembled in industrial park-style development as well as large, stand-alone sites typically exceeding 1 acre.

Airport



This designation exclusively references the Poplar Grove Airport, a privately-owned general aviation facility. Residential uses associated with the airport are associated with the Single-Family Residential land use described above.

Institutional



Land used for churches, schools, fairgrounds, assisted living facilities, government or public safety buildings, public utilities, cemeteries, or other civic-oriented land uses.

Extraction



Land used for mines or quarries on a collection of parcels usually greater than 40 acres.

Open Space



Land used for parks, conservation areas, golf courses, camp grounds, or other outdoor recreation facilities. There are no dwelling units located on these parcels and many sites exceed 10 acres. This land use category is distinct from wetlands and flood plains despite many parcels being situated within or nearby said areas.

Figure 22: Existing Land Use

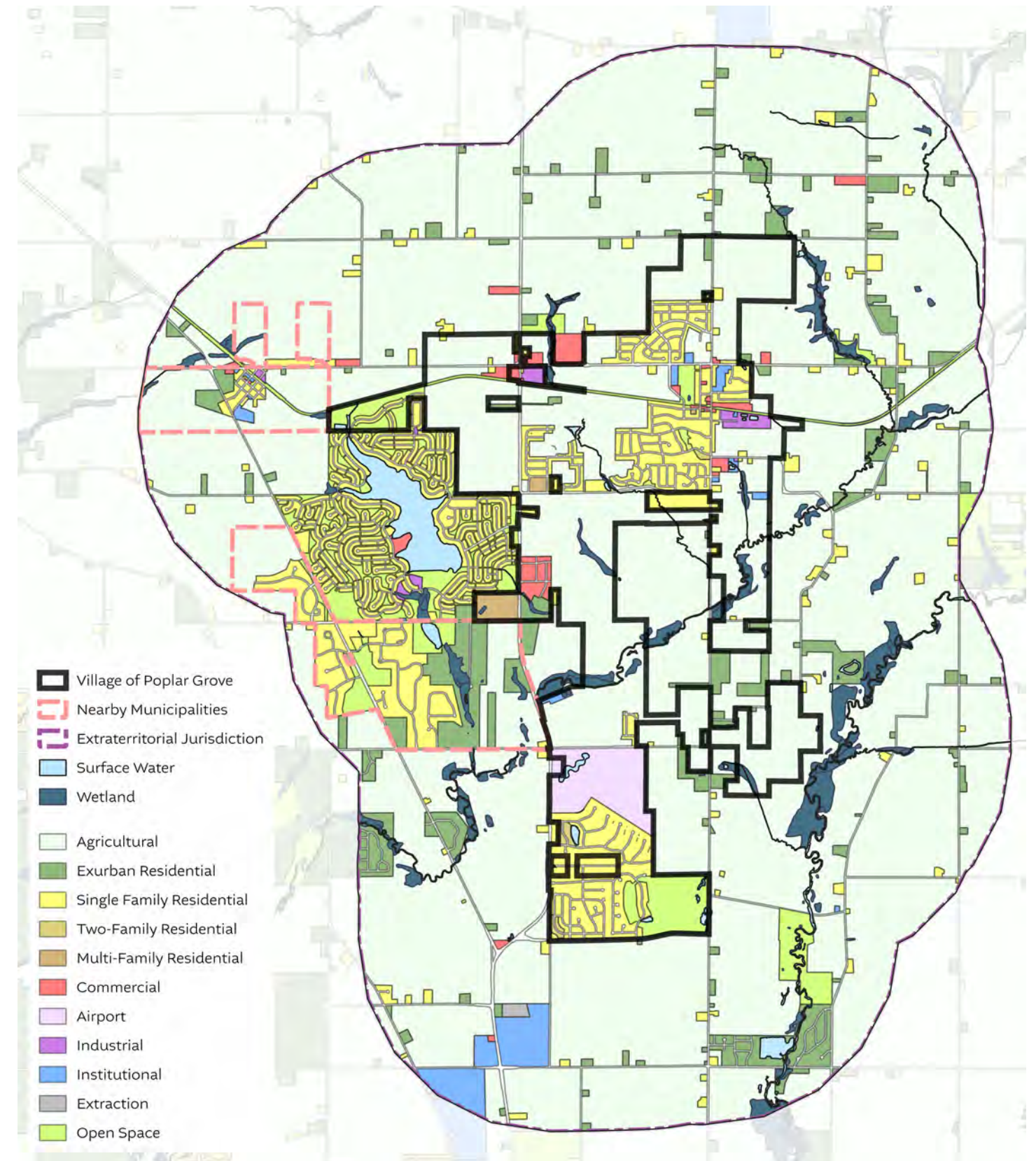


Figure 23: Existing Land Use within Extraterritorial Jurisdictional Boundary

Land Use	Acres	% of Total
Agricultural	30,022	69.01%
Exurban Residential	1,497	3.44%
Single-Family Residential	2,269	5.22%
Two-Family Residential	21	0.05%
Multi-Family Residential	57	0.13%
Commercial	183	0.42%
Industrial	60	0.14%
Airport	250	0.57%
Institutional	363	0.83%
Extraction	14	0.03%
Right of Way	7,316	16.82%
Open Space	1,453	3.34%
TOTAL	43,403	100%

Existing Land Use Pattern Within the Village

For many years, land use within the Village has typified a small, rural community. County roadways in tandem with the former Chicago & Northwestern Railroad were defining features of the village’s land use. Compact land uses clustered around the rail line and North State Street (Route 32); businesses included retail, commercial, and agricultural establishments, and residential development is in keeping with the dense, walkable land use found in many pre World-War II traditional developments.

The Village is not unlike many small towns in that its growth pattern has been markedly residential, with subdivisions on curvilinear streets radiating outward from the village’s center in the last few decades. The 2029 Boone County Comprehensive Plan attributes this growth pattern to the “housing boom” of the 1990s into the 2000s, a period in which the county experienced large population growth.¹ In addition to demand of single-family residential homes, the increased population also facilitated commercial development along major corridors. This automobile-oriented development is especially present on the northern and western boundaries of the village, with commercial retail flanking state highways and serving local and regional users alike.

Figure 25 summarizes the existing land use within the Village of Poplar Grove. At the time of this plan update, the Village is comprised of 2,499 parcels of land on 4,961 acres within a 7.72 square mile boundary.

Figure 25: Existing Land Use within Village Boundary

Land Use	Acres	% of Total
Agricultural	3011.00	60.7%
Exurban Residential	40.72	0.8%
Single-Family Residential	745.02	15.0%
Two-Family Residential	20.73	0.4%
Multi-Family Residential	56.76	1.1%
Commercial	87.80	1.8%
Industrial	28.92	0.6%
Airport	241.45	4.9%
Institutional	42.19	0.9%
Extraction	0.00	0.0%
Right of Way	375.37	7.6%
Open Space	310.67	6.3%
TOTAL	4,961	100%

Figure 24: Bar Chart of Existing Land Use within Extraterritorial Jurisdictional Boundary

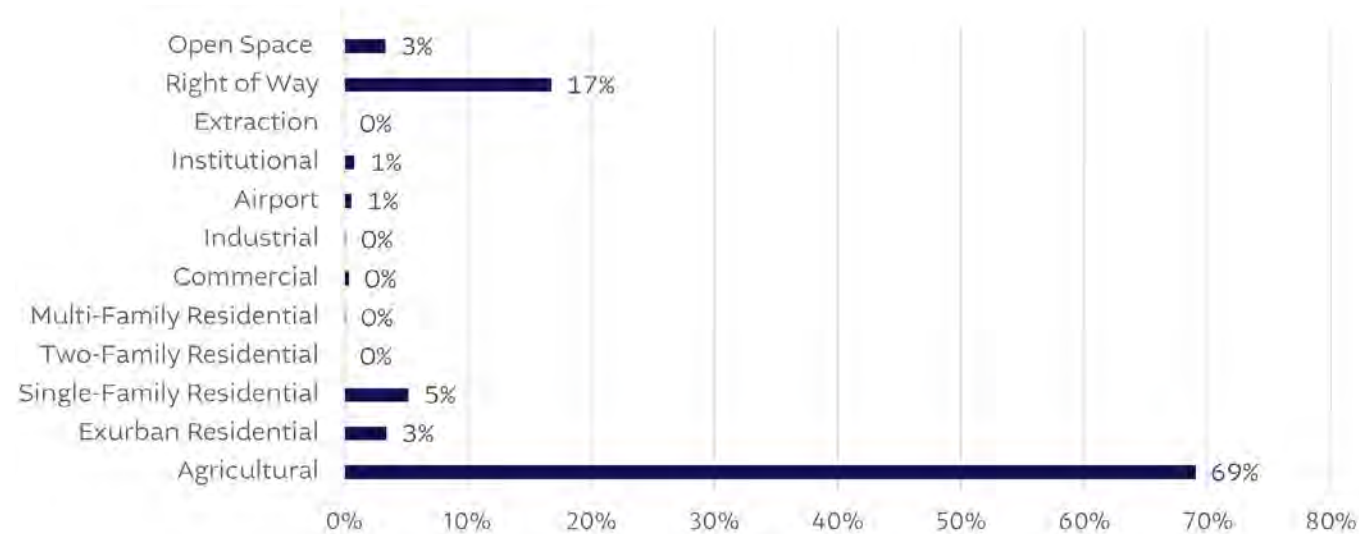
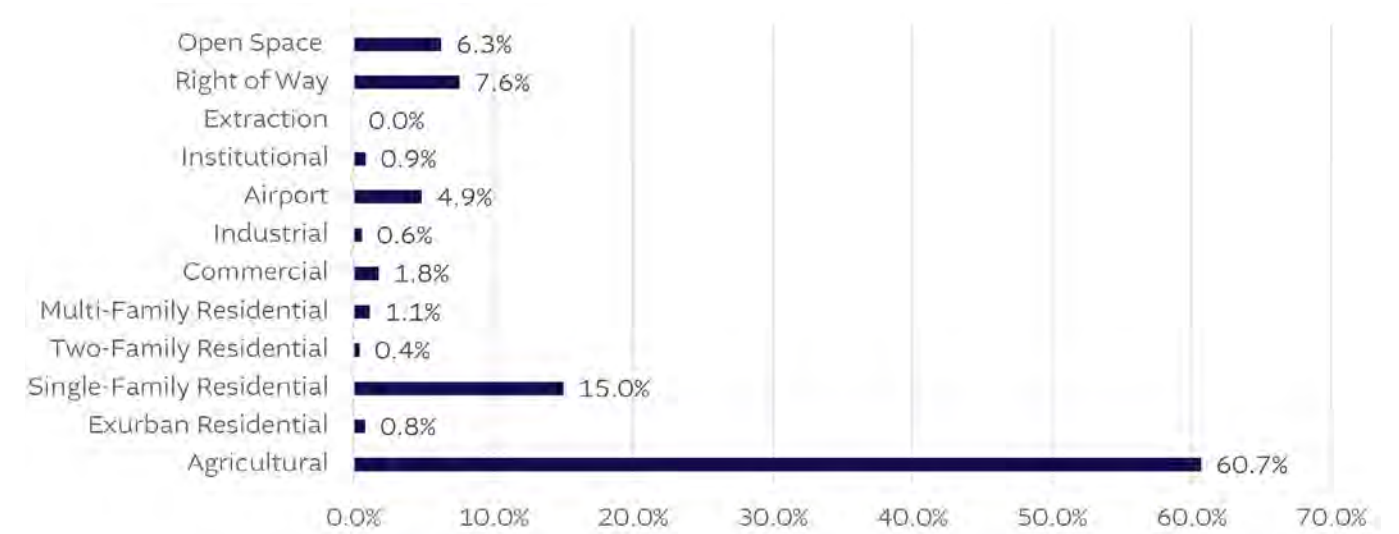


Figure 26: Bar Chart of Existing Land Use within Village Boundary



Current Zoning

Poplar Grove's zoning currently consists of 11 zoning districts including 1 agricultural, 3 business, 2 industrial, and 5 residential districts.

The Zoning Ordinance was established March 13, 2012 and last amended on April 9, 2012.

Figure 27: Current Zoning

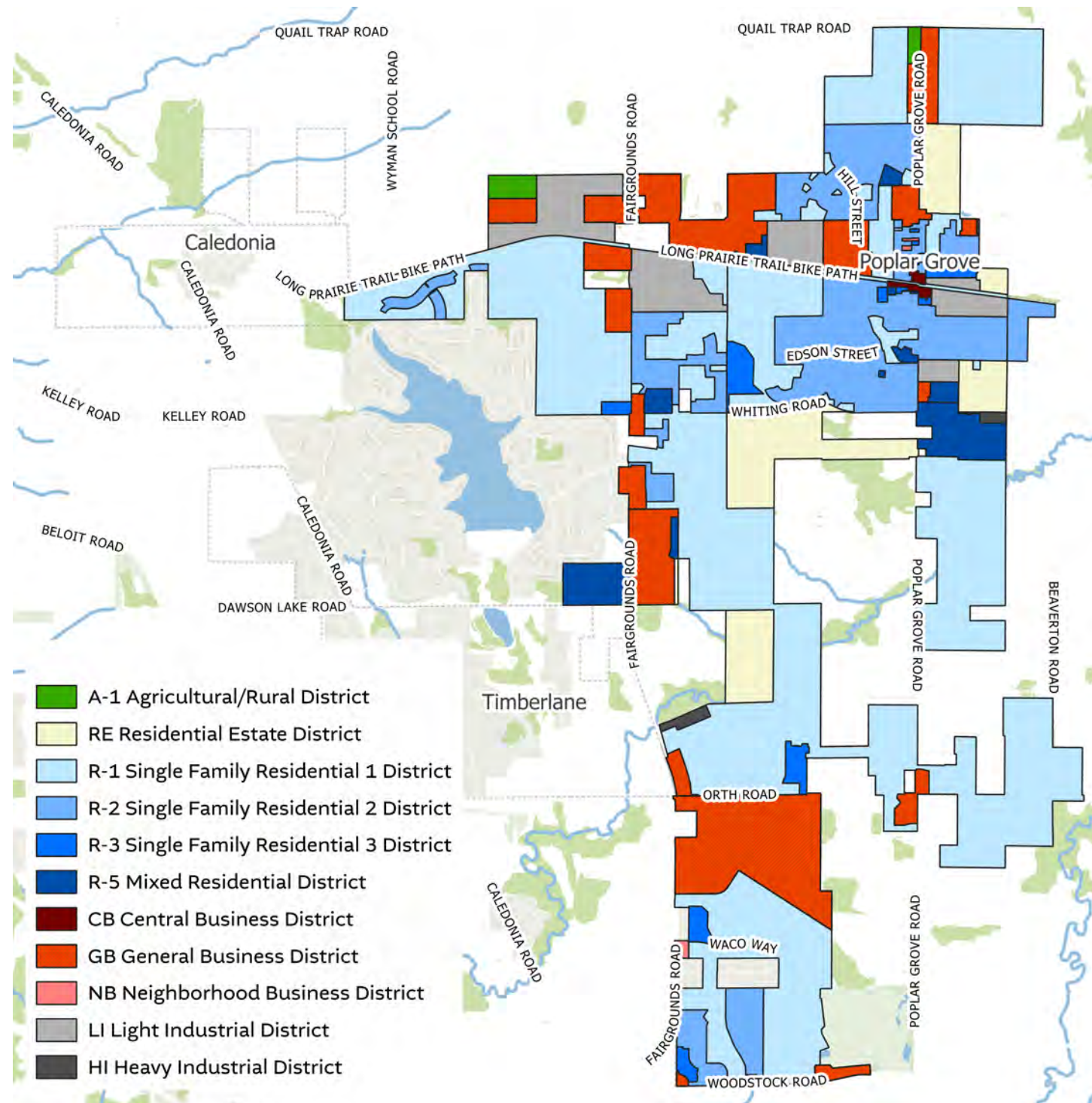


Figure 28: Table Summary of Current Zoning Classifications

Category	Description	Acres	% of Total
Agricultural/Rural District	A-1 (40 ac)	27.99	0.6%
Business Districts	CB Central Business	8.39	0.2%
	GB General Business	720.26	14.6%
	NB Neighborhood Business	15.68	0.3%
Industrial Districts	LI Light Industrial	271.39	5.5%
	HI Heavy Industrial	5.96	0.1%
Residential Districts	R-1 Single Family (20,000 sqft)	2504.33	50.8%
	R-2 Single Family (10,000 sqft)	755.29	15.3%
	R-3 Single Family (7,000 sqft)	90.99	1.8%
	R-5 Mixed Residential (3,000 sqft)	168.77	3.4%
	RE Residential Estate (10 ac)	358.78	7.3%
TOTAL		4,928	100%

The following is a basic description of each of the zoning districts. The full detail of uses and regulations can be found in the city's zoning ordinance.

Agricultural District

A-1, Agricultural-Rural District: This district is intended to permit development that is solely of a rural community character. The land use standards for this district permit very low density single-family residential development at one dwelling unit for every 40 gross acres, as well as a variety of agricultural related uses. The A-1 District shall either serve as a development/conservation designation (preserving and protecting agricultural activities such as hobby farming and rural residential areas) that will not be developed further or as a holding zone which allows for interim land uses (agricultural and low density single-family residential uses compatible with farming).

Business Districts

CB, Central Business District: This district is intended to provide a range of large and small commercial development as well as some institutional and higher-

intensity residential uses in the downtown area. This may be accomplished by providing incentives for infill development and redevelopment, allowing minimal building setbacks and no requirements for on-site parking or landscaping.

GB, General Business District: This district is intended to permit both small and large scale high quality commercial and institutional development that is compatible with the overall suburban character of the village. A wide range of commercial uses including retail, lodging and office uses are permitted within this district. Most new and infill commercial development will be in the GB District.

NB, Neighborhood Business District: This district is intended to permit low-intensity, high-quality, small-scale office, commercial and institutional development that is compatible with residential neighborhoods and located at appropriate areas within or directly adjacent to residential development. Requirements of this district are intended to ensure that the nonresidential uses allowed in the NB District are compatible with the residential uses adjacent to or within the district.

Industrial Districts

LI, Light Industrial District: This district is intended to permit high-quality industrial and office uses at intensities compatible to the suburban-character of the Village. This is accomplished in part through relatively low maximum buildable site area. The primary difference between this and the HI District is that the typical industrial activities will be indoors and not produce high levels of noise, exhaust, odors and other nuisances typically associated with more intense industrial activities.

HI, Heavy Industrial District: This district is intended to permit a wide variety of indoor and outdoor industrial land uses and other land uses not permitted in any other zoning district. This does not mean that all land uses are permitted in this district. The HI District also provides space for land uses that have the potential to produce more of a nuisance to adjacent properties; in this district the potential nuisances on adjacent properties are minimized.

Residential Districts

R-1, Single-Family Residential 1 District: The purpose of this district is to allow for the development of single-family detached residences at low densities so as to preserve the suburban residential character of the area. Regulations include a minimum lot area of 20,000 square feet, a dwelling unit separation of 30 feet, and a minimum floor area of 2,000 square feet.

R-2, Single-Family Residential 2 District: The purpose of this district is to allow for the development of single-family detached residences at moderate densities to accommodate existing developments within the Village. In order to maintain lots and structures within older

neighborhoods which often cater to mixed incomes, some multi-family housing may be permitted by special use. Regulations include a minimum lot area of 10,000 square feet, a dwelling unit separation of 12 feet, and a minimum floor area of 1,500 square feet.

R-3, Single-Family Residential 3 District: The purpose of this district is to allow for the development of single-family detached residences at high densities to accommodate existing developments within the Village. Regulations include a minimum lot area of 7,000 square feet, a dwelling unit separation of 20 feet, and a minimum floor area of 840 square feet.

R-5, Mixed Residential District: This district is intended to permit residential development that has a higher density than other residential districts with two or more dwelling units per building. Various types of residential uses are permitted within this district: two unit structures, townhouses and multiple-family buildings. Regulations include a minimum lot area of 3,000 square feet, a dwelling unit separation of 20 feet with 0 feet along a common wall, and a minimum floor area of 840 square feet.

RE, Residential Estate District: This district is similar in purpose as the Agricultural/Rural District (A-1), except that it allows for low density single-family residential development, as well as hobby farming, but not a wide range of agricultural activities or livestock. Similar to the A-1 District, this district can function as either a development/conservation designation or as a holding district. As a development/conservation district, the ultimate build out of the land would be a maximum of one dwelling unit per ten acres. This allows for the potential to permanently protect areas of the Village for very low density residential development for those who want to live in a countryside environment.



Moscato's Pizzeria is located in the village's downtown, which is zoned 'CB' for Central Business District.

Future Land Use

Figure 29 illustrates future land use within the village.

The Future Land Use Map is a policy tool that is used to inform zoning decisions. As such, the map illustrates general land use types. Specific distinctions are located in the village's Zoning Ordinance. Additional layers of relevance have been noted in the legend; this includes:

- Nearby Municipalities
- Community Separation Areas
- Pre-Annexation Areas
- Extraterritorial Jurisdictional Boundary
- Wetlands
- FEMA Flood Zones (100-year, 500-year)

Generally, village officials may consult the Future Land Use Map during the following events:

- **Rezoning requests:** This helps determine if the request aligns with the desired future land use.
- **Amendments to the Zoning Ordinance:** This ensures that proposed zoning changes align with the desired future land use.

The Future Land Use Map in this report is designed to reflect the language found in the existing Zoning Ordinance. These documents work in tandem and must be aligned accordingly. Village officials seeking to make any changes to either the Future Land Use Map or the Zoning Ordinance must be done in a way that ensures ultimate alignment between both documents.

Recommendations

Goals

- Promote land use in a way that encourages orderly, cohesive development patterns, reinforces community character and a unique sense of places, minimizes land use conflicts, protects natural environments and resources, and provides efficient municipal service delivery.

Objectives

- Promote development that advances economic growth and provides an efficient land use pattern
- Ensure a desirable mix of land uses that build the tax base and justify infrastructure improvements
- Maintain regionally competitive property values

Policies

- Consult the Land Use section of this plan in general, and the Future Land Use Map and section recommendations in particular, when reviewing rezoning requests, updating the Zoning Ordinance, or otherwise making specific land use decisions.
- Avoid 'leapfrog' development patterns that blur distinct boundaries between land uses, such as resident development and agricultural land. Instead, direct new development to adjacent existing development for ease and economy of extending utilities and infrastructure.
- De-concentrate the development of higher-density residential development throughout the village by incorporating into multiple neighborhoods rather than a select one or two.
- Encourage a mix of uses in new larger scale developments to accommodate employment, housing, and shopping demand.
- Preserve and enhance the historic character of the downtown by encouraging compatible new development and redevelopment.
- Maintain the Boundary Agreement between the Village of Poplar Grove and the City of Belvidere.
- Amend the Village Zoning Ordinance to be consistent with all state statute changes and evolving residential demands.

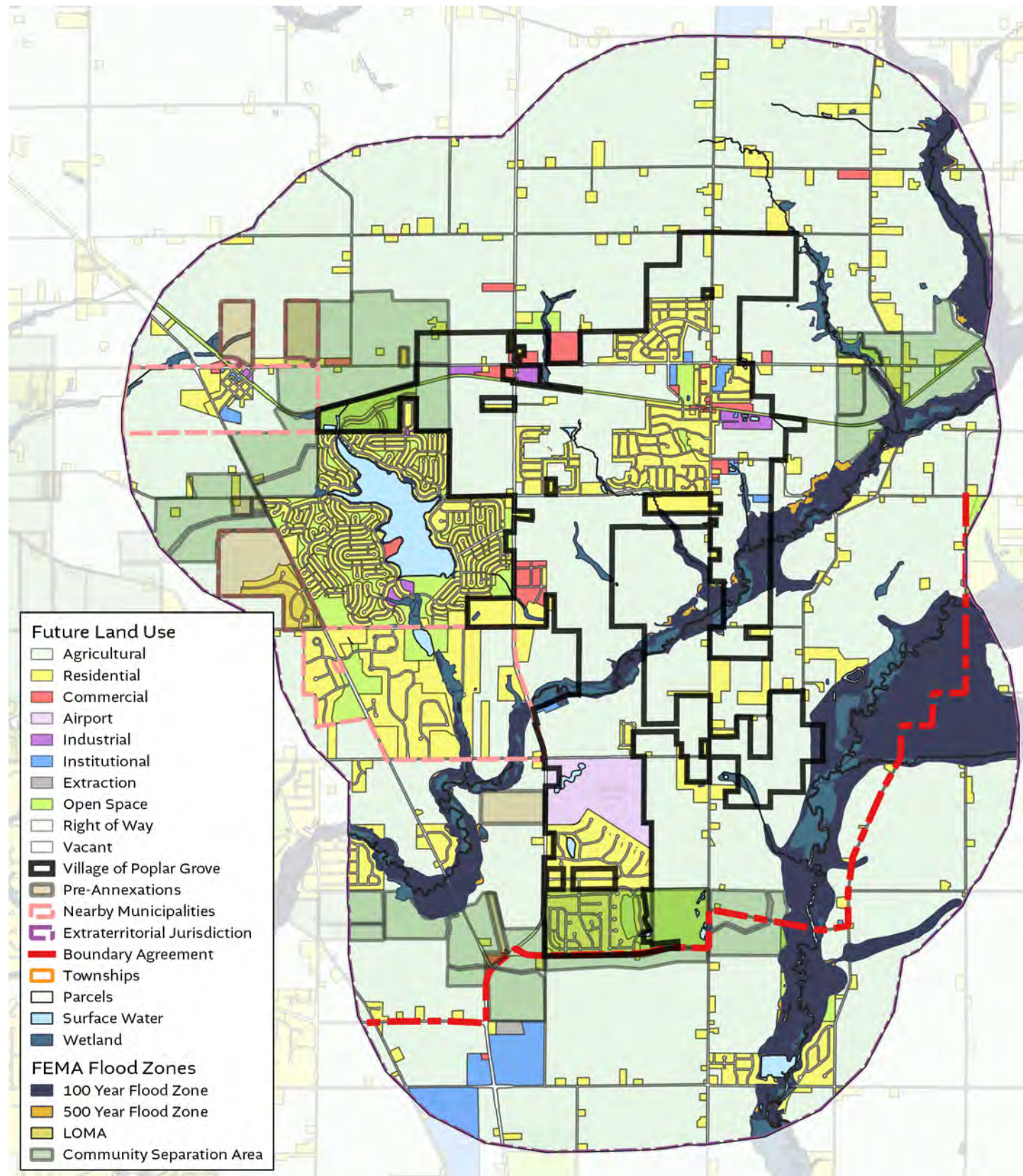
Strategies

1. Establish a boundary agreement between the Village of Poplar Grove and the Villages of Caledonia and Timberlane. This was an earlier recommendation in the previous plan but was never executed.
2. Re-Establish a boundary agreement between the Village of Poplar Grove and the Village of Capron. A 20-year boundary agreement between the Village of Poplar Grove and the Village of Capron was established on July 10, 2000. That agreement expired July 10, 2020, and a renewed agreement could not be verified at the time of this plan update.
3. Enhance non-motorized accessibility between developments by developing sidewalks and trails.
4. Promote more compact neighborhood design, aligning with traditional development patterns, to encourage efficient development and use of resources.
5. Develop framework for future industrial/business park opportunities.

SOURCES

1. Boone County, Region 1 Planning Council. "Boone County Comprehensive Plan, 2029".

Figure 29: Future Land Use



Agricultural & Natural Resources

Introduction

Among the many land uses characterizing the Village of Poplar Grove, the presence of farmland throughout the community is perhaps the most significant. Agricultural uses have shaped the landscape well before the village's incorporation, and agriculture occupies the majority of land use both within and around the village boundaries to date. During the February 21 Community Open House, residents expressed pride over their agricultural heritage as well as a need to use and conserve farmland responsibly.

Of equal importance is the need to conserve natural resources, particularly in undeveloped areas such as woodlands and land within the 100 year floodplain. The region touts a high-quality network of creeks, streams, and rivers in general, and the presence of Beaver Creek and Piskasaw Creek in particular are valuable assets to the community.

Boone County Conservation District owns 98 parcels of land, nearly all of which is designated as conservation in its land use, and much of which exists within the extraterritorial jurisdictional boundary relevant to the village's planning process. Piskasaw Fen, Tuttle Clarkson, and Funderburg are just a few of the conservation areas located in close proximity to the village.

This section includes an overview of the existing land cover in the planning area, which is helpful for distinguishing between man-made/developed conditions and natural/un-developed conditions. The section also summarizes data related to the county's agricultural and natural resources while illustrating 'No-Growth' areas to inform the Future Land Use Map. Village officials should strive to maintain a balance between all land uses, planning for how land should and should not be developed, and accounting for how agricultural and natural resources should be preserved.



Land Cover

Figure 30 visualizes land cover in the planning area as of 2021 using spatial data from the National Landcover Database (NLCD). As mentioned above, land use and land cover are interrelated yet maintain distinct meanings. Land use presupposes human activity and is a basis for future land use planning. Land cover includes both natural characteristics and human constructions built on the land's surface.

Over 3,000 acres are currently being used for agricultural purposes, accounting for nearly 61% of all land use within the village. Most of this agricultural land is zoned generally for low-density residential use.

Figure 30: Land Cover in Planning Area

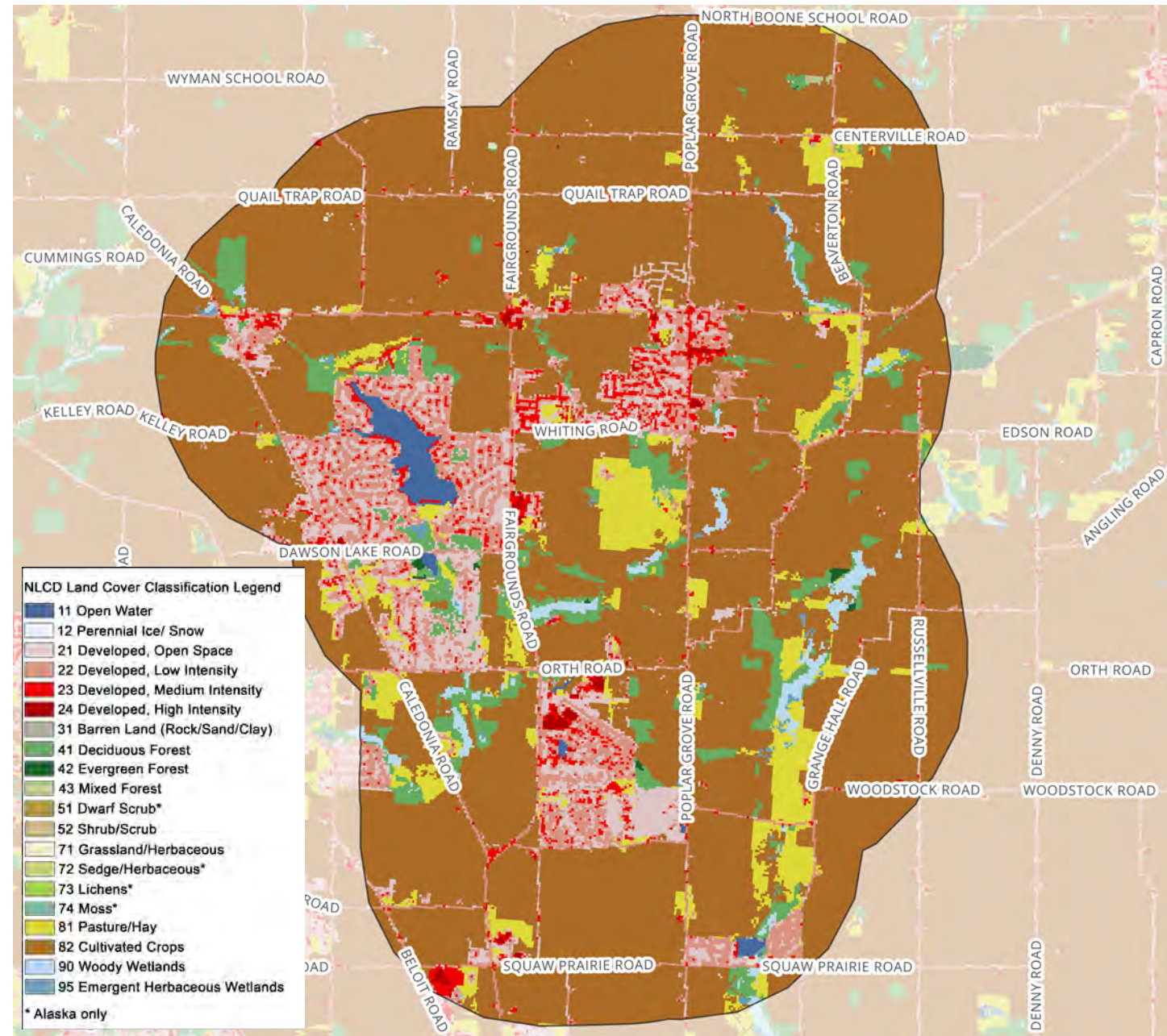


Figure 31: Land Cover, Boone County

Land Cover Type	Cell Count	Area (acres)	Percent	Adjusted Area (acres)
Open Water	2,784	619.1	0.32%	594.7
Developed, Open Space	43,774	9,735.10	5.07%	9,351.5
Developed, Low Intensity	50,453	11,220.5	5.85%	10,778.3
Developed, Medium Intensity	11,460	2548.6	1.33%	2,448.2
Developed, High Intensity	4,229	940.5	0.49%	903.4
Barren Land	914	203.3	0.11%	195.3
Deciduous Forest	52,262	11,622.8	6.06%	11,164.8
Evergreen Forest	828	184.1	0.10%	176.9
Shrub/Scrub	1,541	342.7	0.18%	329.2
Herbaceous	7,010	1,559.0	0.81%	1,497.6
Hay/Pasture	39,433	8,769.7	4.57%	8,424.1
Cultivated Crops	642,957	142,990.2	74.53%	137,355.6
Woody Wetlands	3,331	740.8	0.39%	711.6
Emergent Herbaceous Wetlands	1,726	383.9	0.20%	368.7
TOTAL	862,702	101,860.3	100%	184,300.0

Agricultural Resources

Within the village boundaries, the land zoned for agricultural use is minimal: 28 acres, which accounts for just 1% of the village's land area. However, the existing land use map shows that over 3,000 acres are currently being used for agricultural purposes, accounting for nearly 61% of all land use within the village. Most of this agricultural land is zoned generally for low-density residential use.

The village is surrounded by productive agricultural land as well. Agriculture comprises 30,022 acres of all land within the extraterritorial boundary, accounting for 69% of all land use in this area. Much of this land is considered 'prime farmland' due to its soil and moisture supply and growing season.

The following agricultural profiles are based on county-level data from multiple sources including the U.S. Department of Agriculture and the Multi-Resolution Land Characteristics Consortium (MRLC).

NLCD Agriculture Classes

NLCD Agriculture classes include land used for production of annual crops as well as areas intensively managed for livestock production. In Boone County, the land cover consists of Cultivated Crops (76.7%) and Pasture/Hay (4.6%).

Agriculture Change

From 2001 to 2021, approximately 5.4 square miles of agriculture were lost in Boone County. This agricultural land, which consisted largely of cultivated crops, was changed to open space or developed at various scales of intensity.

Figure 33 summarizes data on the number and size of farms in Boone County from 2012-2022. During this ten-year period, the number of farms has decreased 13.3%. Figure 34 segments this data into a range of acres per farm. Notably, farms with fewer than 9 acres of farmland decreased 19% (19 farms total) from 2017-2022, farms with 70-99 acres decreased 53% (16 farms total), and farms with 1,000-1,999 acres decreased 30% (6 farms total) during the same time period.

Figure 32: Agriculture Classes

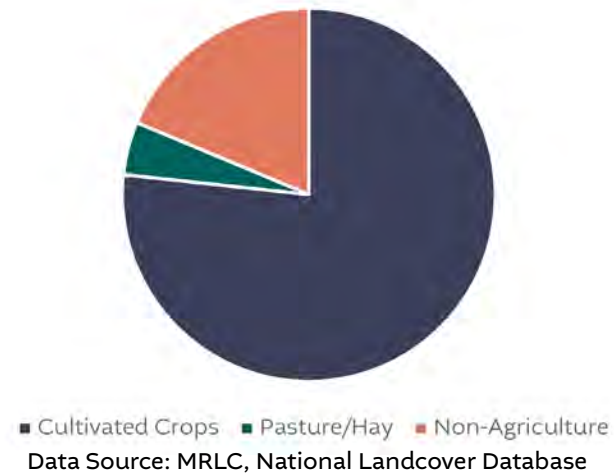
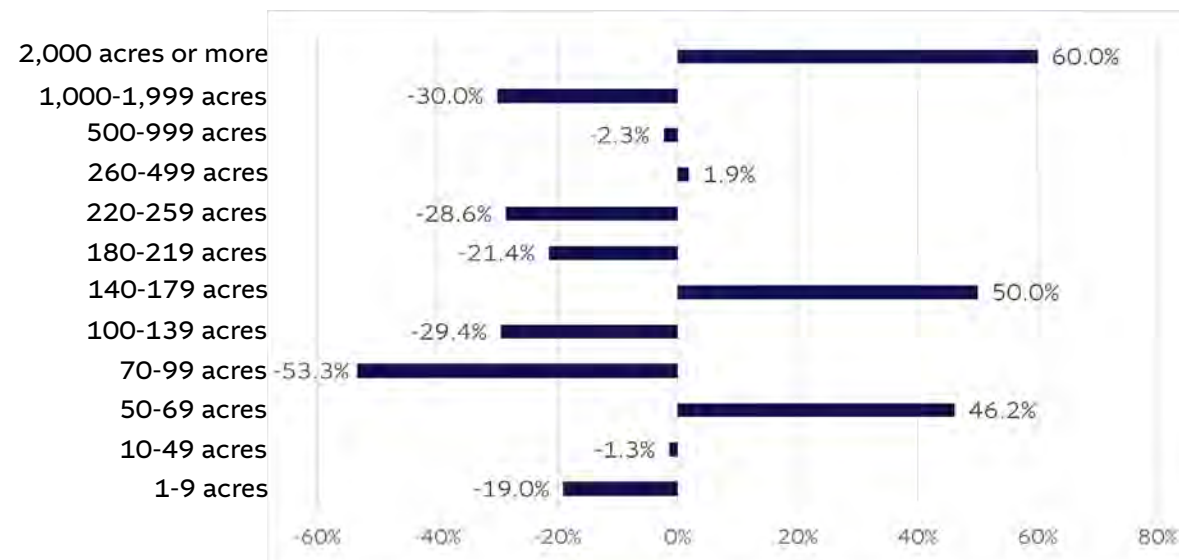


Figure 33: Summary, Number of Farms, Boone County

	2022	2017	2012	Difference 2017-2022	Difference 2012-2022
Number of Farms	416	457	480	-9.0%	-13.3%
Land in Farms (Acres)	124,244	113,500	131,660	9.5%	-5.6%
Average Size of Farm (Acres)	299	248	278	20.6%	7.6%

Data Source: U.S. Department of Agriculture

Figure 34: Size of Farm, Total Number



Data Source: U.S. Department of Agriculture

Figure 35 shows the change in farm size from 2017-2022 by acres. The number of acres in both the 140-179 acre and 2,000+ acre categories show substantial increases: 52.5% and 86.6%, respectively. These two categories account for 17% of the total among of farmland acres in the county.

Figure 35: Size of Farm, Total Acres

	2022	2017	Difference, 2017-2022
1-9 acres	390	539	-27.6%
10-49 acres	3,605	3,392	6.3%
50-69 acres	1,108	801	38.3%
70-99 acres	1,231	2,535	-51.4%
100-139 acres	1,385	1,947	-28.9%
140-179 acres	1,382	906	52.5%
180-219 acres	2,161	2,804	-22.9%
220-259 acres	1,191	1,637	-27.2%
260-499 acres	18,265	18,411	-0.8%
500-999 acres	29,519	29,438	0.3%
1,000-1,999 acres	19,245	27,096	-29.0%
2,000 acres or more	44,762	23,994	86.6%
TOTAL	124,244	113,500	9.5%

Data Source: U.S. Department of Agriculture

Agriculture plays an outsized role in both the county’s land use and the county’s character. The 2020 Boone County Comprehensive Plan states that agriculture is one of its “overarching themes”, citing that the county maintains an agricultural heritage. Stakeholder engagement sessions during the county planning process revealed that residents not only recognized the economic benefit of agriculture but also were “passionate about the protection of the county’s prime farmland”. In fact, the most prioritized land use strategy as indicated by stakeholders was to “preserve prime agricultural land and open space.”





Natural Resources

Watershed

A watershed is an area of land that channels water to a common waterway, such as a creek or a river. Poplar Grove is located within the following two watersheds:

Beaver Creek: This watershed occupies the central third of Boone County and is approximately 70 square miles (28,543 acres)

Pisacsaw Creek: This watershed occupies the lower third of Boone County and is approximately 31.6 miles (27,178 acres).

Figure 36 illustrates both watersheds as well as the water bodies and flood zones within the planning area.

Water Bodies

Both Beaver Creek and Pisacasaw Creek are tributaries of the Kishwaukee River. Previous plans and reports related to both water bodies include:

- Beaver Creek Watershed Action Plan (CMAP, 2008);
- Pisacasaw Creek Subwatershed Plan (KREP, 2005);
- Boone County Comprehensive Stormwater Management Plan (2011).

Earlier regional plans indicate that Beaver Creek and Pisacasaw Creek have sustained high ratings for their biological integrity, aquatic life, and water quality. These plans also state items of concern, such as existing severe streambank erosion on segments on

Beaver Creek and the future effects posed from urban development (e.g. surface runoff).

Floodplain

A floodplain is an area of low-lying ground adjacent to a river. Floodplains are beneficial in a number of ways; they recharge groundwater supply, filter out contaminants, and deposit nutrients.

Figure 36 illustrates the 100-year and 500-year floodplain within the planning area. An area is determined to be a 100-year floodplain if it has a 1% chance of being flooded within a 100-year period, and an area is determined to be a 500-year floodplain if it has a 0.2% annual chance of flooding within a 500-year period. Most of the land located within the 100-year floodplain is considered a regulatory floodway, a designation which restricts land development or filling in such an area.

The floodplains buffering Beaver Creek and Pisacasaw Creek provide flood risk reduction benefits to the community by slowing runoff and storing floodwater.

Wetlands

Wetlands are an important habitat and food source for wildlife. They mitigate the effects of flooding and help control erosion. Wetlands also play an important in maintaining water quality, as they filter both urban and agricultural runoff before they enter the groundwater supply.

Figure 36: Watershed, Water Bodies, Wetlands, and Floodplains in Planning Area

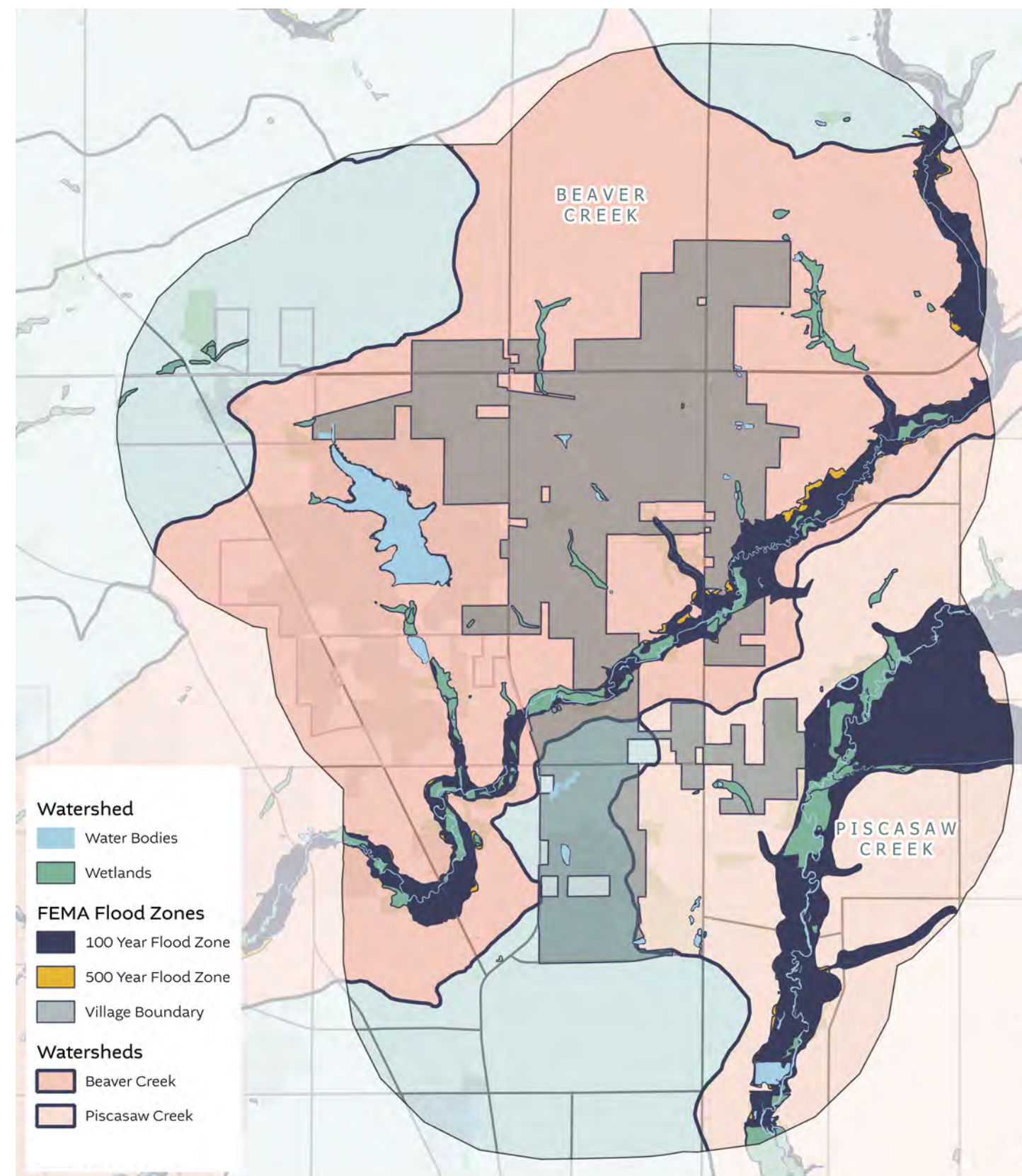


Figure 36 illustrates where wetlands are located in the planning area, using data provided by Boone County GIS. There are types of wetlands present in the planning area: Woody or Forested Wetland, and Emergent Herbaceous Wetland. NLCD data indicate that wetland land cover change has been quite nominal from 2001-2021, resulting in a net gain of 0.01 acres. It should be noted that some wetland types may have changed in recent years and do not show in the map. For example, the acquisition of land now known as Funderburg Conservation Area by the Boone County Conservation District may undergo wetland restoration that could result in a change to the wetland type.

Forests

Forests are an essential component of a healthy ecosystem. NLCD data indicate that 5.1% of Boone County's land cover is Upland Forest. The land cover map (Figure 30) shows that most of the forested land cover is comprised of deciduous trees (approximately 13.8 square miles). Many of these forested areas exist in the riparian zones of Beaver Creek and Piskasaw Creek, described below. 0.36 square miles of forest has been lost since 2001. NLCD data attribute this primarily to varying degrees of development.

No-Growth Areas

The 2020 Boone County Comprehensive Plan includes a sub-section in its Land Use element titled on 'No-Growth Areas'. According to the plan, the purpose of establishing no-growth areas is to "identify land that should be protected and where future development should be discouraged."

Figure 37 is a map excerpt from the county's comprehensive plan and illustrates layers which are helpful for identifying both growth and non-growth areas in the planning area. As the legend states, the 'Critical/Sensitive Area Priority Acquisition' consists of property located in the floodplain as well as steep slopes, a 150-foot buffer around all hydrology, and any special areas identified as priority for acquisition. While the majority of these areas exist outside of village boundaries, village officials should consider how future plans and capital improvements will align with the county's growth and non-growth aspirations.

Additionally, the Boone County Comprehensive Plan details a number of land protection policies for the conservation of agricultural land cover and land within each respective watershed. These policies include:

Agricultural Policies

A-1 Zoning – Agricultural Preservation Area District:

The Boone County Zoning Code includes an A-1 zoning classification which is designed to "maintain, enhance, and conserve prime agricultural soils, protect sensitive natural features, and prevent nonagricultural development." The classification allows only agricultural and one single-family home on a lot, and it applies primarily to parcels in unincorporated areas.

Agricultural Areas Program: The Agricultural Areas Conservation and Protection Act allows landowners to enroll their property in an "Agricultural Area". This is a voluntary designation which temporarily protects the land from being developed. Upon enrollment, the land is protected for ten years, and subsequent re-enrollment can extend protection every eight years.

Agricultural Conservation Easement: An Agricultural Conservation Easement (ACE) is a 99-year contract with automatic renewal between landowners and a public entity. The contract stipulates that only certain types of development can occur on the property. ACEs are created through the Boone County Agricultural Conservation Easement and Farmland Protection Commission.

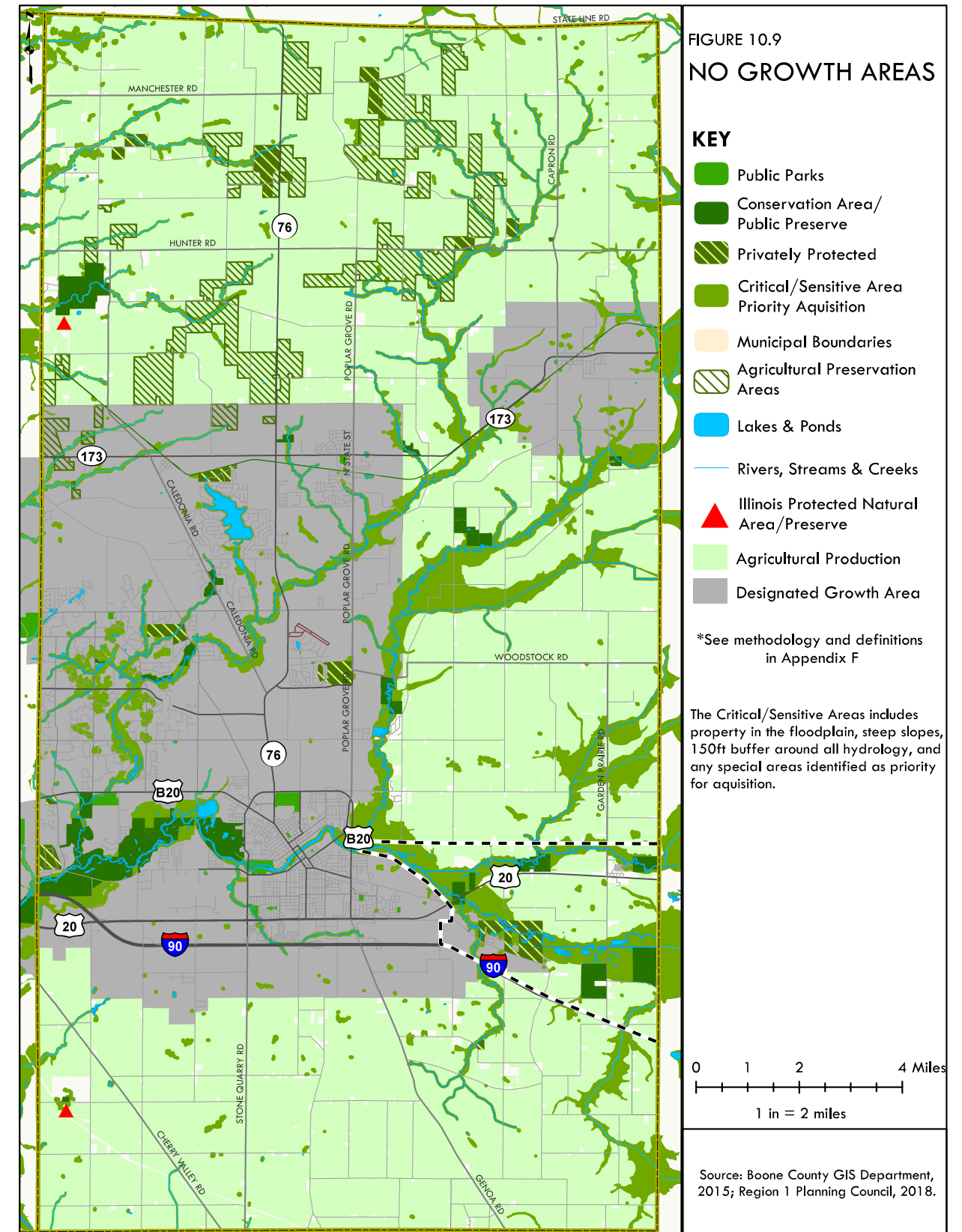
Greenway- and Floodplain-Related Policies

Greenways refers to a network of 'green infrastructure' including forests, prairies, wetlands, riparian areas, land within the floodplain, and recreational amenities such as parks and trails. The Regional Greenways Map, produced by Region 1 Planning Council strategies on greenways in Boone County. This includes:

- Amending zoning codes to facilitate conservation projects and greenway projects that increase community access.
- Protecting or acquiring new property in areas where greenway routes are proposed (shown in the Transportation & Mobility section).

The Poplar Grove Zoning code includes ample language in multiple chapters regarding the discouragement of development within the floodplain. Any development proposed to be located within the floodplain must receive a development permit by the Village President. The proposed development must meet the requirements stated in the 'Development Permit' chapter of the code (Ord. 2012-012, 3-13-2012).

Figure 37: No-Growth Areas in Boone County, Excerpt from County Comprehensive Plan



Recommendations

Goals

- Preserve agricultural and natural resources within village boundaries .
- Plan for extension of public services in a way that reduces impact on productive agricultural areas and minimizes environmental impact.
- Prioritize infill development and redevelopment over greenfield, new-construction development to further preserve agricultural land.
- Promote a compact, orderly greenfield development pattern to further preserve agricultural land and use land more efficiently.

Objectives

- Minimize negative externalities of development on natural resources and agricultural production.
- Promote existing assets and expand opportunities for their effect on the economy and local livelihoods.

Policies

- Avoid intensive development within the floodplain and floodway.
- Establish standards for development, especially those in or near the floodplain for permeable surfaces, native plantings, bioswales, and other site-appropriate mitigation effects.
- Support local agriculture and food production. Identify any barriers that may exist.

Strategies

1. Coordinate with other regional agencies including Region 1 Planning Council, Boone County Conservation District, Boone County Soil and Water Conservation District on agricultural and natural resource preservation opportunities outside village boundaries.
2. Coordinate with other regional agencies including Region 1 Planning Council, Growth Dimensions, and others on growth opportunities that do not compromise on the rural character and agricultural heritage for which this area is known.
3. Implement stormwater management strategies that reduce the effects of agricultural runoff
4. Provide resources for public and private property owners on best management practices to promote

- conservation of natural resources.
5. Promote the role of agriculture and agri-tourism in the economy via Boone County Fair and other related event opportunities.

Transportation & Mobility

Introduction

Like many communities, most of the space that is considered the public realm in Poplar Grove is the right-of-way between private property. This right-of-way, which includes roads, streets, trails, and more, comprises nearly 8% of all land use within the village and nearly 17% of all land use within the extraterritorial jurisdictional boundary. This use of public space may seem small to some, but it plays an important role not only in the conveyance of goods and services but also in our collective health and quality of life.

Transportation networks shape land use patterns, oftentimes dictating our modal choices and trip frequencies. These everyday, individual decisions can contribute—positively, or negatively—to outcomes the village aspires to achieve, including economic prosperity, social connectivity, public safety, and more.

This section of the plan spatially examines the existing conditions which characterize the transportation network in the planning area. It also includes an overview of travel behavior, anticipated capital improvements, and detailed recommendations.

Existing Conditions

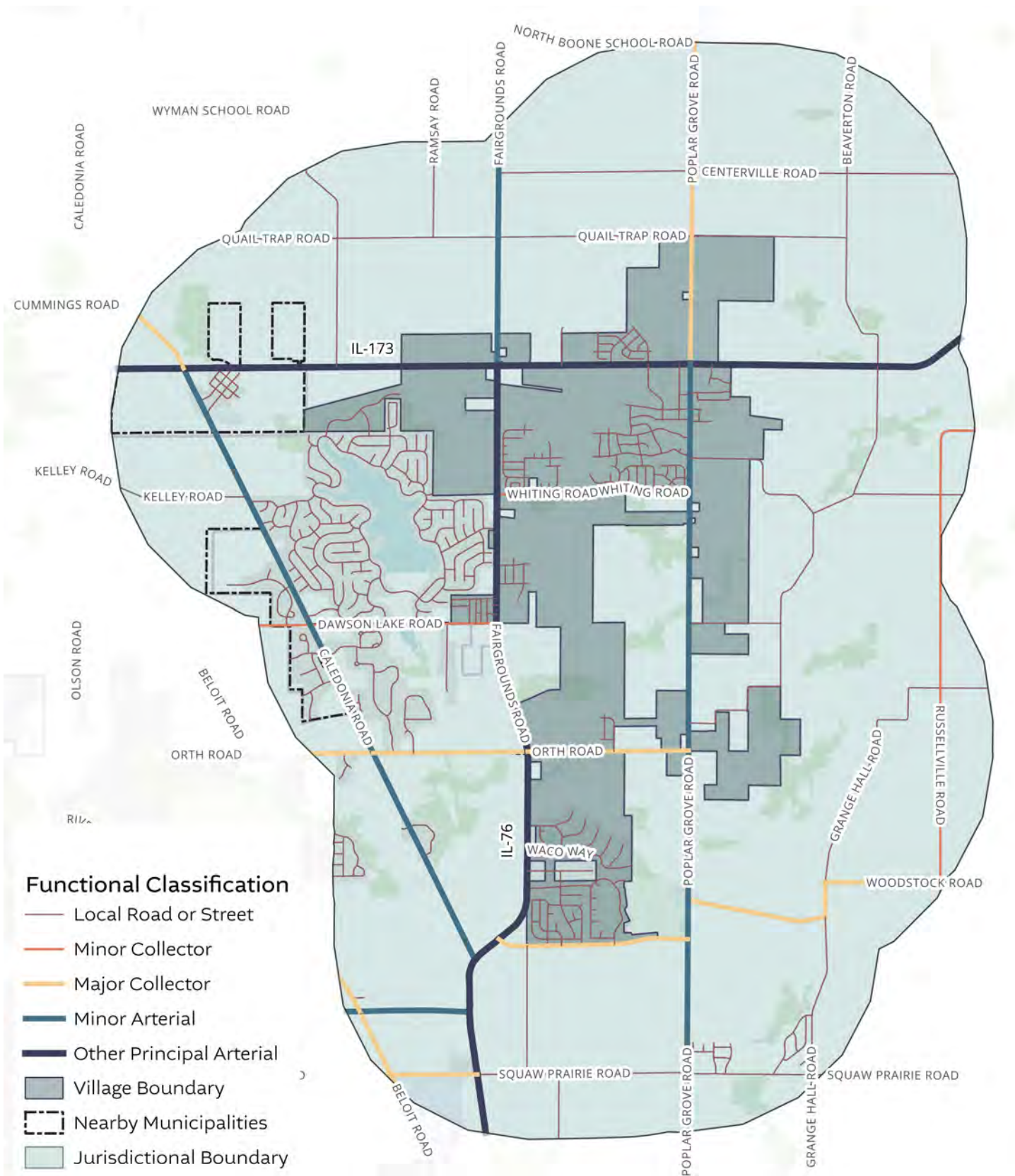
Functional Classification

Figure 38 illustrates the roadway network both within the village and its 1.5-mile extraterritorial jurisdictional boundary. The colors given to each road illustrate their functional classification. A breakdown of the total lane-miles associated with each roadway classification is provided in Figure 39 as well. Local Streets, which provide the highest degree of accessibility, comprises the largest amount of roadways at just over 100 miles, or 64% of the total.



Photo Credit: Village of Poplar Grove

Figure 38: Functional Classification of Roadways in Planning Area



Functional classification is the process by which roadways are grouped into classes in accordance with the type of service they are intended to provide. This process is based on the premise that roadway users travel through a network of roadways (as opposed to individual roads and streets), and that each roadway has a particular role to play in assuring an efficient, logical trip process. Key to this process is understanding the type of service that each roadway is intended to provide. Roadway users have two primary travel needs—access, and mobility—and each roadway class is intended to address one or both of these needs to some degree.

Roadway segments are classified within a hierarchical structure, beginning with Arterials at the top, followed by Collectors, and Local Streets at the bottom. Arterials provide the highest degree of mobility and the lowest degree of access, as they are typically associated with long-distance, free-flow travel on high-capacity roadways. Local Streets provide the highest degree of accessibility and the lowest degree of mobility, as they give multiple entrance and exit opportunities for users to reach their homes, workplaces, and other destinations.

The following is a brief summary of the functional classifications for each roadway within the planning area.

Other Principal Arterials: Illinois Routes 173 and 76 are designated as Other Principal Arterials and provide the highest levels of mobility in the planning area. These roads are typically characterized by higher speed limits, wide shoulders, and dedicated turn lanes as right-of-way affords. Traffic control is limited to signalization at select intersections. Accessibility is limited, typically consisting of at-grade access to other arterial or collector roadways or destinations with larger land uses (e.g. agricultural).

Minor Arterials: Connect Principal Arterials to Collector Roads to serve county-wide and/or intra-state travel demand. For example, Caledonia Road and Poplar Grove Road are designated as Minor Arterials. Roadways existing outside the village and outside an adjacent municipality are typically owned

Figure 39: Mileage of Roadway per Functional Classification in Planning Area

Classification	Segment of Roadway (Miles)	% of Total
Other Principal Arterials	16.1	10%
Minor Arterials	15.5	10%
Major Collectors	15.9	10%
Minor Collectors	9.8	6%
Local Streets	100.9	64%
TOTAL	158	100%



Principal Arterial



Minor Arterial

by Boone County, Poplar Grove Township, or another township. Road segments are typically two-lane paved rural roads with higher speeds, minimal shoulders. Traffic control is limited, consisting of stop signs to Principal Arterials.

Major Collectors: Connect Local Streets and Arterials over a longer distance than Minor Collectors while serving larger population clusters. For example, Prairie Green and adjacent subdivisions are served by Woodstock Road, a Minor Collector, and The Trails at Dawson Creek is served by Orth Road, also a Minor Collector. Road conditions are similar to those found in Minor Arterials. Traffic control is limited, consisting of stop signs to Minor Arterials.



Major Collector

Minor Collectors: Connect Local Streets to Arterials, albeit over a shorter distance. In rural areas like Poplar Grove, minor collectors serve small population clusters (e.g. a residential subdivision) and are spaced accordingly. Road conditions are similar to those found in Minor Arterials. Traffic control is limited, consisting of stop signs to Major Collectors.



Minor Collector

Local Streets: Provide direct access to homes, businesses, and other amenities. Within the village, these streets are typically characterized by low speed limits, on-street parking, sidewalks, amenities near the right-of-way (e.g. benches, street lighting), and narrow travel lanes compared to other classes. Through-traffic mobility is limited, and traffic volumes are typically the lowest among other classes.



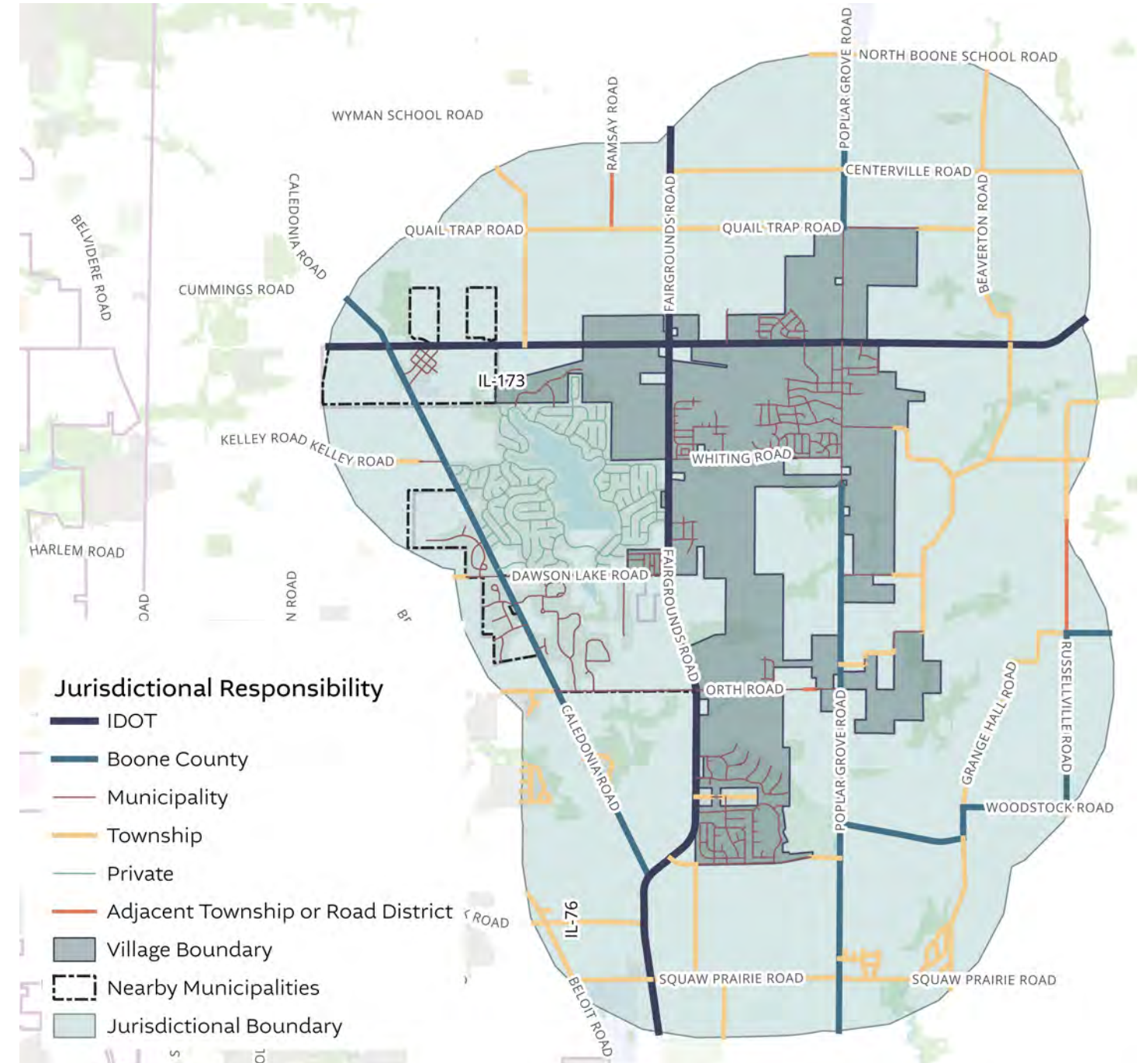
Local Streets

Jurisdictional Responsibility

Figure 40 illustrates the jurisdictional responsibility for each roadway segment in the planning area. Illinois Routes 173 and 76 are classified as Principal Arterials which fall under the jurisdiction of the Illinois Department of Transportation (IDOT). Boone County Highway Department is responsible for minor arterials such as Caledonia Road, Poplar Grove Road, and

Woodstock Road. Roadways owned by municipalities are largely classified as Local Streets; an exception is the segment of Poplar Grove Road which runs through the boundaries of Poplar Grove. Township road segments are typically classified as Collectors and exist outside of municipal boundaries. Finally, road segments labeled 'Private' are located within Candlewick Lake, a gated community.

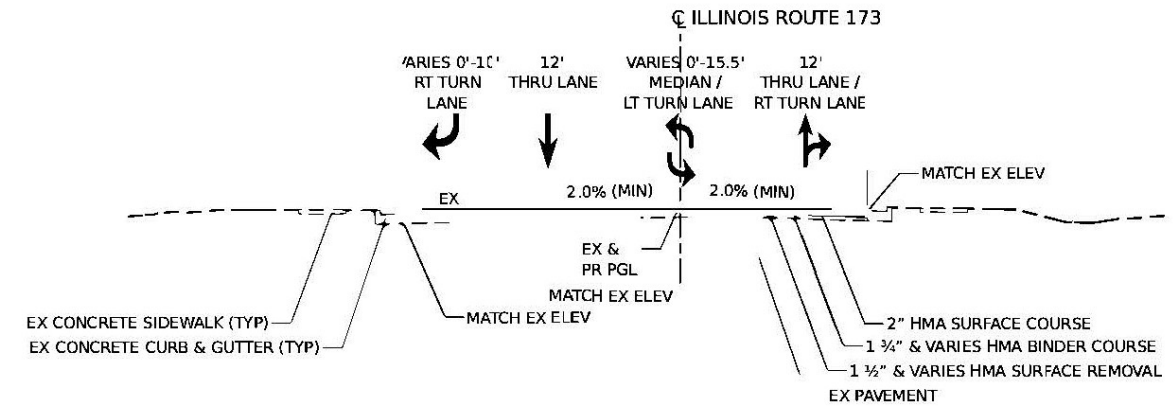
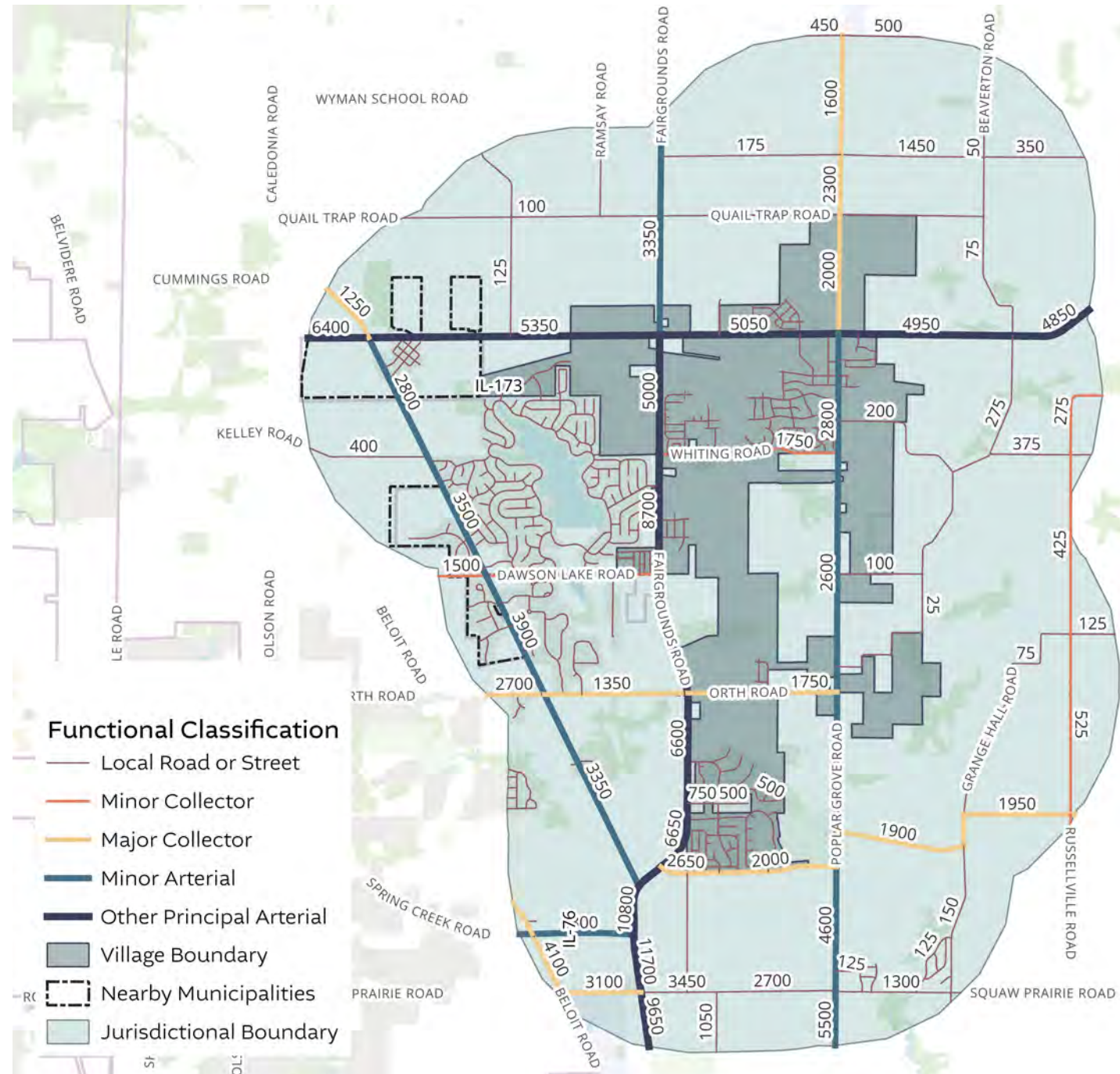
Figure 40: Jurisdictional Responsibility of Roadways in Planning Area



Traffic Volumes, Roadway Capacity

Figure 41 illustrates the Average Annual Daily Traffic (AADT) of select roadways in the planning area. AADT is one of many variables which shape the functional classification of a roadway. Local Streets were omitted from the map display given their low traffic volume.

Figure 41: Average Annual Daily Traffic of Roadways in Planning Area



Plan and profile view excerpt of IL-173 reconstruction, segment within Village, described below. Source: IDOT

The Boone County 2020 Comprehensive Plan references the regional Travel Demand Model (TDM) which is managed by Region 1 Planning Council (R1PC). According to their model, “a majority of the roads in Boone County are operating at or below half of their designed capacity”. There are exceptions which exist outside the planning area, such as segments of U.S. Highway 20 and Irene Road near the US. Highway 20 to I-90 interchange. The county’s comprehensive plan also details the volume-to-capacity ratios on select roadways. Otherwise known as a V/C ratio, the concept is a level-of-service measure used to compare traffic volume and roadway carrying capacity. The only road segments listed in the report that fall within the planning area are as follows:

- IL-76: Woodstock Road to US Hwy 20 Business.
- IL-173: Belvidere Road to IL-76.

Capital Improvements

Below is a brief summary of anticipated short- and long-range capital improvements relevant to the planning. Capital improvement plans are iterative documents that subject to change by multiple factors, including funding, prioritization of other projects, and more. The below list is not inclusive and will almost certainly change in the years following the adoption of this plan. Nonetheless,

Local

The Village of Poplar Grove Public Works Department produces Pavement Maintenance Programs. These programs consist of resurfacing, patching, curb-and-gutter work, and various other projects to ensure that their respective road segments are in a state of good repair. Cooperative projects including Poplar Grove Township and Boone County can be listed in

the program as well. The Pavement Maintenance Program plans within a 3-year timeframe and is updated annually.

County

Upcoming projects within Boone County include a bridge replacement on Woodstock Road over Piscasaw Creek, the construction of which is planned for 2026. Other mid-range, locally-sponsored roadway projects (for FY 2031-2040) include:

- An extension of Orth Road from Poplar Grove Rd to Denny Road;
- An extension of Woodstock Road from Poplar Grove Road to Grange Hall Road;
- An extension of IL-76 from Woodstock Road to Townhall Road; and
- A new road or extension of IL-76 from Caledonia Road to I-90.

State

IDOT District 2 is responsible for capital improvements on state-owned roads within the planning area. Notable projects include:

- Intersection safety improvements at IL-173 and Caledonia Rd;
- Reconstruction of IL-173 roadway segment (0.4 mi) to McHenry County Line (est. year of construction 2026); and
- Reconstruction of IL-76 roadway segment, 0.1 mi north of Woodstock Rd to 0.2 mi south of Spring Creek Rd.
- Reconstruction and widening of IL-76 from Belvidere City Limits to Caledonia Rd (this is a mid-range item within the FY 2031-2040 timeframe).

Vehicle Commute Trips

The transportation network in the planning area is designed to facilitate motorist trips, and this is reflected in the trip behavior of one type of roadway user: Employed workers aged 16 and over who commute to work.

Means of Transportation

Figure 42 summarizes the means of transportation to work for Poplar Grove residents during the years 2018-2023. Single-occupant vehicle trips are the predominant mode, which is not dissimilar from other rural- and suburban-originating commute trips in Northern Illinois. After the decrease in single-occupant trips in 2020 due to the COVID-19 pandemic, single-occupant trip has now exceeded previous years. Conversely, carpool and public transportation trips are at their lowest during this time period. Given that the vast majority of jobs exist outside the study area, it will be important for village officials to consider alternatives to single-occupant vehicle travel for its residents, especially with trips that are destined to larger employment clusters.

Travel Time to Work

Figure 43 summarizes the travel time to work for both Poplar Grove and Boone County. The largest share of employed Poplar Grove residents (34.1%) have a commute time ranging from 20-24 minutes. This timeframe allows residents to access a variety of employment destinations in both Boone and Winnebago County.

Figure 42: 2018-2023 Means of Transportation to Work for Poplar Grove Residents

Means of Transport	2022	2021	2020	2019	2018
Drove alone	89.0%	89.5%	82.2%	77.0%	81.9%
Carpooled	6.7%	6.2%	7.9%	14.3%	10.7%
Public Transportation	0.4%	0.5%	0.7%	0.9%	0.5%
Walked	0%	0%	0%	0%	0%
Bicycle	0%	0%	0.9%	0.8%	0.9%
Taxicab, Motorcycle, Other	0.8%	1.0%	1.9%	1.6%	2.2%
Worked from Home	3.0%	2.8%	6.4%	5.5%	3.9%

Data Source: 2022 American Community Survey, 5-Year Estimates.

Figure 43: Travel Time to Work for Poplar Grove Residents

Travel Time to Work	Poplar Grove	Boone County
Less than 10 minutes	7.1%	14.2%
10 to 14 minutes	5.0%	13.1%
15 to 19 minutes	11.8%	12.4%
20 to 24 minutes	34.1%	17.4%
25 to 29 minutes	6.2%	7.5%
30 to 34 minutes	8.4%	11.5%
35 to 44 minutes	8.1%	6.3%
45 to 59 minutes	14.2%	8.4%
60 or more minutes	5.3%	9.2%
Mean travel time to work (minutes)	27.9	26.9

Data Source: 2022 American Community Survey, 5-Year Estimates.

Place of Work

Figure 44 summarizes the place of work of Poplar Grove residents. Of residents who work in the State of Illinois, over two-thirds (67%) of residents work outside their county of residence--likely Winnebago County—and nearly 31% of residents work in Boone County.

Commuter Inflow-Outflow

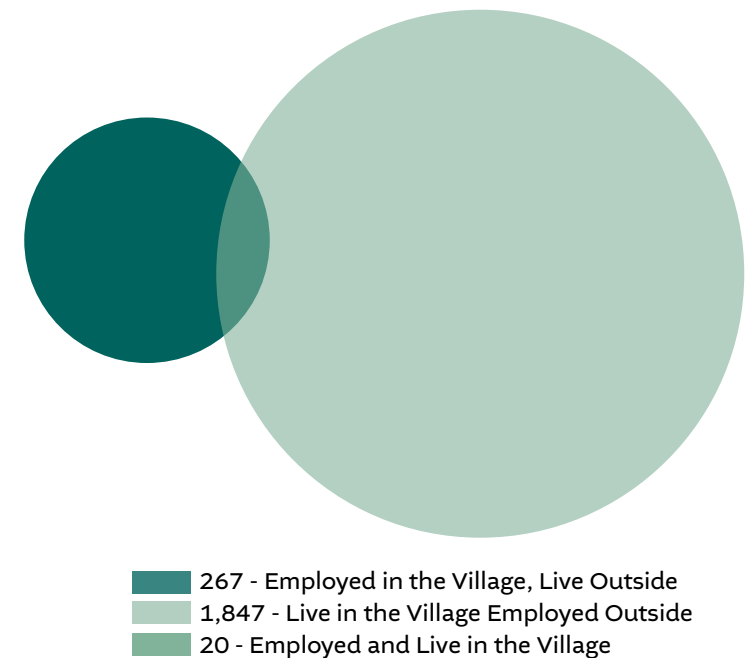
According to 2021 data from OnTheMap, a tool which uses U.S. Census data as well as data from Longitudinal Employer-Household Dynamics (LEHD) to show where workers live and work, 20 people both live and work in Poplar Grove while 1,847 residents commute out and 267 workers commute in. That means about 7 percent of jobs in the village are held by village residents and 93 percent of village residents who work commute elsewhere.

Figure 44: Place of Work for Poplar Grove Residents

Place of Work	Poplar Grove	Boone County
Worked In State of Residence	98.3%	95.2%
Worked in county of residence	30.9%	36.5%
Worked outside county of residence	67.4%	58.7%
Worked Outside State of Residence	1.7%	4.8%

Data Source: 2022 American Community Survey, 5-Year Estimates.

Figure 45: Inflow/Outflow Job Counts in 2021



Data Source: U.S. Census, LEHD Data

Trail Network

Figure 46 illustrates both the existing and proposed regional trail network within the planning area. The Long Prairie Trail (LPT) is the sole existing trail shown on the map. The trail bisects northern Boone County by running from the Boone/McHenry County line through the villages of Capron, Poplar Grove, and Caledonia to McMichael Road in Winnebago County. To access the trail, parking lots are provided in all three villages and at the trail's intersection with the Boone/McHenry County Line Road. The LPT is owned and operated by the Boone County Conservation District.

Proposed trails shown in the map are extensive. Some trails run parallel to existing roadways, and would likely be constructed as off-street multi-use paths in tandem with upcoming road construction projects. Other trails appear to connect existing and proposed neighborhoods to each other. Notably, a greenway is proposed alongside Beaver Creek within the 100-year floodplain. The construction of such a greenway would be a valuable amenity to residents and visitors alike, providing recreational access while improving trail connectivity throughout the area. Village and County officials are encouraged to reference the 2021 Regional Greenways Plan, which provides guidance on land acquisition, protection, collaboration with other public agencies, and much more.

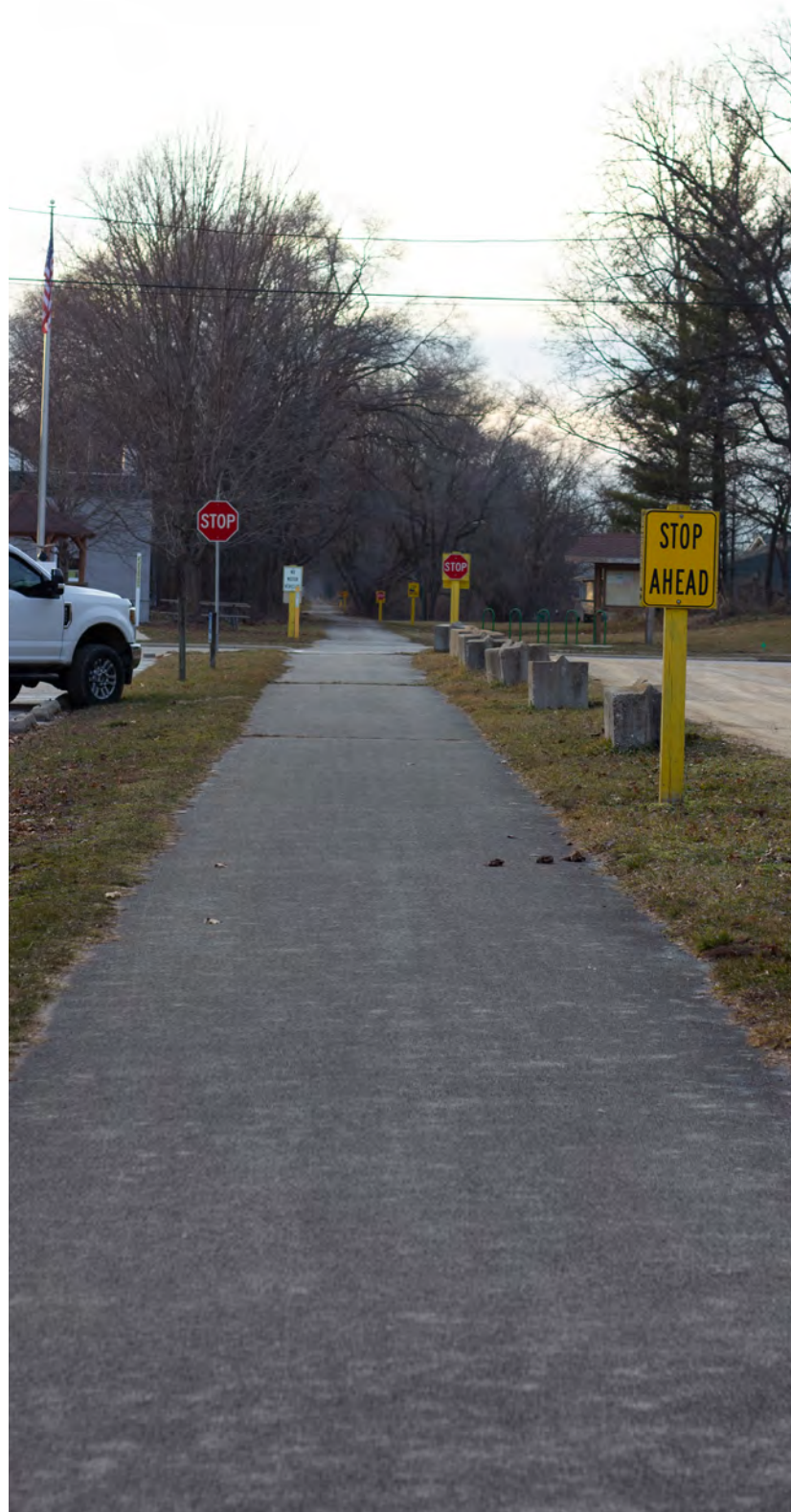
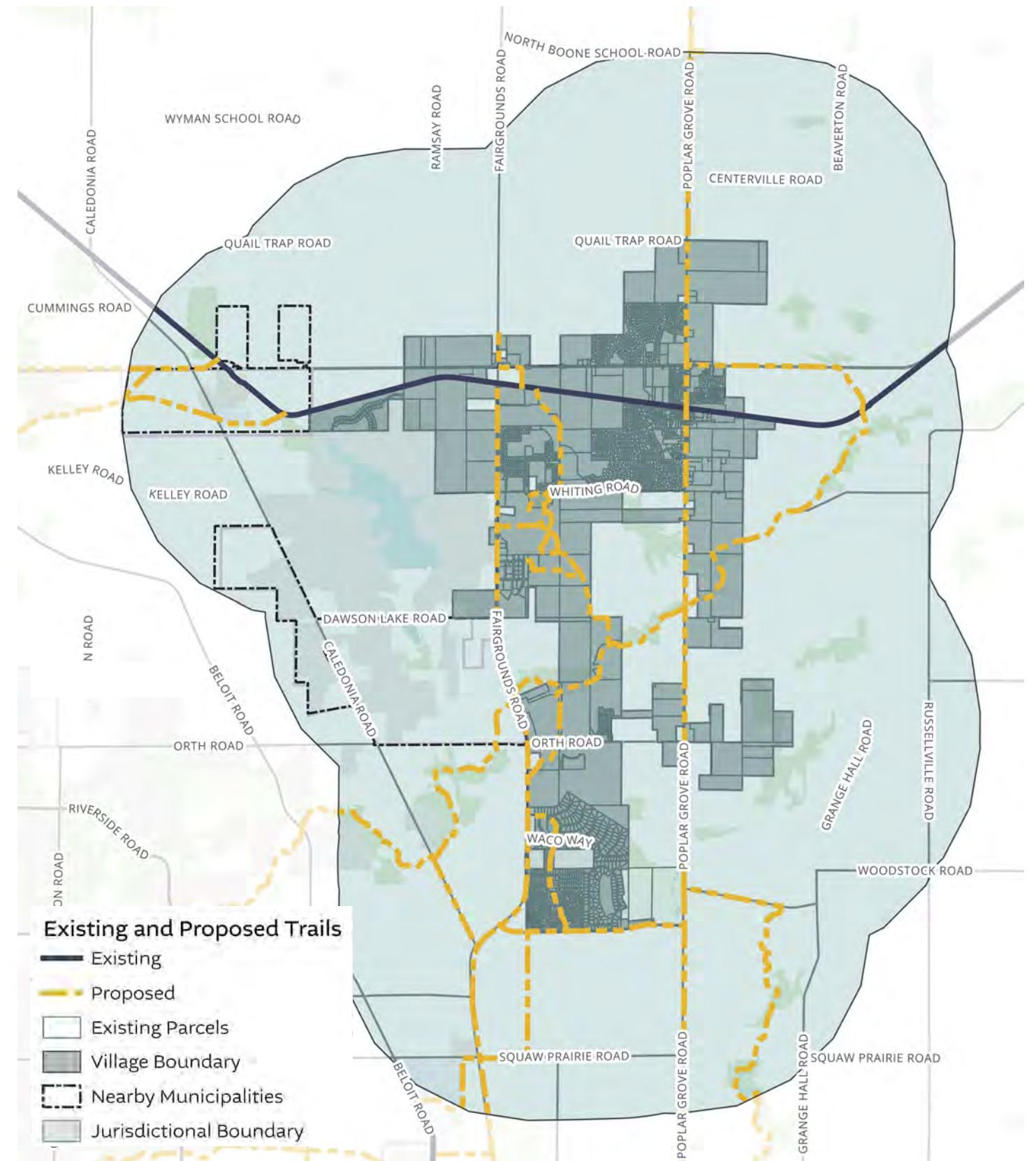


Figure 46: Existing and Proposed Trail Network in Planning Area



Airports

Poplar Grove Airport is a privately-owned general aviation facility located on the southwest portion of the village boundaries along Illinois Route 76. The airport is generally characterized as a ‘fly-in’ neighborhood, given the presence of Bel-Air Estates to the south and the marked absence of business aviation customers in the area. The airport is operated by Poplar Grove Airmotive and also includes a fixed-base operation, maintenance facility, flight school, and more.

Transit

Transit services are provided by Boone County Public Transit (BCPT). BCPT is a county-wide transportation service that is available to all residents of Boone County, regardless of age. The agency offers demand-response service which provides door-to-door transportation at the origin and destination of your choice within the county. Transit rides are available weekdays from 7:45 p.m. to 4:30 p.m., and per-trip fares are nominally priced.

Boone County’s ridership in fiscal year 2022 was 5,321. The COVID-19 pandemic impacted transit ridership of all types nationwide, and BCPT was no different; according to the state’s Highway and Multimodal Improvement Program, BCPT experienced losses of 10-50% during the 2018-2022 fiscal year. That said, transit service in the region is a lifeline for residents who rely on public transit to reach their destinations, and recent Rural Area Formula Grants 5311 represents continued investment on behalf of the state to fund public transportation in rural areas with populations less than 50,000 persons.

Recommendations

Goals

- Provide a transportation system that is safe, connected, and accessible to all users.
- Ensure transportation infrastructure is reliable for residents, visitors, and commerce.

Objectives

- Ensure roadways are maintained in good condition.
- Coordinate with regional jurisdictions on transportation planning efforts.
- Increase connectivity amongst neighborhoods to key commerce hubs.

- Promote the airport as a community asset.
- Increase active transportation opportunities; i.e. walking and biking.

Policies

- Incorporate active transportation options into planned roadway improvements where possible and appropriate.
- Coordinate with regional transportation facilities and planning efforts with IDOT and Boone County.
- Encourage neighborhood connectivity through physical continuation of roadways and sidewalks to adjacent subdivisions and neighborhoods.
- Promote a complete and safe sidewalk network that connects key destinations to neighborhoods.
- Require sidewalks and/or multi-use paths for new residential and commercial developments.

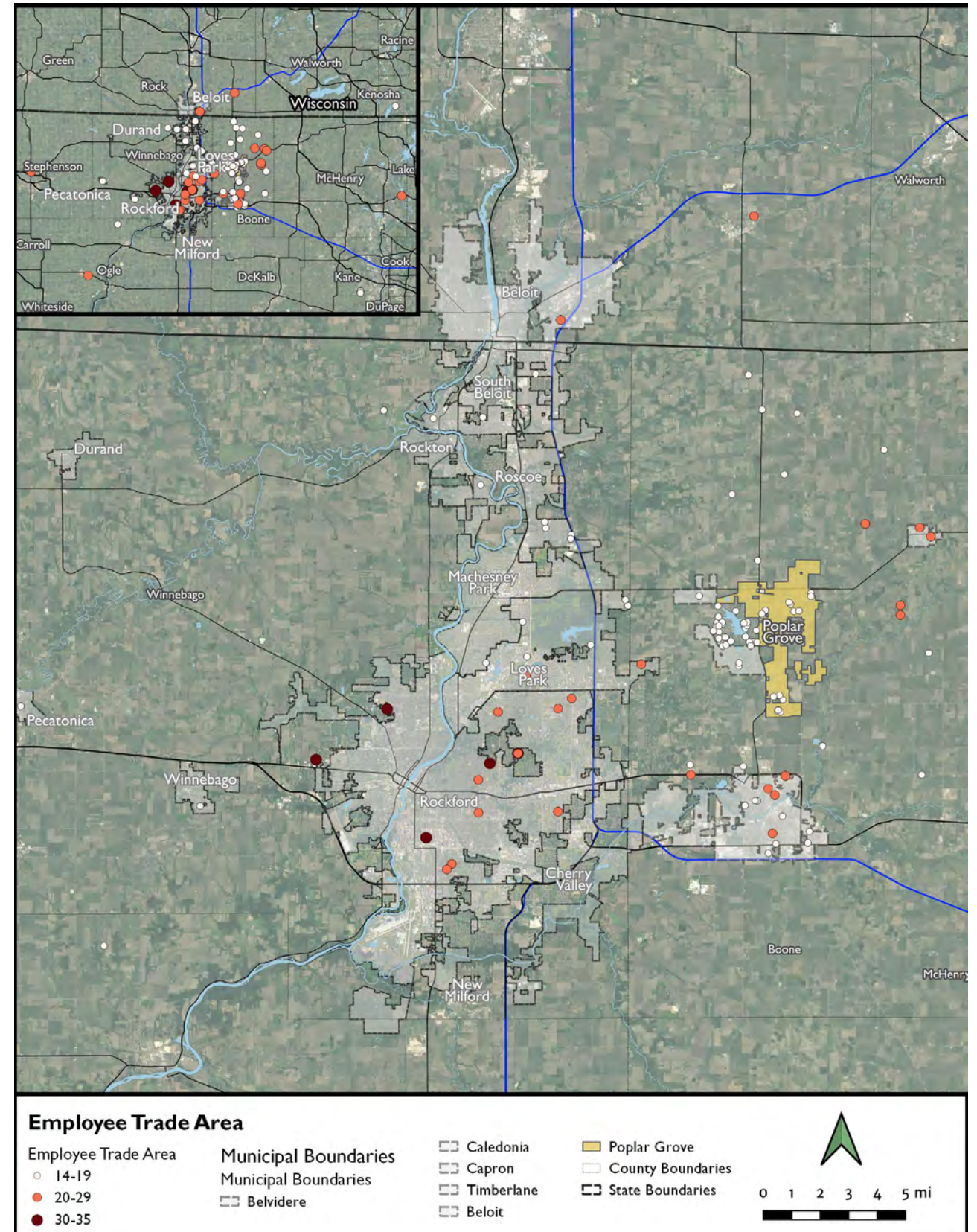
Strategies

1. Improve connectivity between neighborhoods via multi-use path or sidewalks
2. Install speed bumps or additional demarcations on the roadway at trail crossings
3. Pursue additional funding for trail improvements including trailhead amenities and signage.
4. Bolster Boone Co. Public Transportation on-demand services as an attractive option for transportation needs.
5. Identify key agricultural equipment routes and prioritize maintenance issues.
6. Prioritize key high-traffic intersections for traffic control devices and safety measures.
7. Analyze roadway capacity and circulation within the area of potential new industrial/ business park at Rt. 173.

SOURCES

1. Boone County Then and Now: 1835-1976, edited by Virginia B. Moorehead, Boone County Bicentennial Commission, Boone County, Illinois, 1976.

Figure 47: Employee Trade Area Map



Government, Public Facilities, & Utilities

Introduction

The core functions, services, and facilities of a municipality are essential for creating a safe, attractive, and healthy community for residents, businesses, and visitors. This chapter provides background information on these key municipal services, the facilities in which they operate, and the many public-sector and private-sector entities delivering a wide range of services: Education, recreation, public safety, electricity, and much more.

Government

The Village of Poplar Grove is a non-home rule community that operates under a Village President/Board-of-Trustees form of government. The elected governing body consists of a Village President and six trustees. The Board of Trustees sets policy for the Village, adopts ordinances and resolutions, and approves the annual budget. Trustees serve at-large, meaning they each represent the entire community and not a specific area.

Standing committees and commissions include the Committee of the Whole, Finance and Public Works Committee, Ordinance Committee, Communication Committee, and the Planning and Zoning Commission.



Municipal Services:

General Administration: General administration for the Village is managed by the Village Clerk, a position which is elected at large. At the time of this plan, the village also employs staff for the following positions:

- **Administration:** Deputy Clerk, Village Treasurer, Accounting and Billing Clerk, and a Customer Service Representative
- **Public Works:** Public Works Director, three full-time employees, and one seasonal employee.

Other public services are rendered through both public- and private-sector entities, including:

- **Public Safety:** Boone County Sheriff's Department
- **Fire and EMS:** North Boone Fire District #3
- **Public Education:** North Boone CUSD 200, Belvidere CUSD 100
- **Building, Zoning, & Code Enforcement:** B&F Construction
- **Village Engineer:** McMahon & Associates
- **Village Attorney:** Sosnowski Szeto LLP Roxanne Sosnowski & Aaron Szeto
- **Public Works:** Boone County, various contracted services as needed.

The village provides a variety of municipal services to the public through the following departments:

Water & Sewer Department: The village owns and operates its own water facility as well as two wastewater treatment facilities. In 2017 the village entered into a five-year contract with TEST, Inc to provide testing and management of water/wastewater operations. They work closely with the Public Works Department to provide a seamless operation.

Public Works Department: Under this department, the village maintains 33 miles of roadway as well as its water, sanitary sewer, and storm sewer infrastructure. In tandem with third-party contractors, Public Works handles snowplowing of all village-owned roads and properties, retention pond mowing/maintenance,

roadside ditch mowing/tree trimming, parkway tree maintenance/installation/removal, sidewalk repairs, street sign installation, maintenance of all village-owned buildings, properties, and equipment, pesticide application and mosquito abatement, maintenance of 5 village-owned parks, and much more. The village also maintains agreements with Boone County on road maintenance.

Intergovernmental Relations: Neighboring Municipalities

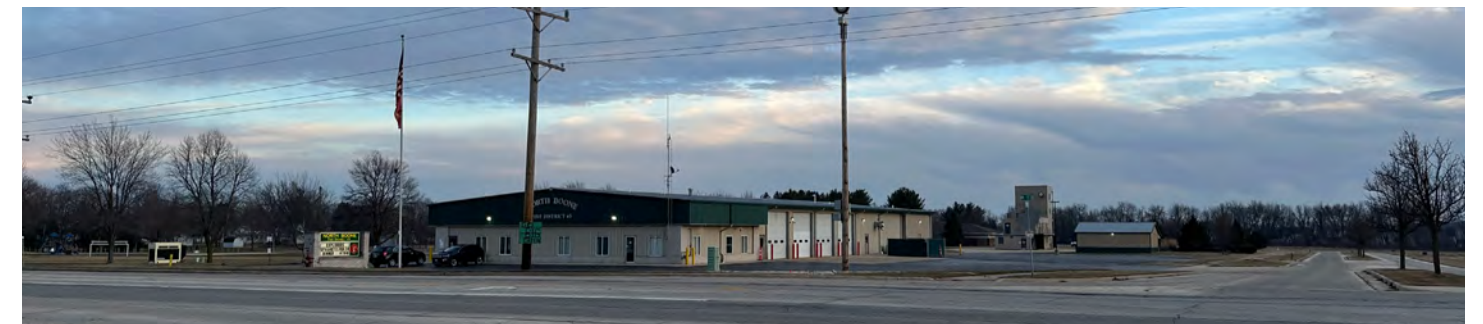
As mentioned in the Land Use section of the plan, the village has established boundary agreements with the Village of Capron to the east and the City of Belvidere to the south.

The village has executed an intergovernmental agreement with Candlewick Lake, an unincorporated, gated community to the west, regarding emergency water access. The agreement states that Candlewick Lake can temporarily tap into Poplar Grove's water if they experience an emergency that results in a loss of water service.

Intergovernmental Relations: Other Organizations and Agencies

Beyond the municipalities that surround the village are other regional organizations and agencies with which the village interacts. These groups can provide professional resources, such as identifying funding sources, for village-related or multi-jurisdictional projects. These groups include but are not limited to:

- Boone County
- Boone County Conservation District
- Growth Dimensions Economic Development
- Illinois Department of Natural Resources (IDNR)
- Illinois Department of Transportation (IDOT)
- Region 1 Planning Council (R1PC)



Public Facilities

Municipal

Core municipal functions are conducted on multiple village-owned properties. This includes:

Village Hall: Located at 200 Hill Street, this facility was constructed in 2006 and houses administrative offices and board chambers for the village.

New Public Works Facility: Located at the southeast corner of East Park Street, this facility is under construction at the time of this plan with substantial completion by February 2024. The future facility will be used for maintenance and storage purposes.

Existing Public Works Facility: Located at 201 Edson Road, this property is used for maintenance, materials storage, fleet storage, and more. This facility will continue to be owned by the village and used for public works purposes in addition to the new public works facility.

Water Facilities: Proper water pressure is maintained by a combination of gravity and four elevated pedestal water-spheres (Towers). The towers are located approximately at 203 IL-173 (south of the Poplar Grove Cemetery), 4420 Menge Lane, 2404 County Road 1 (West of Poplar Grove Road), and 220 Boeing Trail (in the Knolls of Boone subdivision).

Total water storage capacity is 450,000 gallons. There are five active wells, and four pump houses. Multiple wells allow for the repair and maintenance to be performed without interrupting water service in the Village.

Wastewater Treatment Facilities: The village owns and operates two wastewater treatment facilities. The North Plant is located at 610 South State Street; built in 2006, this plant has a capacity of 500,000 gallons per day (GDP). The South Plant is located at 12211 Illinois Route 76. This has a 250,000 GDP capacity with a 1,000,000 GDP expansion.



Recreational

This section is distinct from simple open, green space and refers specifically to recreationally-oriented land uses with some degree of facilities to which the public is invited. The following recreational amenities are located within the boundaries of the village:

Lions Park: Located on Illinois Route 173 between Hill and Summit Streets, Lions Park includes playground equipment, baseball and softball diamonds, a basketball court, a walking path, tennis court, and much more. Lions Park is maintained by the Poplar Grove chapter of Lions International.

Poplar Grove Dog Park: Located across the street from Village Hall, the Poplar Grove Dog Park was established in 2021 and consists of a large fenced-in green space.

Veteran's Memorial Park: Located at the northwest corner of West Main Street and State Street, Veteran's Memorial Park includes a monument, shelter, and green space. The park is nestled in the village's traditional downtown and is located next to the downtown segment of the Long Prairie Trail.

Bel-Air Park: Located in Bel-Air Estates near the intersection of Waco Way and Beech Bay Road, Bel-Air Park includes children's playground equipment and green space.

Brugger Park: Located in the Sherman Oaks neighborhood, Sherman Oaks Park includes children's playground equipment and green space. In 2018, the village installed additional playground equipment.

West Grove Neighborhood Park: Located in the West Grove neighborhood at the intersection of Chanden Boulevard and Chickory Lane, West Grove Neighborhood Park was built in 2017 and consists of playground equipment and green space.

Long Prairie Trail: A portion of the Long Prairie Trail passes through the village is a significant recreational facility that is provided by the Boone County Conservation District (BCCD). This trail is discussed specifically in the Transportation and Mobility section of the plan.

There are many other publicly-owned and privately-owned recreational amenities within the planning area. Notable amenities include:

Timber Pointe Golf Club: An 18-hole golf course located on Woodstock Road near the southern edge of the village boundaries. The club also includes a restaurant and event venue and is programmed with events regularly.

Savannah Oaks Golf Course: A 9-hole golf course and club house located in Candlewick Lake. The course is open to non-residents.

Conservation Areas, Boone County Conservation District: BCCD owns 98 parcels of land in Boone County, nearly all of which is designated as conversation in its land use, and much of which exists within the extraterritorial jurisdictional boundary relevant to the village's planning process. Piskasaw Fen, Tuttle Clarkson, and Funderburg are just a few of the conservation areas located in close proximity to the village.

Figure 48: Municipal and Recreational Facilities, Conservation Areas - Northern Extent

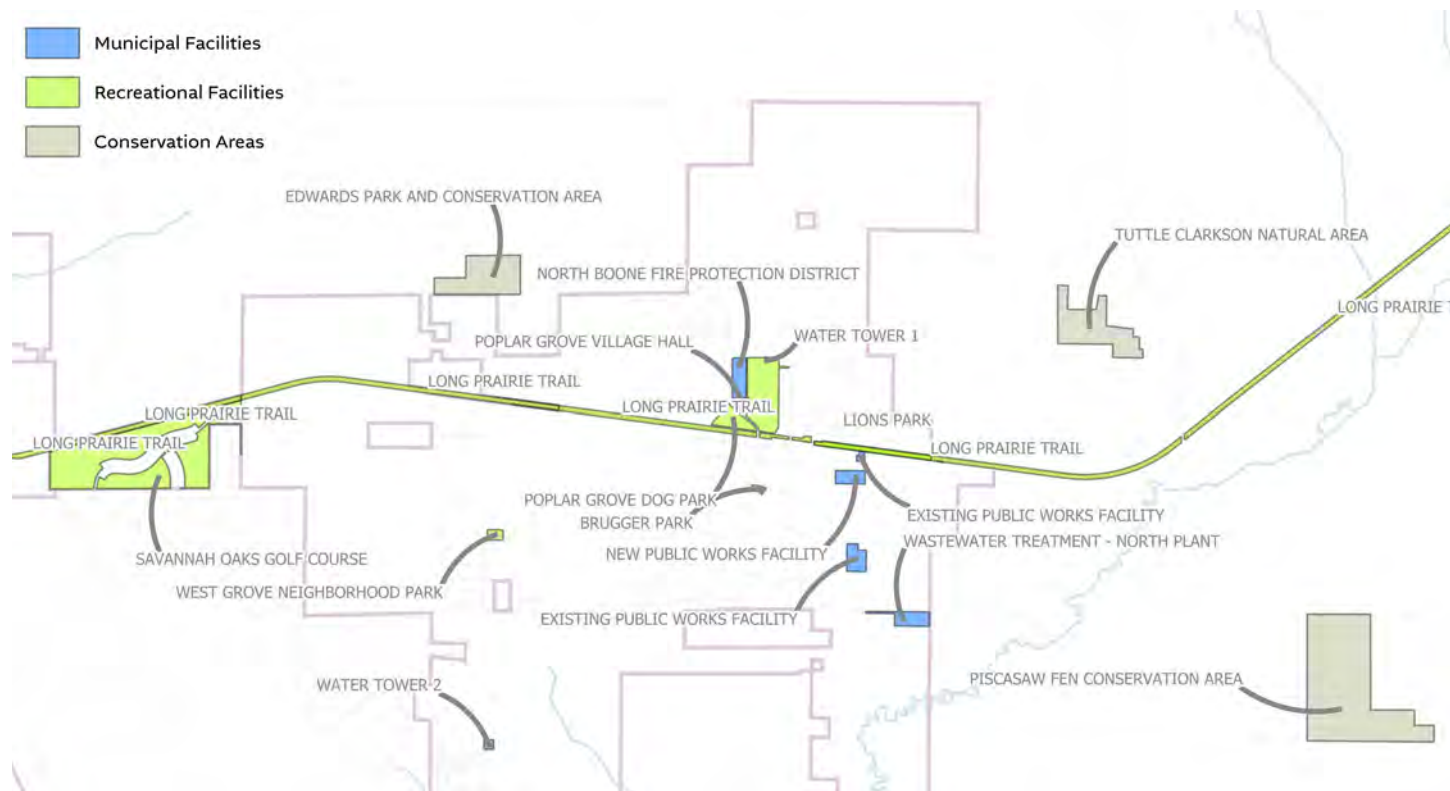
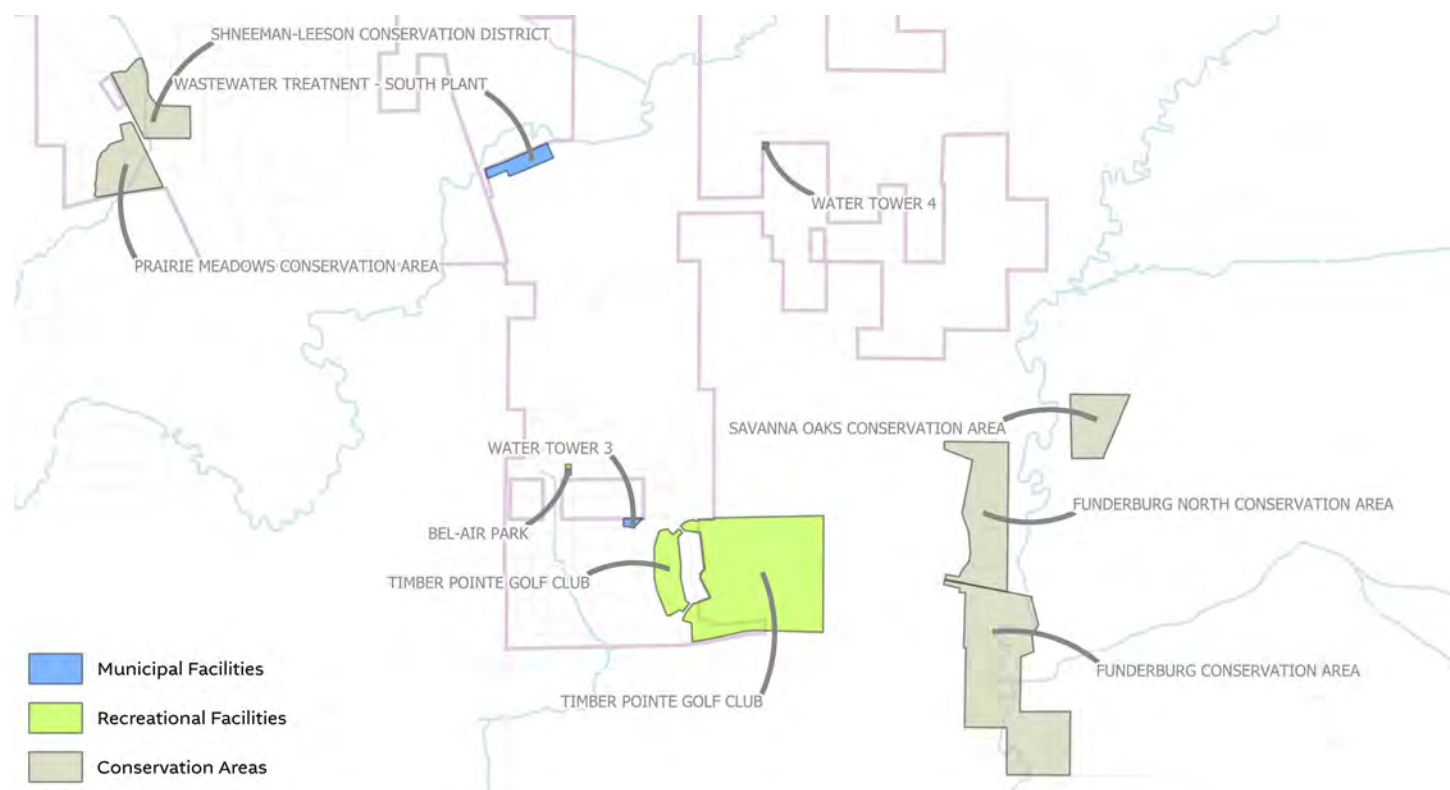


Figure 49: Municipal and Recreational Facilities, Conservation Areas - Southern Extent

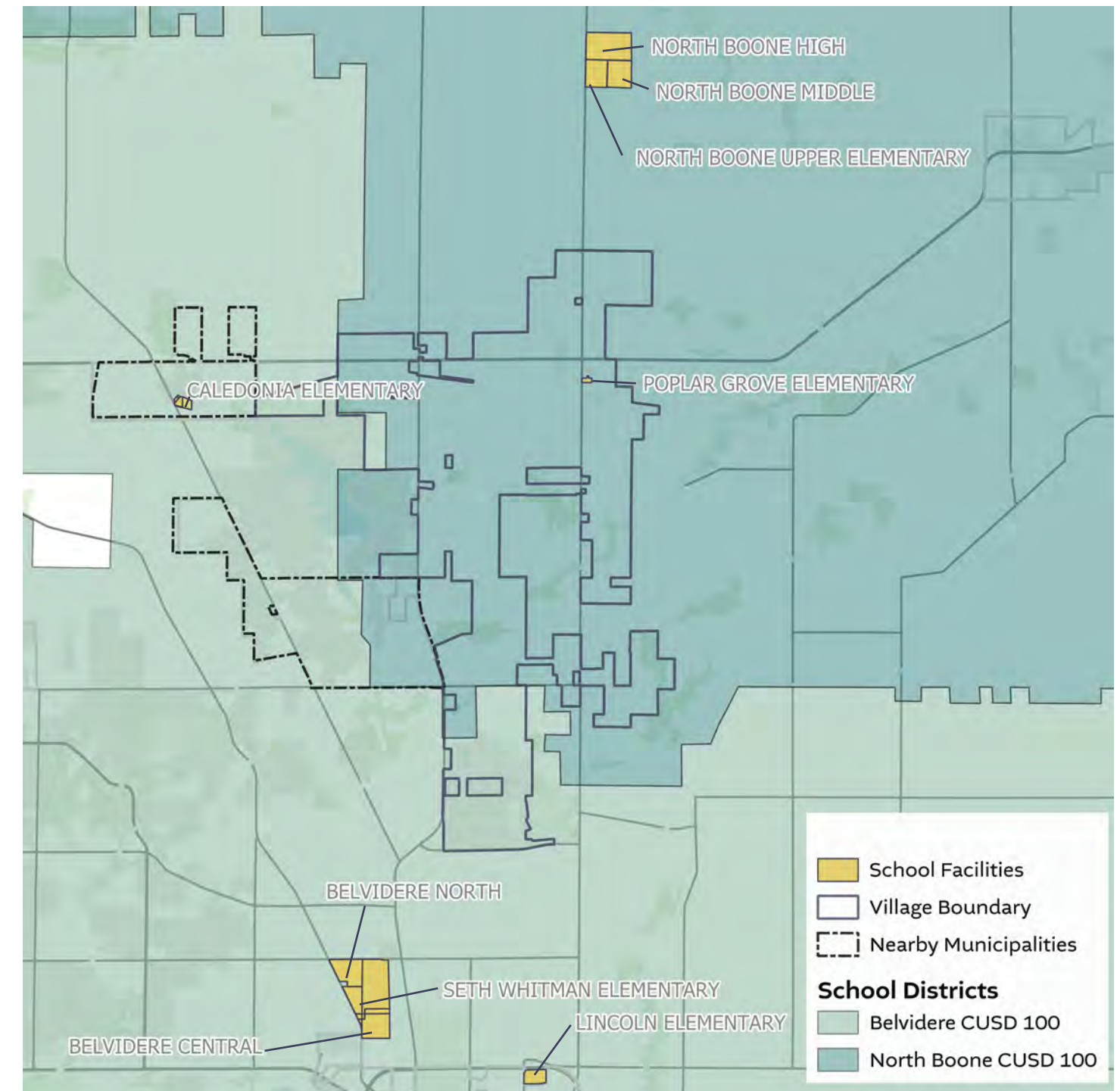


Other Institutional

School Districts: The K-12 education system in Boone County is comprised of two school districts: North Boone Community Unit School District (CUSD) 200, and Belvidere CUSD 200.

Figure 50 illustrates the boundaries of both school districts as well as the boundaries of Poplar Grove and respective municipalities.

Figure 50: Community Unit School Districts and Facilities Serving Poplar Grove



The North Boone CUSD service area includes the majority of Poplar Grove as well as Capron and unincorporated rural areas in the northern portion of Boone County.

The district consists of six schools: Three elementary schools, one upper elementary school, one middle school, and one high school. Figure 51 shows the North Boone CUSD schools which serve Poplar Grove residents.

Figure 51: North Boone CUSD Schools Serving Poplar Grove

School Name	Address	Grades
Poplar Grove Elementary	208 N. State Street, Poplar Grove, IL 61065	K-4
North Boone Upper Elementary	6200 N. Boone School Road, Poplar Grove, IL 61065	5-6
North Boone Middle School	17641 Poplar Grove Road, Poplar Grove, IL 61065	7-8
North Boone High School	17823 Poplar Grove Road, Poplar Grove, IL 61065	9-12

Figure 52: 2018-2023 Enrollment of North Boone CUSD Schools Serving Poplar Grove

School Name	2018	2019	2020	2021	2022	2023	5-Year Average	% Difference 2018-2023
Poplar Grove Elementary	275	272	262	243	247	244	257	-11%
North Boone Upper Elementary	273	243	236	237	239	218	241	-20%
North Boone Middle School	226	266	282	240	237	237	248	5%
North Boone High School	503	478	453	469	489	505	483	0%
TOTAL	1,277	1,259	1,233	1,189	1,212	1,204	1,229	-6%

Figure 52 shows student enrollment from 2018-2023. Approximately 1,512 students were enrolled in North Boone CUSD as a whole during the 2022-2023 school year. The district maintained a 93% graduation rate during the same timeframe as well.

The Belvidere CUSD primarily serves the City of Belvidere and unincorporated rural areas in the southern portion of Boone County. The district includes 10 schools: Five elementary schools, two middle schools, two high schools, and one STEM academy. Poplar Grove residents who live within the boundaries of Orth Road to the North, Woodstock Road to the South, Poplar Grove Road to the East, and Illinois Route 76 to the West are served by the following Belvidere CUSD schools listed in Figure 53.

Figure 53 shows student enrollment from 2018-2023. Approximately 7,501 students were enrolled in Belvidere CUSD as a whole during the 2022-2023 school year. The district maintained an 82% graduation rate during the same timeframe as well.

It should be noted that student enrollment numbers for Figures 52 and 54 excludes:

- Students who were given vouchers to attend private schools; and
- Students placed by their parents in private schools whose tuition is paid for by their parents, but who received special education services from their home district.

Figure 53: Belvidere CUSD Schools Serving Poplar Grove

School Name	Address	Grades
Caledonia Elementary School	2311 Randolph Street, Caledonia, IL 61011	PreK-5
Lincoln Elementary School	1011 Bonus Avenue, Belvidere, IL 61008	Prek-5
Seth Whitman Elementary School	8909 Beloit Road, Belvidere, IL 61008	Prek-5
Belvidere Central Middle School	8787 Beloit Road, Belvidere, IL 61008	6-8
Belvidere North High School	9393 Beloit Road, Belvidere, IL 61008	9-12

Figure 54: 2018-2023 Enrollment of Belvidere CUSD Schools Serving Poplar Grove

School Name	2018	2019	2020	2021	2022	2023	5-Year Average	% Difference 2018-2023
Poplar Grove Elementary	348	398	429	371	406	402	392	16%
North Boone Upper Elementary	537	560	544	535	513	551	540	3%
North Boone Middle School	524	677	638	619	640	655	626	25%
North Boone High School	977	974	962	939	911	901	944	-8%
North Boone High School	977	974	962	939	911	901	1433	-8%
TOTAL	3,901	4,041	4,019	3,882	3,861	3,905	3,935	0%

Fire/EMS: District 3 Headquarters for North Boone Fire and EMS is located at 305 West Grove Street and is directly adjacent to village hall.

Cemetery: Located at 236 West Grove Street, the Poplar Grove Cemetery is managed by Poplar Grove Township.

Private Utilities

In addition to the municipal services listed above, village residents and businesses receive the following services from the following entities:

- **Electricity:** ComEd
- **Gas:** NICOR
- **Internet:** Includes Comcast, Mediacom, SURF Internet, and Frontier. Satellite and wireless mediums available. At the time of this report, fiber internet has been installed along Illinois Route 76 along the village's western boundary. Fiber installation is likely to increase within the region in the coming years.
- **Refuse and Recycling:** MDC Environmental

Recommendations

Goals

- Prioritize public health and safety.
- Deliver efficient, effective municipal services that exceed expectations of all community members.
- Integrate system-wide facility and utility needs in all land use planning endeavors.

Objectives

- Coordinate facilities and utilities (both public- and private-sector) planning in tandem with key elements from this Plan, not least Land Use, Transportation & Mobility, Housing, and Economic Development.
- Extend utilities and services in such a way as to not disturb or compromise the quality of adjacent natural or recreational resources.
- Collaborate with multiple organizations and agencies to better optimize facilities and services.
- Distribute costs for facilities, services, and utilities in a sustainable, equitable manner.

Policies

- Amend applicable ordinances in order to facilitate recommendations in this plan element.
- Optimize the use of existing facilities and utilities while planning for orderly extensions that align with the Future Land Use Map.
- Ensure that municipal facilities have the necessary capacity in general, and equipment in particular, to accommodate future growth.
- Ensure that municipal utilities have the capacity to accommodate future growth.
- Ensure that key municipal services have the requisite staffing needs to be performed effectively in all seasons.
- Maintain ongoing communication with other public- and private-sector service and utility providers to ensure their planning efforts are incorporated appropriately.
- Continually explore shared-service and intergovernmental agreements that help the village optimize their time and money costs (e.g. sharing municipal staff, cooperative purchasing, swapping services, consolidating services, renting equipment)

Strategies

1. Work with other governmental entities to plan and budget for future Fire, EMS, and Police staffing and facility needs.
2. Create a long-range Facilities Improvement Plan to ensure all facilities are in a state of good repair and can serve the current needs. Municipal services will need to scale concurrently with population growth, which will have implications for facilities planning.
3. Explore resource-sharing opportunities that give community members greater access to recreational amenities. In the 'Recommendations' section of the 2009 Comprehensive Plan, the village recommended that they explore intergovernmental agreements to help develop, build, maintain, and expand access to recreational facilities.
4. Create a Park and Open Space Master Plan. The plan could provide guidance on a variety to park-related tasks, including analyzing facility needs, acquiring land, siting new facilities as appropriate, and connecting facilities. The creation of a Park and Open Space plan is a key component of receiving federal and state grant monies for park facility upgrades.



Housing Characteristics

The American Community Survey estimates that as of 2022, there were 1,722 housing units in Poplar Grove. Of those units, 87.1% were single-family homes and 68.1% have been built since 2000. The Sherman Oaks Neighborhood which has 313 parcels and the Prairie

Green Neighborhood which has 429 parcels, are fully built out. The Westergren neighborhood and West Grove neighborhood were also started, but still have several vacant lots. Of the 370 Westergren parcels subdivided, only 28 have homes built. West Grove has 168 subdivided parcels of which 128 parcels have been built upon.

Figure 55: Housing Units by Type (2022)

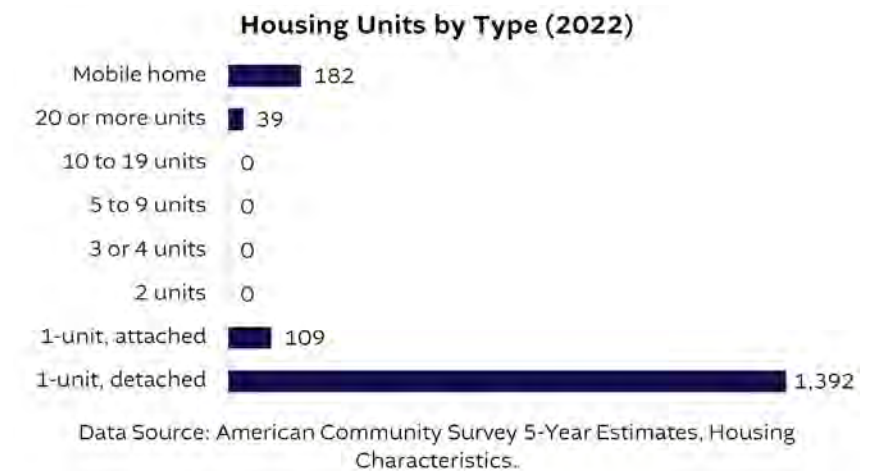
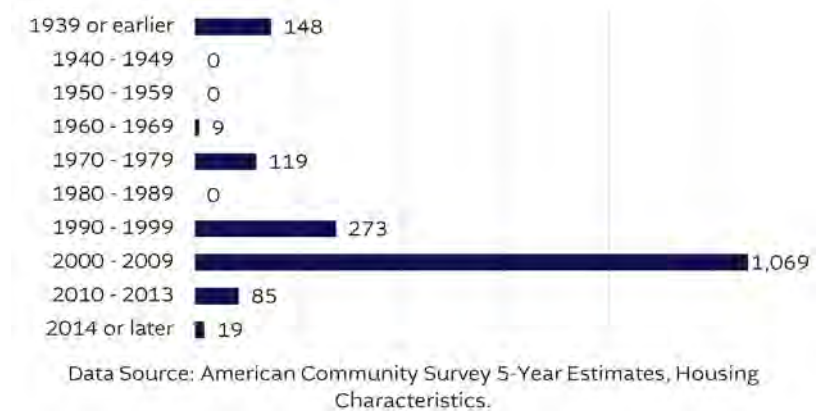


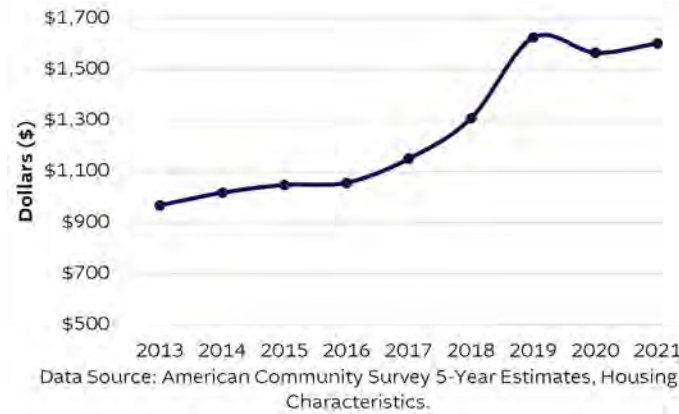
Figure 56: Housing Units by Year Built



Median Rent

Rent has increased, on average, 6.8% year-over-year since 2013 from \$966 per month to \$1,602 per month. However, the average annual wage for all industries in Boone County has only increased by an average of 2.5% year-over-year.

Figure 57: Median Rent (2013-2021)



Affordability

According to HUD’s CHAS latest data, there are 40 renter households and 225 owner households that are cost-burdened or severely cost-burdened in Poplar Grove. The following table and chart break out those households by tenure, cost-burden, and income cohort.

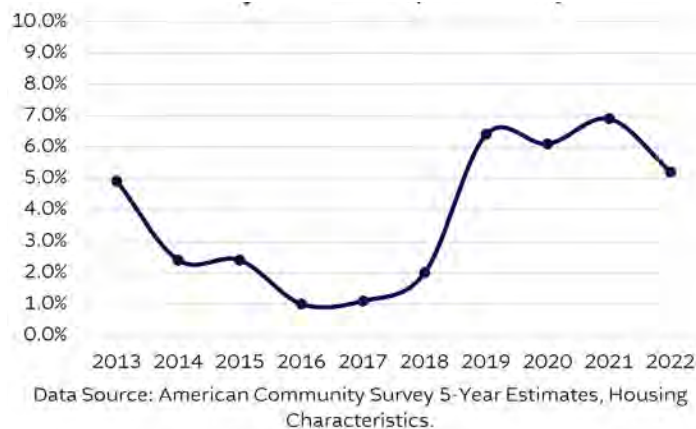
	Renter Households Only		Owner Households Only	
	Cost burden > 30% < 50%	Cost burden > 50%	Cost burden > 30% < 50%	Cost burden > 50%
HI <= 30% HAMFI	0	10	0	0
HI >30% to <=50% HAMFI	0	0	55	20
HI >50% to <=80% HAMFI	30	0	95	10
HI >80% to <=100% HAMFI	0	0	25	0
HI >100% HAMFI	0	0	20	0
Total	30	10	195	30

Note: “HI” means “Household Income”. See the glossary for definitions.

Vacancy Rate

Vacancy hit an all-time low in 2016, according to the ACS, at 1.1%, yet sharply increased to 6.1% in 2019. This is likely due to new housing development occurring at the time and vacancies have been decreasing since then. Arthur Nelson, author of Planner’s Estimating Guide: Projecting Land-Use and Facility Needs, states “Some amount of vacant residential units is needed to facilitate the free movement of population and choice of reasonable alternatives. The number of vacant units, usually expressed as a percent of total habitable units, carries by such things as growth rates and tenure characteristics of renters and buyers.” Based on best practices and household growth projections, Redevelopment Resources recommends an owner-

Figure 58: Vacancy Rate Trends (2013-2022)



occupancy vacancy rate of 1% and a rental vacancy rate of 3% for a combined vacancy rate of 4%. The Village of Poplar Grove’s combined vacancy rate is estimated to be 4.2% which is the lowest in the region.

Housing Demand

Assuming the number of households in the village continues to grow at a compound annual growth rate of 0.2%-0.7%, the village maintains an overall vacancy rate of 4% over the next ten years, and the village captures a portion of the 3,400 estimated new jobs to the region, by 2032 an additional 269 to 904 units will be needed. This will help Poplar Grove grow its residential base and ensure ongoing new revenue for the Village. Fortunately, the Village has more than 540 vacant residential parcels that have already been subdivided which could provide up to 884 units. There are approximately 40 additional residentially zoned parcels that have not yet been subdivided which could provide up to an additional 5,200 units. The following two charts and maps highlight the vacant, subdivided parcels by zoning and illustrate the established neighborhoods.

Figure 59: Regional Comparison of Vacancy Rate (2023)

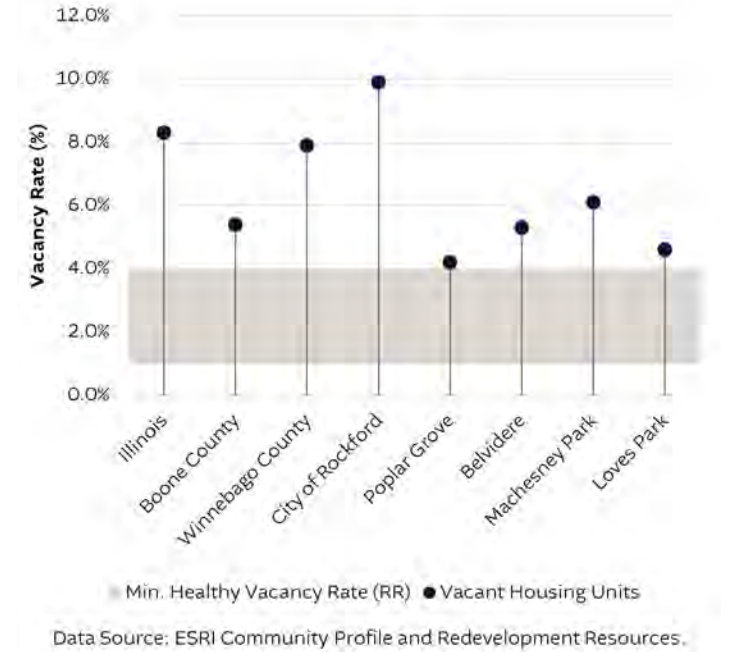


Figure 60: Subdivided Vacant Parcels by Neighborhood

Neighborhood	Count	Acres
Barmore’s Subdivision	1	0.3
Bel-Air Estates	17	18.7
Bullard’s Addition	2	0.4
Burled Woods	20	8.1
NKJ Acres	1	0.3
Olson Woods	39	10.8
Pine Woods	2	2.3
Prairie Green	10	7.4
Pulliam Addition	1	0.2
Ravens Crest	4	1.2
Sherman Oaks	5	1.8
Sherman Town	1	0.3
Westgren	335	96.7
West Grove	66	21.2
All Others	40	314.7
Total	544	484.4

Figure 61: Subdivided Vacant Parcels by Residential Zoning District

Zoning	Vacant Parcels (Ct.)	Total Acreage from Vacant Parcels	Potential Homes (Ct.)
R-1 Single Family (20,000 sqft)	35	33.3	72
R-2 Single Family (10,000 sqft)	470	137.8	600
R-3 Single Family (7,000 sqft)	30	8.1	50
R-5 Mixed Res. (3,000 sqft)	1	9.1	132
RE Res. Estate (10 ac)	8	296.3	30
TOTAL	544	484.4	884

SOURCES

1. Nelson, Arthur. “Planner’s Estimating Guide: Projecting Land-Use and Facility Needs.” Routledge, First Edition, 2004.

Figure 62: Vacant, Taxable, Subdivided Parcels by Residential Zoning District

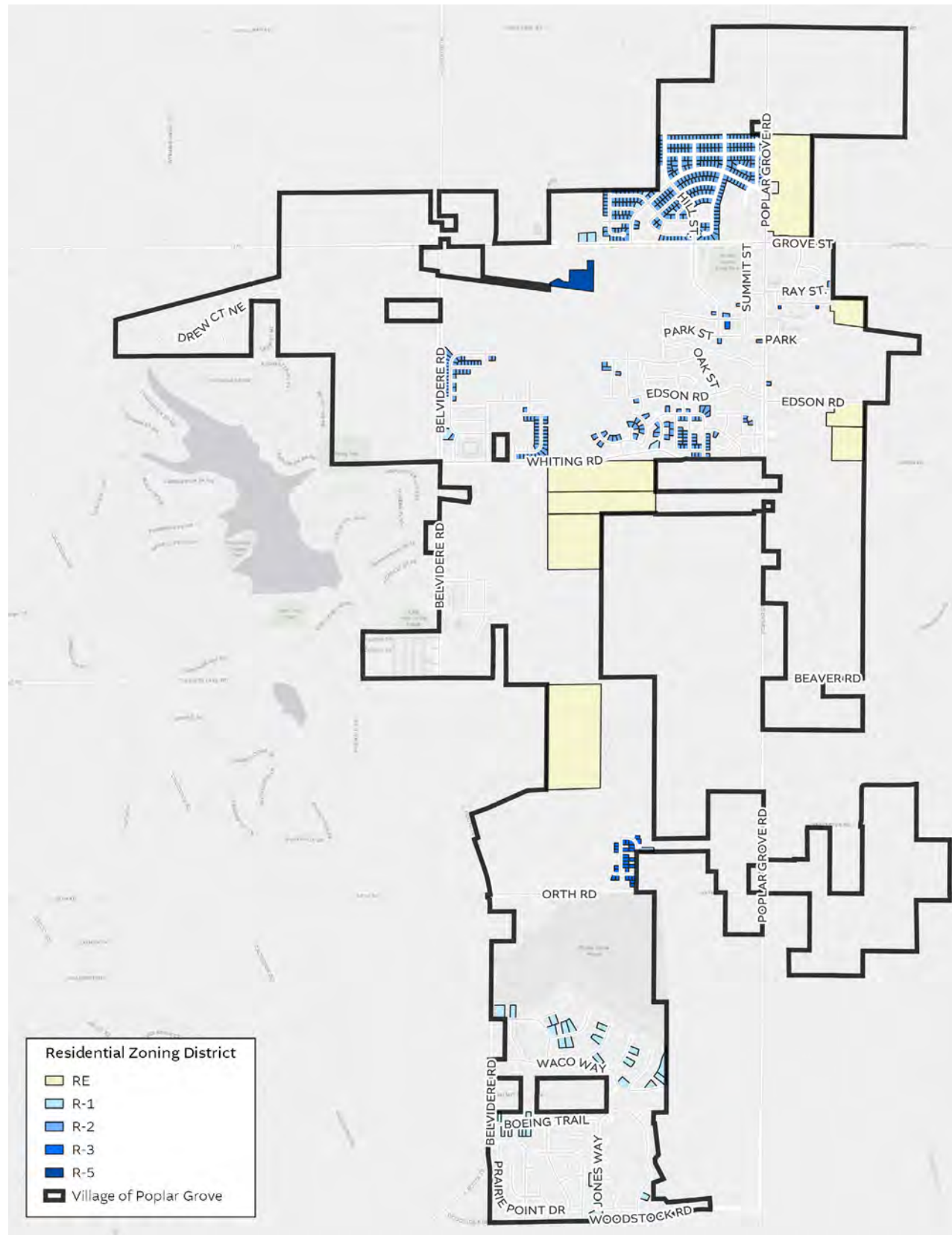
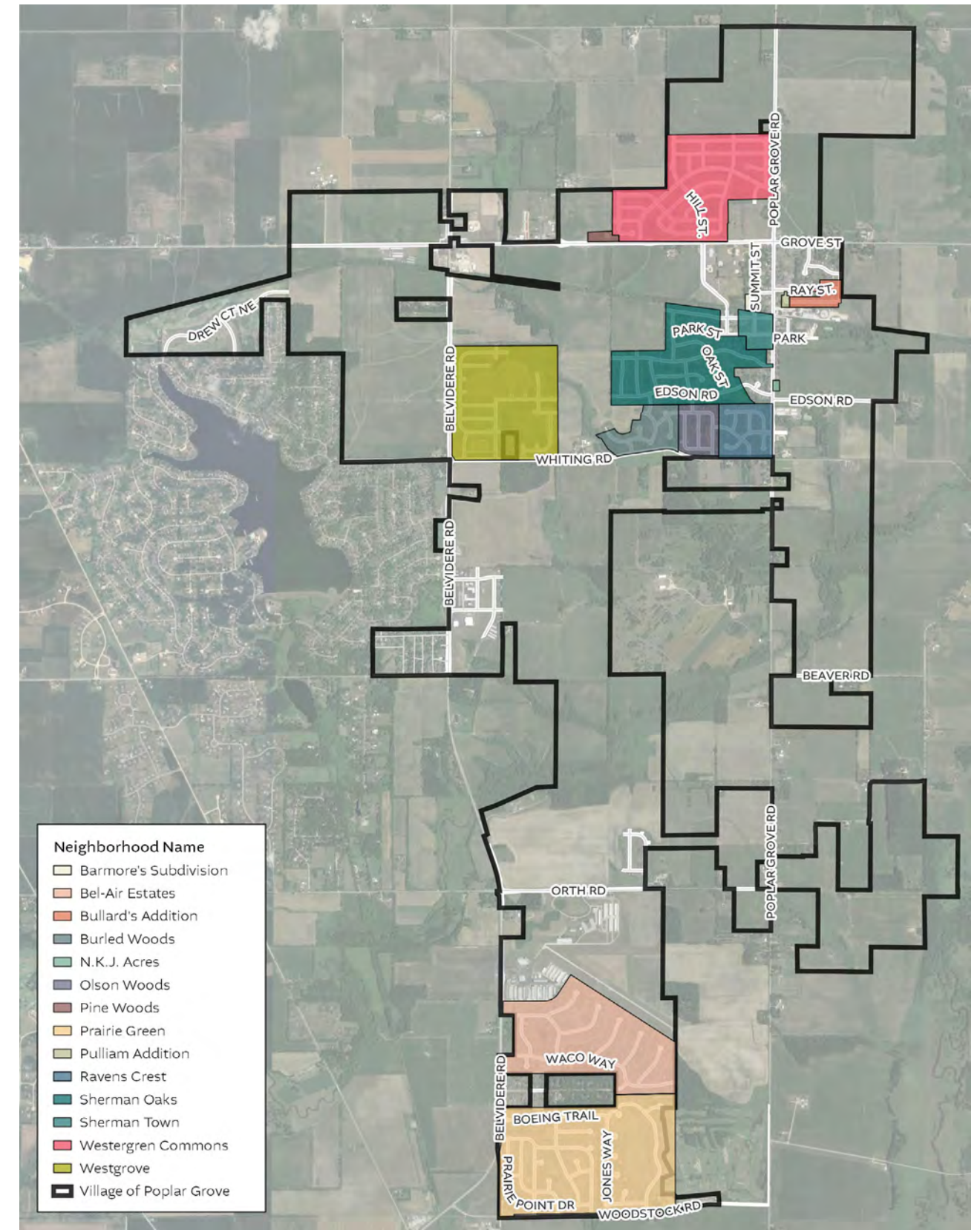


Figure 63: Residential Neighborhoods within the Village



To meet the demand for housing, the village should direct developers to the subdivided lots, and discuss with them the opportunity to create density, such as the development of duplexes and four-plexes on these lots. Due to the number of new jobs proposed for Boone County between Stellantis re-engaging, General Mills' growth, and others as reported by Growth Dimensions, it is a great opportunity for Poplar Grove to be ready to provide housing to these employees new to the area.

From interviews, it was revealed there is not a good option for senior citizen residential in Poplar Grove. It will be imperative to create a place for people to continue to live in the village when they are no longer able to stay in their single-family homes independently. Consider a way for a developer to include independent living condos or supported living units in their development proposals. Consider undertaking a feasibility study to determine the number and timeline in which demand for senior housing will be at a critical need, so, if possible, the village can be out ahead of that critical need.

Recommendations

Goals

- Develop 5-10 undeveloped lots in existing subdivisions per year for the next 5-10 years.
- Support the development of duplex and four-plex residential units where possible.
- Encourage the development of housing in the "missing middle" - units that are smaller and more affordable than typical single-family homes on large lots.
- Investigate opportunities to create housing for the 55+ demographic.

Objectives

- Attract local contractors to develop lots in existing subdivisions.
- Ensure zoning is appropriate for transitioning up to 20 lots in a single-family subdivision to lots that could hold a duplex or four-plex.
- Create a marketing plan to market lots to residents, and packages of lots to builders.
- Seek to provide housing specifically for people aged 55 and older.

Policies

- Ensure zoning is appropriate to facilitate duplex and four-plex developments in existing subdivisions.

Strategies

1. Create an email database of local contractors who could build houses in existing subdivisions.
2. Develop an email outreach campaign to housing contractors to invite them to visit Poplar Grove, see the open lots and discover the opportunities available to them to develop housing in Poplar Grove.
3. Chart out the approval path for contractors to get housing approved, making it as easy and seamless as possible.
4. Identify and approve which lots in the subdivisions could be developed as duplex and four-plex housing units.
5. As developers/contractors come on board to develop lots, market the lots and houses to potential residents prior to the homes being completed. Work with contractors willing to develop the first home on speculation and create a database of interested buyers so they can continue to build as buyers are available.
6. Help the contractors market their homes to potential new residents. Coordinate a "Live in Poplar Grove" campaign and market it to new employees to the area.
7. Draw on the positive experience of other new residents to the community, gathering testimonials and sharing their story to why they chose to live there and why they are happy living in Poplar Grove.
8. Conduct a feasibility study for housing for people over age 55 to determine the exact demand, and then work to meet that demand if one exists.



Economic Profile

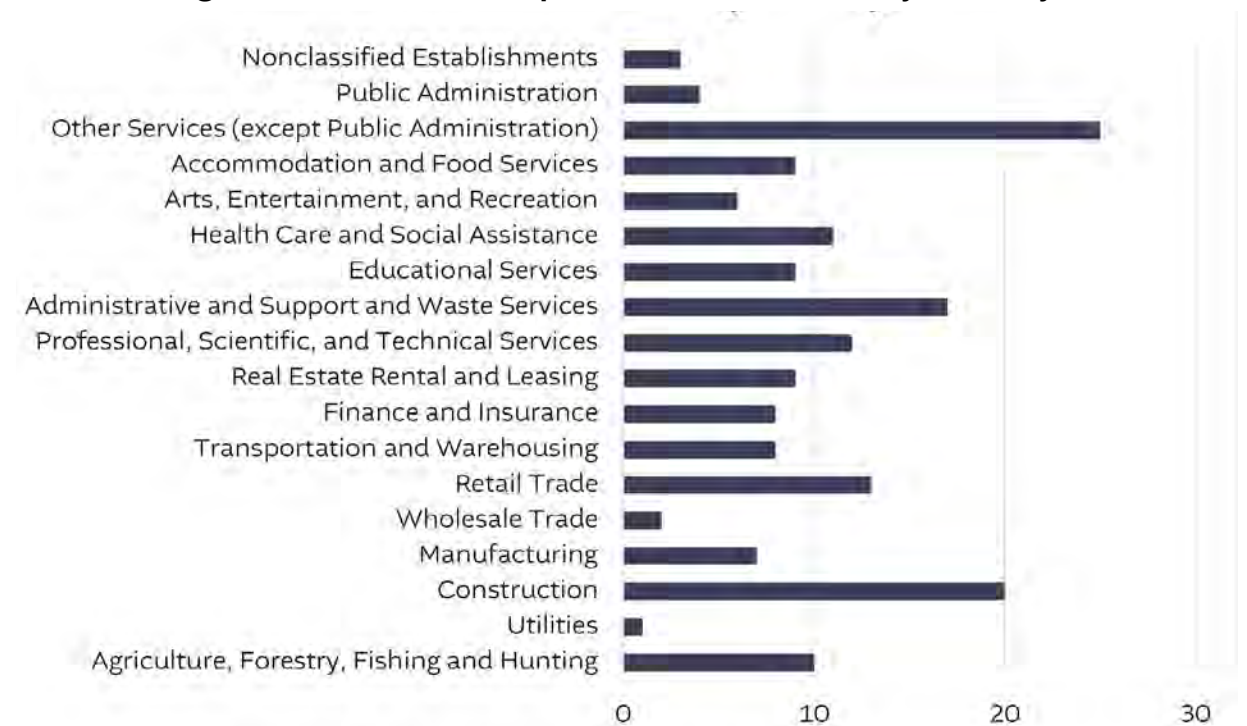
Industry & Business

Poplar Grove is home to over 170 small businesses ranging from a single employee to 214 employees. Communities similar in size, median incomes and proximity to larger metro areas have approximately 170-400 small businesses that range in size from a single employee to 300. The current business mix indicates an economy primarily serving residents' needs, like a typical bedroom community. A bedroom community is one where many residents reside but work elsewhere.

The largest employers in the village are as follows in no order:

- North Boone Community Schools District No 200
- Stephen R Thomas & Associates
- Timber Pointe Golf Club
- Escuela De Litzy
- Poplar Grove Airport
- Capron Rescue Squad District
- Village of Poplar Grove
- Alpaca Pines LLC Farm & Fiber Mill
- Snyder Pharmacy

Figure 64: Number of Poplar Grove Businesses by Industry



Data Source: DataUSA / Data Vu, Redevelopment Resources.

The following figure demonstrates the unmet demand within a ten-mile radius of Poplar Grove. Businesses in these categories will fill the gap by offering a good or service that is in demand. Residents of Poplar Grove are spending money in these categories, and there is an opportunity for them to spend that money within the Village, rather than elsewhere.

To attract new business to Poplar Grove, it is important to understand the needs (demand) of the community from a retail and service mix. But there are also businesses that can be successful in Poplar Grove from an industry sector perspective, which will create jobs and potentially attract more residents. Residents reported wanting more fast-food restaurant options, and a Kwik Trip (or other expanded convenience store option).

Boone County is expecting significant job growth from expansions (General Mills, Walmart, Midwest Refrigeration Service, and others) and the re-energizing of the Stellantis operation.

The \$5 billion investment into equipping the facility in Belvidere for electric vehicle manufacturing will employ approximately 4,000-5,000 people. This much economic activity will have a spillover effect on Poplar Grove, and it will be important to be ready to capture the growth the community is ready, willing and able to. This could come in the form of a significant number of new housing units, as well as ancillary business growth to serve the business growth to the west.

One sector worth exploring is the contractor services sector. There are several businesses which serve the contracting industry. With Poplar Grove's proximity to other growing areas, businesses in the contractor service industry would do well to locate in Poplar Grove. They would have access to growth areas in Belvidere and Machesney Park. Construction is a strong sector for Poplar Grove, and it would be wise to capitalize on that.

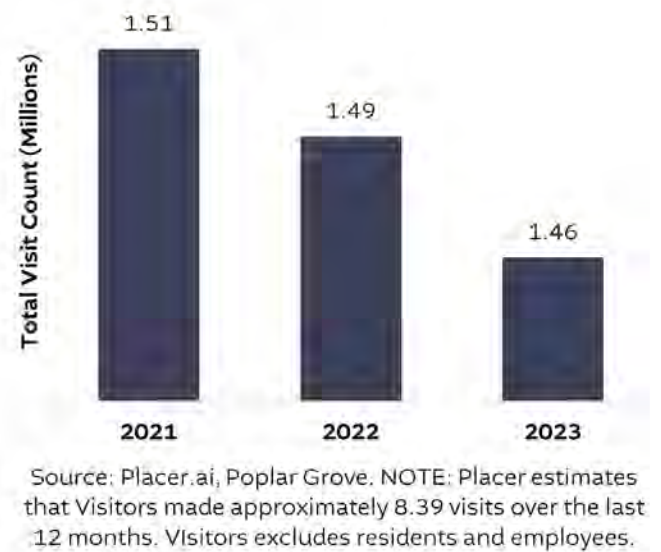
Agri-tourism is an economic development strategy however, it is not advised that the Village invest any financial resources into it, as the jobs created from this strategy are not typically family-sustaining jobs. Where there is an opportunity to capture economic activity because of an existing agri-tourism attraction, that would be of benefit to the village.

Downtown has opportunities for new business. There is a concentration of two-story commercial structures downtown that could be prime candidates for rehabilitation and reuse, with retail on the main floor

Figure 65: Unmet Demand within Ten-mile Radius



Figure 66: Annual Visit Trends



and residential on the upper story. With any vacant buildings, try to meet with the owner and encourage them to fill with high quality tenants. Host an annual meeting of downtown property owners along with the downtown improvement committee that has been working to spruce up downtown. Share goals and create a plan to improve downtown for businesses and residents.

The village may also want to consider being flexible with zoning in the adjacent single-family homes along Poplar

Grove Road, to house walk-up businesses, capitalizing on the traffic that passes by. These would likely accommodate local, mom-and-pop type businesses.

Commute

Many employees that work in Poplar Grove commute as far as Stephenson, Ogle and McHenry Counties for work in Poplar Grove. Average commute time is 28 minutes. Please see the transportation chapter for more information on commuting, as well as traffic counts. Traffic counts are meaningful to businesses, particularly on Hwy. 173, Hwy, 76, and Poplar Grove Road.

Trade Area

Communities need quality data analytics about their physical spaces to attract prospective commercial uses. Foot traffic patterns are not only a measurement of a vital commercial area, but understanding these patterns can provide municipalities with the knowledge and insights to plan effectively for local events. The project team analyzed data from Placer on visitor and consumer activity within the village.

See Figure 67. Trade Area map and Figure 66. Annual Visit Trends.

Figure 67: Employee Trade Area Map

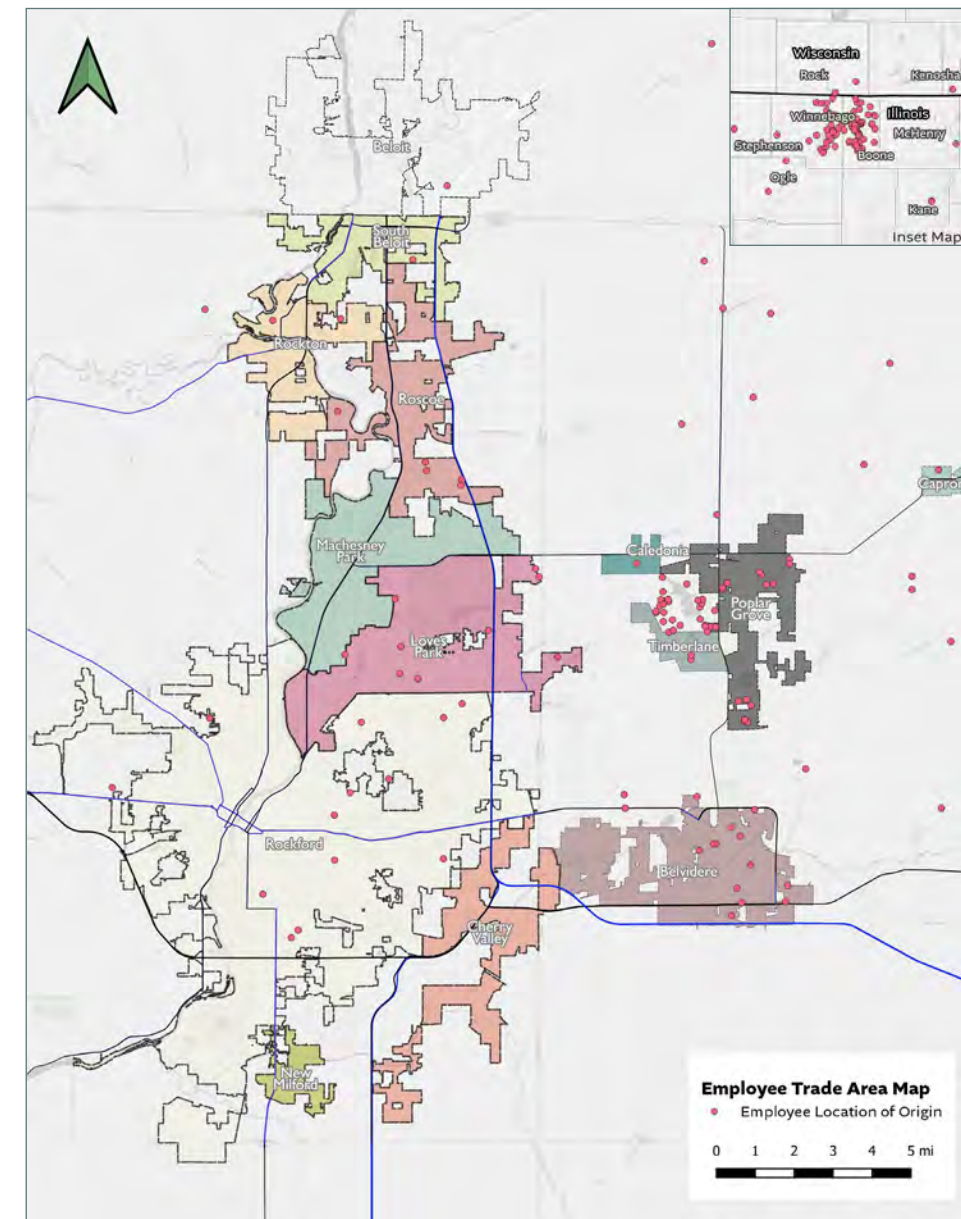
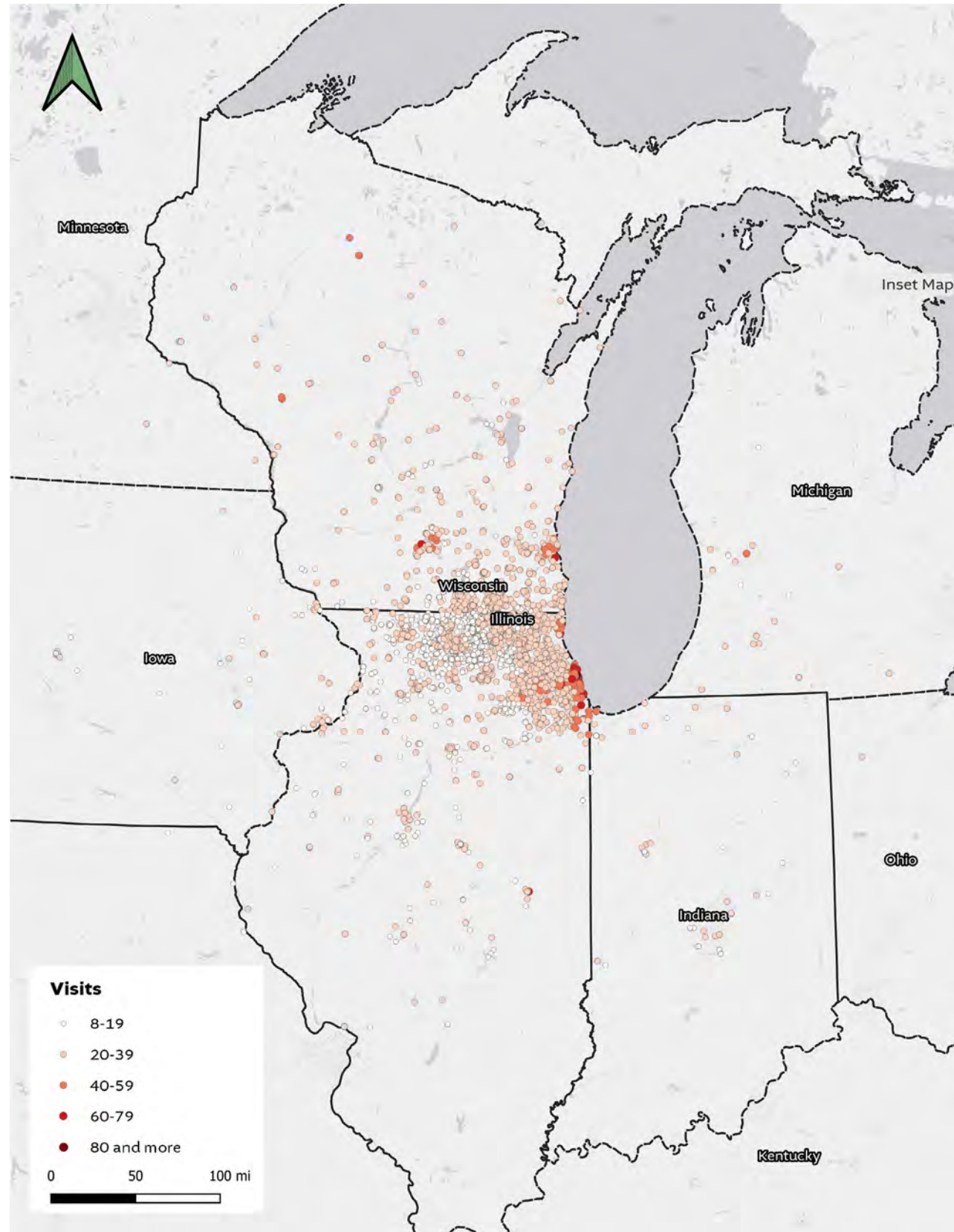


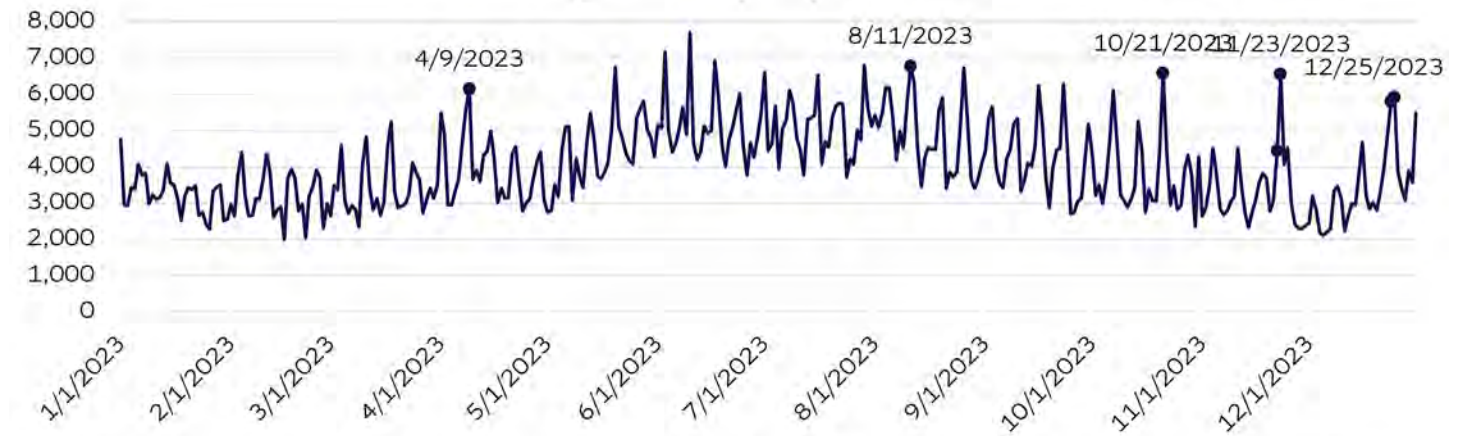
Figure 68: Visitor Trade Area Map



Visits to Poplar Grove by visitors have declined over recent years. The most popular days to visit are holidays such as Thanksgiving, Christmas, and Easter with a few other exceptions. Most visits also occur on weekends rather than weekdays and last longer than 2.5 hours.

Business travel may be captured within the visitor travel data; however, it is important to consider the high traffic commercial corridors from the perspective of business attraction and how important these corridors are to business-to-business enterprises.

Figure 69: Visits per Day (2023)



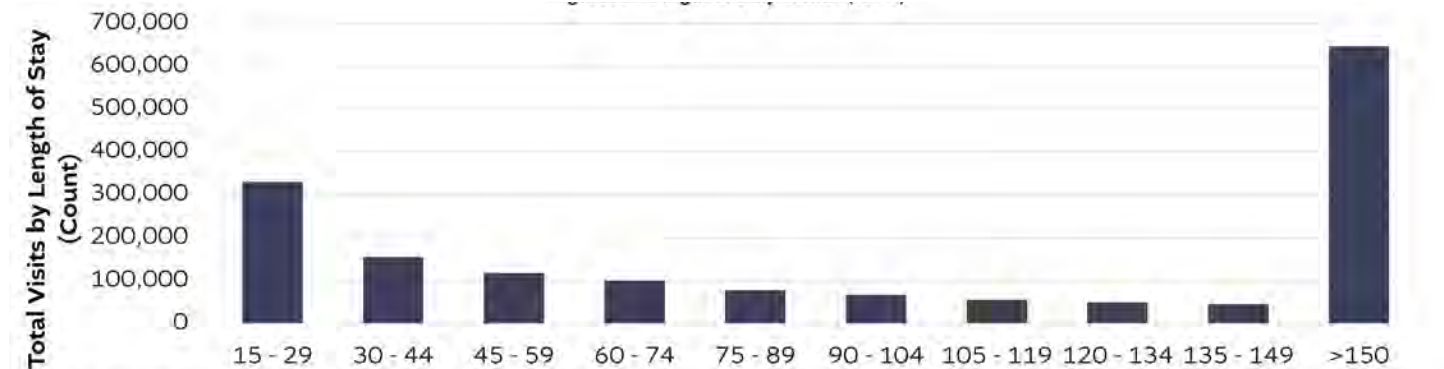
Source: Placer.ai, Poplar Grove. NOTE: Placer estimates that Visitors made approximately 8.39 visits over the last 12 months. Visitors excludes residents and employees.

Figure 70: Daily Visit Trends (2023)



Source: Placer.ai, Poplar Grove. NOTE: Placer estimates that Visitors made approximately 8.39 visits over the last 12 months. Visitors excludes residents and employees.

Figure 71: Length of Stay Trends (2023)



Source: Placer.ai, Poplar Grove. NOTE: Placer estimates that Visitors made approximately 8.39 visits over the last 12 months. Visitors excludes residents and employees.

Organizational Structure

Growth Dimensions is the economic development organization that serves Poplar Grove. Their work focuses on business attraction, expansion, and retention for Boone County. The organization lists available commercial property on their web site. Poplar Grove staff should meet periodically with Growth Dimensions to make sure opportunities are shared and the village can act in a proactive manner when preparing for economic growth.

Community Assets

Airport - The Poplar Grove Airport is a community asset that can be capitalized upon for economic growth. Although it is privately owned, many private pilots travel through this airport for executive travel. This airport is also an economic driver when it hosts events, such as fly-ins. The village should consider undertaking a hotel feasibility study to make sure it isn't missing an opportunity to capture those who might need a place to stay when they fly into the Poplar Grove Airport.

Access – Poplar Grove does not have direct access onto I-39/90 but with Hwy. 173 and Hwy. 76, there is easy access to and through the village. The traffic on these two highways presents significant access to potential customers for businesses located along these routes. Land along Hwy. 173, particularly to the west of the village, property at the intersection of Hwys. 173 and 76, and then south along Hwy. 76 should be maximized for its commercial development potential.



Recommendations

Goals

- Market available commercial land.
- Identify future available commercial land to be developed when existing land is built out.
- Work to attract construction trades shops and offices.
- Focus on improving downtown.

Objectives

- Create a database of available commercial lots regardless of ownership to market the Village.
- Begin conversations with landowners to identify land for the next commercial area to be developed.
- Increase the number of construction offices, shops, yards and businesses serving the construction industry. Poplar Grove could become a cluster for this industry.
- Improve the tenant mix and use of commercial buildings in downtown Poplar Grove.

Strategies

1. Identify all available commercial property and post it on a map on the website with the type of zoning and preferred uses. See http://machesneypark.org/available_properties/index.php as an example. Share this database with Growth Dimensions so it can be promoted on their web site too.
2. Look at potential commercial land on the map and reach out to landowners in the area to see if/when they may be interested in selling.
3. Meet with contractors in Poplar Grove who already have a shop or office there. Ask for prospects from them, of businesses in their industry who may want to relocate to Poplar Grove. Consider electricians, plumbers, engineers, architects, siding and gutter installers, roofing contractors, brick and masonry specialists, window sellers/installers, cabinet makers, and others which may be interested in an affordable place to do business with easy access to new commercial and residential developments in other communities. Keep this conversation open and seek opportunities to welcome new businesses in this sector.
4. Meet quarterly with the group that has organized itself to spruce up downtown and include all property owners. Impress upon them the opportunity to capture residents and tourists.
5. Work Growth Dimensions for any downtown-related grants that could be available.

6. Investigate the Enterprise Zone (through Growth Dimensions) for larger grant opportunities to rehab larger, more blighted property into development that contribute tax base and positive traffic generation for downtown.
7. Market the fact that the Village will waive impact fees for new development.
8. Investigate opportunities to serve the executive travel market with executives who come into the airport. Meet with airport officials to brainstorm any needs that could be filled in the market and serve these travelers.
9. Conduct a hotel feasibility study to determine if there is demand from the executive travel at the airport, the seasonal travel to local agri-tourism attractions, and to host contractors and others traveling through the area for work.

Implementation

The implementation matrix can be used as a stand-alone document to guide future decision-making and planning. This matrix captures the Strategies presented in the Recommendations at the end of each chapter and then identifies potential partners, funding, and timeline.

This matrix can be used as a work plan and is recommended to be part of a bi-annual check in to verify status of the community's goals. As this is a living document, the elements of this matrix may be modified to adjust any component, either adding to or discarding certain elements that may no longer be relevant.

Land Use			
Strategies	Partners	Funding	Timeline
1. Establish a boundary agreement between the Village of Poplar Grove and the Villages of Caledonia and Timberlane. This was an earlier recommendation in the previous plan but was never executed.	Village of Caledonia, Timberlane, Boone County	n/a	2025
2. Re-Establish a boundary agreement between the Village of Poplar Grove and the Village of Capron. A 20-year boundary agreement between the Village of Poplar Grove and the Village of Capron was established on July 10, 2000.	Village of Capron, Boone County	n/a	Q3 2024
3. Enhance non-motorized accessibility between developments by developing sidewalks and trails.	Residential developers, IDOT	Itep, AARP Grants, CIP Allocation, TAP Funds, STBG, HSIP	Ongoing, starting with new
4. Promote more compact neighborhood design, aligning with traditional development patterns, to encourage efficient development and use of resources.	Village Staff, Boone County	Village staff time, County staff time	2025 and ongoing
5. Develop framework for future industrial/business park opportunities.	Village Staff, Growth Dimensions	Village staff time, GD staff time	Q3 2024

Agricultural and Natural Resources

Strategies	Partners	Funding	Timeline
1. Coordinate with other regional agencies on agricultural and natural resource preservation opportunities outside village boundaries.	Village Staff, Boone County Cons. District, Boone County Soil & Water Cons. District, Natural Land Institute	Village staff time, regional partners' staff time	2025 and ongoing
2. Coordinate with other regional agencies on growth opportunities that do not compromise on the rural character and agricultural heritage for which this area is known.	Village Staff, R1PC, Growth Dimensions, Winnebago Boone Farm Bureau	Village staff time	2025 and ongoing
3. Implement stormwater management strategies that reduce the effects of agricultural runoff.	Village Staff, Winnebago Boone Farm Bureau, BCSWCD	Village staff time, regional partners' staff time	2025 and ongoing
4. Provide resources for public and private property owners on best management practices to promote conservation of natural resources.	Village Staff, Local Business/Property Owners, BCCD, BCSWCD, Natural Land Institute	Village staff time, regional partners' staff time	2025 and ongoing
5. Promote the role of agriculture and agri-tourism in the economy via Boone County Fair and other related event opportunities.	Village Staff, Boone County, Growth Dimensions, Fair organizers, 4H	T-Mobile Hometown Grant, 4H student projects, AARP, Project for Public Spaces	Q3 2024 and ongoing

Transportation and Mobility

Strategies	Partners	Funding	Timeline
1. Improve connectivity between neighborhoods via multi-use path or sidewalks	Village Staff, Residential developers, IDOT	Itep, AARP Grants, CIP Allocation, TAP Funds, STBG, HSIP	Ongoing, starting with new
2. Install speed bumps or additional demarcations on the roadway at trail crossings	Village Staff, Illinois Department of Transportation (IDOT)	STBG, HSIP, CIP Allocation	2026
3. Pursue additional funding for trail improvements including trailhead amenities and signage.	Village Staff, BCCD, Boone County	League of American Bicyclists (Community Spark Grant), America Walks (Community Change Grant), STBG, HSIP, TAP, Project for Public Spaces (Community Placemaking Grants), CIP Allocation	2026

Transportation and Mobility (cont.)

Strategies	Partners	Funding	Timeline
4. Bolster Boone Co. Public Transportation on-demand services as an attractive option for transportation needs.	Boone County Transit, RMTD	AARP Grants, TAP Funds	2025 and ongoing
5. Identify key agricultural equipment routes and prioritize maintenance issues.	Village Staff, IDOT	Staff Time, STBG, HSIP	2025 and ongoing
6. Prioritize key high-traffic intersections for traffic control devices and safety measures.	Village Staff, IDOT, Boone County, Growth Dimensions	ITEP, STBG, HSIP, TAP	2025 and ongoing
7. Analyze roadway capacity and circulation within the area of potential new industrial/business park at Rt. 173.	Village Staff, Growth Dimensions, Boone County	Village Staff time, Growth Dimensions staff time, EDA	2025

Government, Public Facilities, and Utilities

Strategies	Partners	Funding	Timeline
1. Work with other governmental entities to plan and budget for future Fire, EMS, and Police staffing and facility needs.	Village Staff, Fire, EMS, Police, Sherriff	Staff Time	2025 and ongoing
2. Create a long-range Facilities Improvement Plan to ensure all facilities are in a state of good repair and can serve the current needs.	Village Staff, consultant group	CIP Funding, General Fund	2026
3. Explore resource-sharing opportunities that give community members greater access to recreational amenities.	Surrounding communities, Boone County, Boone County Conservation District, Rockford Park District	Staff Time	2025 and ongoing
4. Create a Park and Open Space Master Plan.	Village Staff, consultant group, surrounding communities	Staff Time, CIP Funding, General Fund	2026

Housing

Strategies	Partners	Funding	Timeline
1. Create an email database of local contractors who could build houses in existing subdivisions.	Village Staff	Staff Time	Q3 2024
2. Develop an email outreach campaign to housing contractors to invite them to visit Poplar Grove, see the open lots and discover the opportunities available to them to develop housing in Poplar Grove.	Village Staff	Staff Time	Q3 2024 and ongoing
3. Chart out the approval path for contractors to get housing approved, making it as easy and seamless as possible.	Village Staff	Staff Time	Q4 2024
4. Identify and approve which lots in the subdivisions could be developed as duplex and four-plex housing units.	Village Staff	Staff Time	Q3 2024
5. As developers/contractors come on board to develop lots, market the lots and houses to potential residents prior to the homes being completed. Work with contractors willing to develop the first home on speculation and create a database of interested buyers so they can continue to build as buyers are available.	Village Staff, local Realtors	Staff Time	2025 and ongoing
6. Help the contractors market their homes to potential new residents. Coordinate a "Live in Poplar Grove" campaign and market it to new employees to the area.	Village Staff, local Realtors	Staff Time	2025 and ongoing
7. Draw on the positive experience of other new residents to the community, gathering testimonials and sharing their story to why they chose to live there and why they are happy living in Poplar Grove.	Village Staff	Staff Time (use social media)	2024 and ongoing
8. Conduct a feasibility study for housing for people over age 55 to determine the exact demand, and then work to meet that demand if one exists.	Village Staff, outsourced to contractor/consultant	EDA, General Fund	2025

Economic Development

Strategies	Partners	Funding	Timeline
1. Identify all available commercial property and post it on a map on the website with the type of zoning and preferred uses.	Village Staff, local Realtors, Growth Dimensions	Staff Time	2024 and ongoing
2. Look at potential commercial land on the map and reach out to landowners in the area to see if/when they may be interested in selling.	Village Staff, Village Board Members, Realtors	Staff Time	2025 and ongoing
3. Meet with contractors in Poplar Grove who already have a shop or office there.	Village Staff, Village Board Members	Staff Time	2025 and ongoing
4. Meet quarterly with the group that has organized itself to spruce up downtown and include all property owners.	Village Staff	Staff Time, T-Mobile Hometown Grant, AARP	Q3 2024 and ongoing
5. Work Growth Dimensions for any downtown-related grants that could be available.	Village Staff, Growth Dimensions	Staff Time	Q4 2024 and ongoing
6. Investigate the Enterprise Zone for larger grant opportunities to rehab larger, more blighted property into development that contribute tax base and positive traffic generation for downtown.	Village Staff, Growth Dimensions	Staff Time	Q4 2024 and ongoing
7. Market the fact that the Village will waive impact fees for new development.	Village Staff, Growth Dimensions	Staff Time	Q4 2024 and ongoing
8. Investigate opportunities to serve the executive travel market with executives who come into the airport. Meet with airport officials to brainstorm any needs that could be filled in the market and serve these travelers.	Village Staff, Growth Dimensions, Airport	Staff Time	Q4 2024 and ongoing
9. Conduct a hotel feasibility study to determine if there is demand from the executive travel at the airport, the seasonal travel to local agri-tourism attractions, and to host contractors and others traveling through the area for work.	Village Staff, consultant group	General Fund, DCEO Office of Tourism Grant	2025 -2026



VILLAGE OF POPLAR GROVE

"A Great Place to Call Home"

200 N. Hill Street, Poplar Grove, IL 61065

Phone: (815) 765-3201 – Fax: (815)765-3571

<https://www.poplargo-ill.gov/>

Date: April 4, 2024

To: Rockford Register Star

From: Ken Garrett, Zoning Official

Re: Notice of Poplar Grove Planning and Zoning Commission - April 24th, 2024

Please publish the attached public hearing notice for the Poplar Grove Planning and Zoning Commission meeting one time, no later than **Monday, April 8th, 2024**. If you have questions, please call (815) 765-3201.

Please let me know when this item will be published.

After publication, forward a copy of the certificate of publication and please forward the invoice to:

Village of Poplar Grove
200 N. Hill Street
Poplar Grove, IL 61065
815-765-3201

**NOTICE OF PUBLIC HEARING
POPLAR GROVE PLANNING AND ZONING COMMISSION**

Notice is hereby given that the Village of Poplar Grove Planning and Zoning Commission will hold a public hearing on Wednesday, April 24th, 2024 at 6:00 pm in the Village Board Room, 200 North Hill Street, Poplar Grove, Illinois, 61065 for the purpose of considering a special use application:

The applicant Steve Thomas on behalf of Bel Air Estates, LTD has applied for an amendment to his existing Special Use/Planned Development with Special Use Permit Number 2018-03, which was originally granted to Steve Thomas at 11619 Illinois Route 76, Poplar Grove, Illinois 61065 (commonly known as the Poplar Grove Airport). The Village of Poplar Grove Zoning Code allows Planned Developments per section 8-5-8. The PIN Numbers of the property are as follows: 05-02-200-004, 05-01-100-011, 05-01-300-014, 05-02-200-006 and 05-01-101-010. The purpose of the proposed Special Use Amendment is to allow residential uses to be constructed within certain hangars within the Poplar Grove Airport. The property is currently zoned GB (General Business). As part of this Special Use Permit/Planned Development amendment, a new hangar is being proposed which will allow residences in the hangars.

The proposed special use application is available for public review at the Poplar Grove Planning Office (200 N. Hill Street, Poplar Grove, IL) during regular business hours.

All persons interested in the petitions may attend and be heard at the stated time and place.

Ken Garrett
Zoning Official



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200 N. Hill Street, Poplar Grove, IL 61065
Phone: (815) 765-3201 – Fax: (815)765-3571
<https://www.poplargoove-il.gov/>

Special Use Application

PART 1: INTRODUCTION

Please complete this Zoning Special Use Permit Application and return it to the Village of Poplar Grove along with the following documentation:

- Written Narrative of the Proposed Request
- Plat of Survey of the Property
- Site Plan of property if changes to the property are proposed
- Floor Plan
- Legal description of the Property
- Any other information required by staff such as hours of operation, number of employees, traffic report, landscape plan, lighting plan, elevation plan.
- List of Adjacent Property Owners within 250 feet, excluding public right-of-way. This may be obtained from the Supervisor of Assessments Office, 1208 Logan Ave. The accuracy of the information is the applicant's responsibility.
- Application Fee
- Natural Resource Information (NRI) – State law requires applicants to request a natural Resource Information Report (NRI) from Boone county Soil and Water Conservation District at 211 North Appleton Road, Belvidere, IL 61008-1983, 815-544-2677, ext 3. This report must be received by the Village of Poplar Grove prior to the Plan Commission public hearing.
- Proof of submittal to IDNR regarding the Endangered Species Act. The applicant shall contact the Illinois Department of Natural Resources (IDNR) via the EcoCat website at <https://dnr@illinois.gov/EcoPublic/>
- Proof of submittal to the Illinois Historic Preservation Agency at 217-782-4836 if the proposal involves State or Federal Funding.

PART 2: APPLICANT INFORMATION

Applicant	Name:	<u>Bel Air Estates, LTD</u>
	Email:	<u>Steve@poplargoovecurmotive.com</u>
	Address/City:	<u>11619 IL RT 76, Poplar Grove, IL 61065</u>
	Phone Number(s):	<u>815-544-3471(office)</u> [REDACTED]
Owner of Record	Name:	<u>Bel Air Estates, LTD</u>
	Email:	_____

Address/City: Same
Phone Number(s): _____

Attorney Name: Gino Galluzzo / Kelly Hintzsche
Email: _____
Address/City: 839 N Perryville Rd., Suite 200, Rockford, IL
Phone Number(s): 815-265-6464

PART 3: PROPERTY INFORMATION

Street Address: See Booklet

Tax Parcel Number (PIN): _____

Legal Description:
(May be on separate sheet)

Current Use of the Property _____

Current Zoning of the property _____

Surrounding Zoning and Land Use
North Village - Residential
South Village - Residential
East County - AG
West County - AG

PART 5: PROPOSED SPECIAL USE

Describe the proposed special use (Attach additional sheets as needed to thoroughly describe the proposed use and/or business)
See Booklet

PART 6: STANDARDS FOR SPECIAL USE PERMITS

See Booklet

The Plan Commission will make its recommendation to approve or deny the proposed special use based on compliance with the facts listed below. Describe how the proposed use will comply with the minimum standards set forth in the Village of Poplar Grove Zoning Ordinance:

1. The establishment, maintenance or operation of the special use will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare;

2. The special use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, not substantially diminish and impair property values within the neighborhood;

3. The establishment of the special use will not impede the normal or orderly development and improvement of the surrounding property for uses permitted in the district;

4. Adequate utilities, access roads, drainage and/or necessary facilities have been, are being, or will be provided;

5. Adequate measures have been, or will be taken, to provide ingress or egress so designed as to minimize traffic congestion in the public streets; and

6. The special use shall, in all other respects, conform to the applicable regulations of the districts in which it is located.

PART 7: PROCESS

Once a special use application is submitted with all required documentation it will be reviewed by Village Staff. It is recommended that the proposed use be described in as much detail as possible to avoid delays in processing. Staff may request additional information to complete its review.

When the review is complete, a public hearing before the Plan Commission will be scheduled. The public hearing will be conducted no less than 15 days or more than 30 days after public notice is sent

to adjacent property owners within 250 feet by certified mail. The notice form will be provided to the applicant by Village staff, but the applicant shall send the notices and provide proof of service to the Village prior to the hearing. The Village will place a legal notice in a newspaper of general circulation. The cost of the newspaper notification shall be paid by the applicant.

The Plan Commission may make a recommendation after the public hearing, or continue the case to a future date for additional information.

The Plan Commission will forward its recommendation, along with its Findings of Fact to the Village Board, which will make the final determination on the proposed special use.

PART 8: ACKNOWLEDGEMENT

Payment of Fees. Fees shall be payable at the time applications are filed with the Village Clerk and are not refundable.

Reimbursable Costs. The Village may expend time in the investigation and processing of zoning procedures and site plan review. In addition to Village involvement, the Village may retain the services of professional consultants including, but not limited to engineers, landscape architects, architects, attorneys, environmental specialists, and recreation specialists in the administration, investigation and processing of such matters. Any person, firm or corporation requesting action by the Village on zoning procedures shall reimburse the Village for staff time expended in the administration, investigation and processing of applications for such permits or amendments and the cost to the Village charged by any professional consultant retained by the Village on any such matter. Notice shall be sent to the property owner or representative of the property owner informing them of the Village policy on reimbursement costs prior to the costs being incurred.

Fees for Public Hearing Notification. Applicants for all zoning matters (special uses, variations, map amendments, etc.) shall pay all expenses incurred for notification of all public hearings and other notices; including, but not limited to, publication, first class mail, certified mail, etc.

Any person who shall knowingly make or cause to be made, conspire, combine, aid, assist in, agree to, arrange for, or in any way procure the making of a false or fraudulent application affidavit, certificate or statement, shall be guilty of a misdemeanor as provided by statute by the State of Illinois. I hereby acknowledge that the information provided in this application is true and correct and that I understand that I am responsible for costs incurred.

Name of applicant: Stephen R. Thomas Signature  Date: 2-9-2024

Name of property owner: Bel Air Estates, LTD Signature  Date: 2-9-2024

Legal Description

Part of the East half of Section 2 and the West half of Section 1, Township 44 North, Range 3E of the 3rd Principal Meridian; beginning at a point 1351 feet west of the Northeast Corner of the northeast Quarter of said Section 2, then East 3987 feet, South 2674.31 feet, East 317.96 feet, South 1087.84 feet, N 56 degrees W 3026.68 feet, S 33 degrees W 552.13 feet to curve to the right, 379.48 feet (radius 400 feet), West 1076.48 feet to centerline of Il. 76, North 1566 feet, East 482.89 feet, North 722.1 feet, W 473.79 feet, North 416 feet to Point of Beginning, located in Boone County, Illinois: Except those parts used for road purposes.

PINs: 05-02-200-004, 05-01-100-011, 05-01-300-014, 05-02-200-006 and 05-01-101-010



Boone County
Soil & Water
 Conservation District

211. N. Appleton Road
 Belvidere, IL 61008
 815-544-3465 x3

13 February 2024

SWCD NRI #: 1749

Village of Poplar Grove
 200 N. Hill St.
 Poplar Grove, IL 61065

Dear Sir/Madam,

A request for a Natural Resource Information Report was submitted. We will supply a written reply to your office as indicated below:

Our review does not apply in this instance.
 Other (see attached)

Location of Site: 11619 IL Rt. 76 Poplar Grove, IL 61065
PIN(S): 05-02-000-006

Contact	Petitioner	Owner
Stephen R. Thomas 11619 IL. Rt. 76 Poplar Grove, IL 61065	Same as Contact	Bel Air Estates, Ltd. 11619 Rt. 76 Poplar Grove, IL 61065
815-544-3471 steve@poplargroveairmotive.com		

Request: Accessory apartment within hangar

Notes, if any: By considering the current zoning, current land use, Geographical Information Systems maps, and requested special use permit, the Boone County Soil and Water Conservation District has determined that the proposed use will have no significant impact on the natural resources on the property or surrounding area.

Sincerely,

Teagan Duffy
 Boone County Soil & Water
 Conservation District

Applicant: Bel Air Estates, Ltd.
Contact: Kelly E. Hintzsche
Address: 11619 Route 76
Poplar Grove, IL 61065

IDNR Project Number: 2410542
Date: 02/14/2024

Project: Poplar Grove Airport Special Use Permit
Address: 11619 Route 76, Poplar Grove

Description: Seeking special use permit for residential living space in hangars at the Poplar Grove airport.

Natural Resource Review Results

This project was submitted for information only. It is not a consultation under Part 1075.

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Rusty Patched Bumble Bee (*Bombus affinis*)
Spike (*Elliptio dilatata*)

Location

The applicant is responsible for the accuracy of the location submitted for the project.



County: Boone

Township, Range, Section:
44N, 3E, 1
44N, 3E, 2

IL Department of Natural Resources
Contact
Impact Assessment Section
217-785-5500
Division of Ecosystems & Environment

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

Terms of Use

By using this website, you acknowledge that you have read and agree to these terms. These terms may be revised by IDNR as necessary. If you continue to use the EcoCAT application after we post changes to these terms, it will mean that you accept such changes. If at any time you do not accept the Terms of Use, you may not continue to use the website.

1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.
2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.
3. IDNR reserves the right to enhance, modify, alter, or suspend the website at any time without notice, or to terminate or restrict access.

Security

EcoCAT operates on a state of Illinois computer system. We may use software to monitor traffic and to identify unauthorized attempts to upload, download, or change information, to cause harm or otherwise to damage this site. Unauthorized attempts to upload, download, or change information on this server is strictly prohibited by law.

Unauthorized use, tampering with or modification of this system, including supporting hardware or software, may subject the violator to criminal and civil penalties. In the event of unauthorized intrusion, all relevant information regarding possible violation of law may be provided to law enforcement officials.

Privacy

EcoCAT generates a public record subject to disclosure under the Freedom of Information Act. Otherwise, IDNR uses the information submitted to EcoCAT solely for internal tracking purposes.



Poplar Grove Airport (Bel Air Estates LTD)

INTRODUCTION

The Poplar Grove Airport (the “Airport”) which is owned by Bel-Air Estates, Ltd. (“Bel-Air”), was first established in February 1972 (52 years ago) as the first and only ‘open to the public’ airport located in the Village of Poplar Grove (the “Village”) within Boone County, Illinois. Since inception, the Airport has grown to become the state’s largest non-tax supported airport. It is nationally known and respected and brings substantial economic benefits to the Village each year. Bel Air has invested heavily in land within the Village and constructed and paid for the establishment of the Village’s south wastewater treatment plant (at no cost to the Village). This treatment plant provided the ability for the Village to develop from the Harris commercial properties to Woodstock Road. According to an Illinois Department of Transportation economic impact study done, the Airport generated \$18.3 million in economic benefits to the local economy in 2012. Fourteen years later, the economic impact for 2024 is estimated to be approximately \$35 million.

The customers and residents of the Airport, including those from the neighboring Bel Air Estates subdivision, are generally aviation enthusiasts that are affluent, educated people seeking a fly-in lifestyle. The draws of living on or adjacent to the Airport include convenient access to aircraft and a community of other aviation minded individuals. Our goal has always been to work with the Village to create compatible zoning classifications and building codes which take into account the unique needs of the airport and aviation while acknowledging the Airport’s importance to the Village’s economy.

The attached informational booklet contains additional information about the history of the Airport and its benefits to the community as well as photos of a few existing residential spaces built within multi-unit hangar buildings at the Airport.

AIRPORT HOUSING

There are two types of housing on the Subject Property: (1) Homes with Accessory Hangars; and (2) Hangars with Accessory Apartments.

(1) **Homes with Accessory Hangars** are single family homes with either an attached or detached hangar on the property.

(2) **Hangars with Accessory Apartments** refers to individual, non-commercial hangar units located within a larger multi-unit hangar building (the “**Non-Commercial Multi-Unit Hangar Building**”) that can provide living space within the unit (each, an “**Accessory Apartment**”). Here, living space is secondary to the hangar. The Multi-Unit Hangar Buildings are similar to a condominium except that residents own the hangar unit only and the underlying land is leased under a 99-year ground lease with the Airport. Hangar owners are responsible for any building out of residential space within their own units. Not all of the units within the Multi-Unit Hangar Buildings contain or will contain an Accessory Apartment.

HISTORICAL ZONING

In 2018 it was determined that **Homes with Accessory Hangars** at the Airport were not in compliance with the Village's zoning and building codes. This was addressed and the homes were brought into compliance when the Village enacted Ordinance # 2018-13 (the "Ordinance") on June 28, 2018 granting a special use permit ("SUP") benefitting both Bel-Air Estates, Ltd. and the Poplar Grove Aviation Education Association, Inc. (Museum), and creating a planned community development ("PCD") which encompassed the Poplar Grove Airport and the Museum. This Ordinance provided for certain flexible standards with respect to permitted uses within the PCD, as well as building and curb design requirements within the PCD. Section 5 of the Ordinance further provided, "the planned community development shall allow for future development, expansions and renovations on the subject property that are related to the airport and museum land uses."

Now, the Village has determined that **Hangars with Accessory Apartments** are not in compliance with the Village zoning and building codes. This can be addressed with an amendment to the SUP creating the PCD, as follows:

SPECIAL USE PERMIT AMENDMENT APPLICATION

Bel-Air Estates, Ltd. submits this letter and enclosures as its formal application and request to the Village of Poplar Grove to amend the aforementioned SUP and the PCD created thereunder, with respect to only the property known by the following Boone County parcel identification numbers (collectively referred to as the "Subject Property"):

05-02-200-004;
05-01-100-011;
05-01-300-014;
05-02-200-006; and
05-01-101-010

Enclosed is a site map of the Airport, color-coded to illustrate which buildings on the Subject Property are private (blue), versus those which are commercial (gold). Hangars with Accessory Apartments will only be located within the private (blue) Non-Commercial Multi-Unit Hangar Buildings. This application seeks to amend the existing SUP and PCD to provide the following provisions and flexible code standards to be applicable for existing and future Non-Commercial Multi-Unit Hangar Buildings located or constructed on the Subject Property:

1. The following definitions shall be utilized with respect to the remainder of this Ordinance and made a part of the amended SUP/PCD:
 - a. "**Non-Commercial Multi-Unit Hangar Building**" shall be defined as each non-commercial multi-unit hangar building located on the Subject Property.

- b. “**Non-Commercial Hangar Unit**” shall be defined as an individual hangar unit leased by a private party and located within any Non-Commercial Multi-Unit Hangar Building.
 - c. “**Accessory Apartments**” shall be defined as the living space which may be constructed within any Non-Commercial Hangar Unit.
2. The following flexible code sections shall be applicable to Non-Commercial Multi-Unit Hangar Buildings, both (i) existing (only if constructed without a permit); and (ii) those to be constructed, on the Subject Property:
 - a. Amend Section 8-69-C(1) of the Poplar Grove Zoning Code to provide “Accessory Apartments” as a Use Permitted by Right in the PCD.
 - b. Amend the Poplar Grove zoning and building codes as necessary to provide that Non-Commercial Multi-Unit Hangar Buildings, as defined herein, as well as the Non-Commercial Hangar Unit and Accessory Apartments constructed therein, are subject to the provisions of the residential (and not commercial) building codes of the Village. The submission of a building permit application designating a new building to be a “Non-Commercial Multi-Unit Hangar Building,” shall trigger application of the residential (and not commercial) building codes of the Village.
 - c. Amend the International Building Code, as adopted and applied by the Village, to permit the following amendments and exceptions:
 - i. Fire separation: Provide a 2-hour separation demising wall between accessory apartment units within the same building. The separation wall shall extend from foundation/concrete slab to underside of roof deck for the length of the residential portion only and not the hangar portion. A fire rated assembly shall not be required on any portion of the roof assembly immediately adjacent to the demising wall. Should an accessory apartment owner choose not to build out their unit, the installation of a 2-hr fire rated wall partition would not be required. A fire rated separation shall not be required between the hangar and the residence within a single unit.
 - ii. Egress: Each hangar portion shall have two means of egress. A minimum of one egress shall lead directly to the exterior and a maximum of one egress may lead through the residence to the exterior. The residential portion of the residential hangar shall have one means of egress that leads directly to the exterior.
 - iii. Smoke, heat, and carbon-monoxide detectors: All accessory apartments within a single building that contain a minimum of one accessory apartment shall have at least one smoke detector and one

heat detector. Detectors shall be interconnected with a strobe. The living portion of each accessory apartment shall have a minimum of one smoke, heat, and carbon-monoxide detector within the general living space and one smoke detector in each sleeping room. Detectors shall be interconnected with a strobe. The smoke, heat, and carbon-monoxide detectors of each individual hangar shall be interconnected with all the other hangars within the same building.

- iv. Alarm monitoring system: An alarm monitoring system shall be provided and all accessory apartments shall be interconnected. The installation contractor shall provide drawings and specifications of the system to the building department for review.
 - v. Alarm strobe light: An alarm strobe light shall be provided on all individual hangars. Any accessory apartment with smoke and heat detection must have a strobe unit mounted on the front wall of that unit.
 - vi. Knox box: One knox box shall be provided. The knox box shall contain a master key for all residential accessory apartments. The local fire department shall be provided with a key to the knox box.
 - vii. Height and area limitations: Non-commercial use hangars having accessory apartments shall not be greater than 5,000 square feet and 20 feet in building height.
3. Amend Section 6-2-2 of the Village Code to permit Non-Commercial Multi-Unit Hangar Buildings which are existing, or to be constructed in the future, on the Subject Property, may be connected to private well and shall not be required to connect to the public waterworks system.

You will also find enclosed: (i) a letter dated November 2, 2024 from ALA Architects and Planners, Inc. recommending the items requested above; and (ii) a letter from Boone County Fire Protection District Fire Marshal Donal Kownacki providing his support for the life safety and fire protection recommendations detailed in the ALA letter.

We believe the above requested amendments are the solution to address the existing zoning and building code issues the Village has identified as affecting the Subject Property and will provide a mutually beneficial framework for continued economic growth.



November 2, 2023

**Village of Poplar Grove
Building & Code Department
200 North Hill Street
Poplar Grove, Illinois 61065**

**Re: Proposed amendments to the Village Building Ordinance regarding existing & future
Aviator Hangar Townhomes
ALA #22317**

We propose that all new Hangar Townhomes, and existing Hangar Townhomes when modified for living space, shall conform to the 2018 International Building Code, with the following amendments & exceptions:

The residential hangar units are not required to be protected with fire sprinklers.

Fire separation; Provide a 2 hour separation demising wall between residential hangar units within the same building. The separation wall shall extend from foundation/concrete slab to underside of roof deck for the length of the residential portion only and not the hangar portion. A fire rated assembly shall not be required on any portion of the roof assembly immediately adjacent to the demising wall. Should a hangar unit owner choose not to build out their unit, the installation of a 2-hr fire rated wall partition would not be required. A fire rated separation shall not be required between the hangar and the residence within a single unit.

Egress; Each hangar portion of the residential hangar shall have two means of egress. A minimum of one egress shall lead directly to the exterior and a maximum of one egress may lead through the residence to the exterior. The residential portion of the residential hangar shall have one means of egress that leads directly to the exterior.

Smoke, heat, and carbon-monoxide detectors;
All hangar units within a single building that contain a minimum of one residential hangar unit shall have at least one smoke detector and one heat detector. Detectors shall be interconnected with a strobe.

The living portion of each residential hangar shall have a minimum of one smoke, heat, and carbon-monoxide detector within the general living space and one smoke detector in each sleeping room. Detectors shall be interconnected with a strobe.

The smoke, heat, and carbon-monoxide detectors of each individual hangar shall be interconnected with all the other hangars within the same building.

Alarm monitoring system; An alarm monitoring system shall be provided and all hangar units shall be interconnected. The installation contractor shall provide drawings and specifications of the system to the building department for review.



Alarm strobe light; An alarm strobe light shall be provided on all individual hangars. Any hangar unit with smoke and heat detection must have a strobe unit mounted on the front wall of that unit.

Knox box; One knox box shall be provided. The knox box shall contain a master key for all residential hangar units. The local fire department shall be provided with a key to the knox box.

Height and area limitations; Residential hangars shall not be greater than 5,000 square feet and 20 feet in building height.

Hangar building with multiple hangar units to be separated in areas not to exceed 9,000 square feet with a 2 hour fire wall.



Boone County Fire Protection District #2

1777 Henry Luckow Lane Belvidere, Illinois 61008

Phone: (815) 544-3336 Fax: (815) 544-4682 Cell: (630) 688-4166

Email: Dkownacki@bcfd2.com

November 10, 2023

Village of Poplar Grove
Building and Code Department
200 North Hill Street
Poplar Grove, IL 61065

RE: Poplar Grove Airport Hangars

I have been in discussions with Mr. Steve Thomas referring to the living spaces located in some of the hangars on the property of Poplar Grove Airport.

From our discussions, I understand that there are several issues with the Building Codes regarding living spaces in the hangars.

The official position of the Boone County Fire Protection District #2 is that we cannot prohibit living spaces within the hangar units as we do not have jurisdiction, however we do have jurisdiction over the Life Safety aspect for the buildings.

Therefore, the life safety and fire protection recommendations put forth in the letter dated November 2, 2023, from Architects and Planners, Inc have been discussed and approved by me through discussions with Mr. Thomas. These recommendations were agreed upon after a meeting on site and a tour of some of the buildings and several phone conversations.

The one item that was missed was the portable fire extinguishers required by our codes. Due to the size of the hangars, two (2) 10-pound multi-purpose dry chemical fire extinguishers are required, one by the front entrance to the hangar and one in the opposite rear corner of the hangar, preferably by the mechanical room. These portable fire extinguishers must be the type that are serviceable by a reputable fire extinguisher service company.

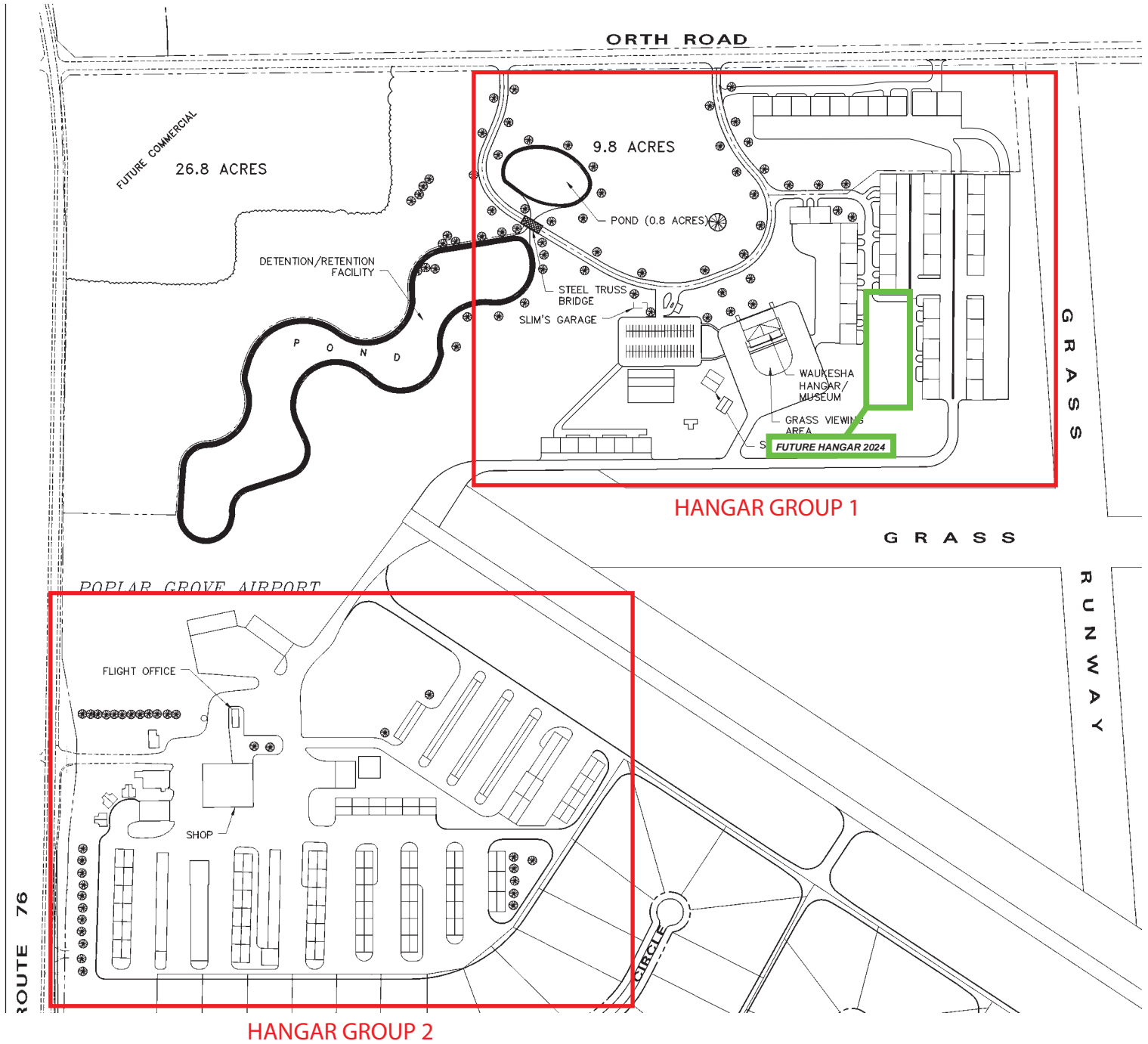
If you or any members of your department has any questions, comments or concerns, I can be reached at the address or phone listed at the top of the page.

Respectfully:

Donald Kownacki

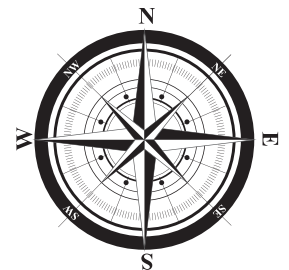
Donald Kownacki
Fire Marshal

POPLAR GROVE AIRPORT HANGAR MAPS 2024

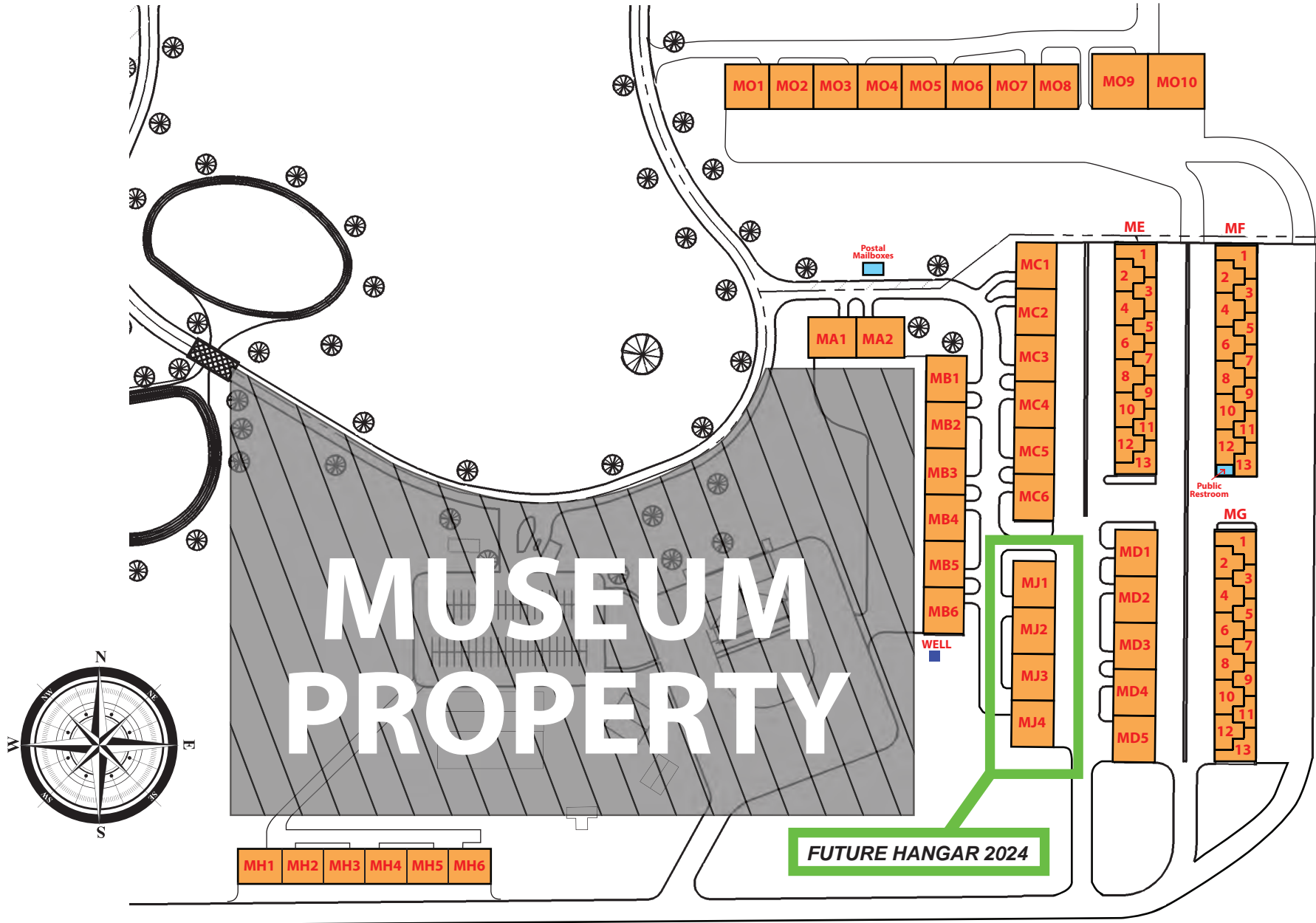


LEGEND:

- Non-Commercial Buildings
- Airport Owned



11619 Route 76
 Poplar Grove, Illinois 61065
www.poplargroveairmotivo.com
 Phone: 815.511.106
 Fax: 815.511.106



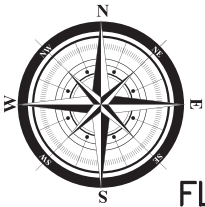
LEGEND:

- Non-Commercial Buildings
- Airport Owned

11619 Route 76
Poplar Grove, Illinois 61065
www.poplargoairport.com
Phone: 815.544.8900
Fax: 815.544.8900

POPLAR GROVE AIRPORT HANGAR MAPS 2024

HANGAR GROUP 2



FLIGHT OFFICE

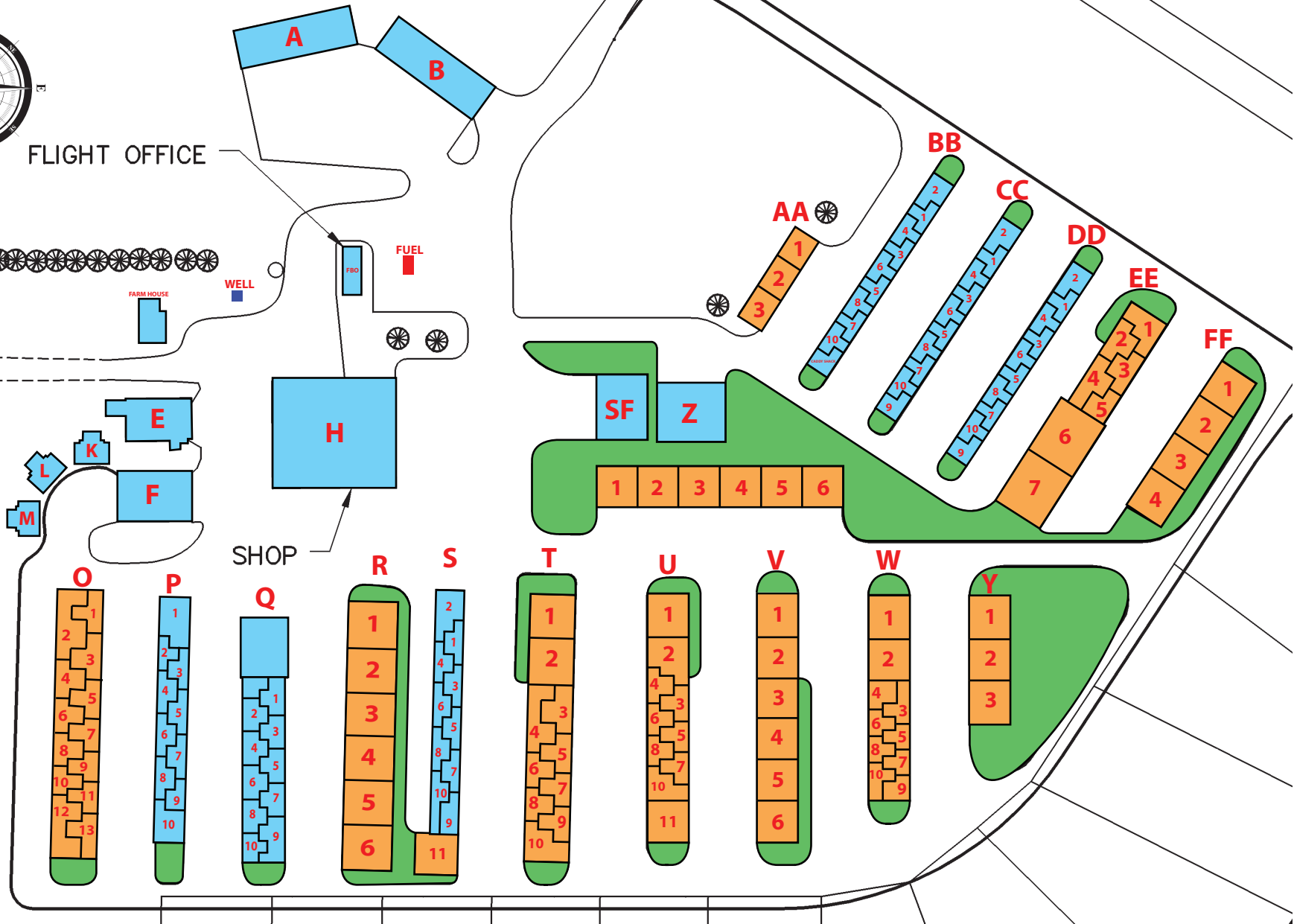


FARM HOUSE

WELL

FUEL

SHOP



LEGEND:

- Non-Commercial Buildings
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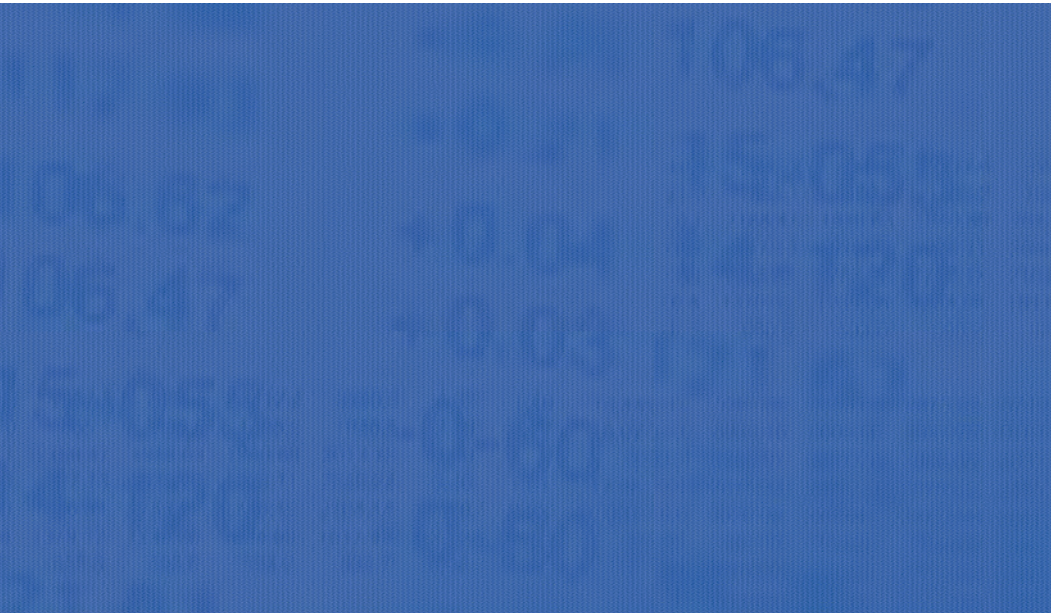


IDOT commissioned an economic impact study of the Poplar Grove Airport in 2012 which estimated the total economic impact to our community in 2024 will be \$35,000,000, measured by employment, payroll, and the economic outputs generated by residents, employees, visitors and construction.

2022 Sales Tax Paid \$115,527.29 (16% to Village of Poplar Grove \$18,484.37)

In 2022 the Poplar Grove Airport and related airport properties paid nearly \$2,500,000 in property taxes. The airport attracts residents for both airport housing and adjacent Bel Air Estates. These residents are generally aviation enthusiasts, with meaningful disposable income seeking a fly-in lifestyle. They seek access to aircraft, the airport, convenient amenities and a community of aviation-minded enthusiasts.

The Poplar Grove Airport receives no municipal or governmental funding, yet generates massive economic boost to our community.



ECONOMIC IMPACT OF Poplar Grove Airport (C77)

IDOT would like to thank the Illinois airports and their passengers, users, and tenants for their cooperation and assistance with the preparation of this study. Thank you!

For further information about this study, please access the project web site at: <http://illinoisairportsmeanbusiness.com/>

Or contact:

Illinois Department of Transportation (217) 785-8500
Division of Aeronautics (800) 554-0247
Abraham Lincoln Capital Airport TDD (217) 524-3223
1 Langhorne Bond Drive FAX (217) 785-4533
Springfield, Illinois 62707 Email: aero@dot.il.gov

Prepared in 2012 for the Illinois Department of Transportation, Division of Aeronautics by:



And assisted by: Applied Real Estate Analysis, Inc.; Crawford, Murphy & Tilly, Inc.; and Hanson Professional Services, Inc.



 Like us on Facebook
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www.youtube.com/IllinoisDOT



ILLINOIS AIRPORTS Mean Business and Jobs

The Illinois Airport System

The Illinois system of 116 airports not only provides the State with a safe and efficient mode of transportation, it is also an important stimulus for economic growth and development. By providing aviation-related services, the system supports hundreds of thousands of jobs and produces billions of dollars in economic activity. The State's largest employers, and many smaller businesses, rely on aviation to rapidly transport personnel, equipment, and supplies. Illinois airports serve as the base of operation for a diverse group of businesses, including airlines, air cargo companies, fixed base operators, flight schools, government entities, restaurants and others. Additionally, the vast hospitality industry is supported by both commercial service and general aviation. The millions of visitors that travel to Illinois by air each year support a variety of tourist and convention-related business activities, such as lodging, dining, retail, and entertainment.



Statewide Benefits from Aviation

More than 337,000 jobs can be tied to the airports of Illinois. These employees receive \$12.8 billion in payroll and benefits and generate \$40.9 billion in economic activity. In addition to economic impacts, the system of airports provides numerous benefits that enhance the quality of life, health, safety, and welfare of Illinoisans.

The State's network of 11 commercial service airports provides access to regional, national, and international markets. Nearly 42 million enplaned passengers used the Illinois system of commercial service airports in 2010 to reach these destinations. In total, Illinois commercial service airports support more than 282,000 jobs with annual earnings of approximately \$10.7 billion and \$36.5 billion in annual economic activity.

STUDY PROCESS

To better understand the relationship between Illinois' system of airports and the statewide economy, the Illinois Department of Transportation, Division of Aeronautics, conducted an economic impact study of aviation using a methodology that followed Federal Aviation Administration (FAA) guidelines and has been applied to State airport systems throughout the United States. Funding for this study was provided by the FAA and the Illinois Department of Transportation, Division of Aeronautics.

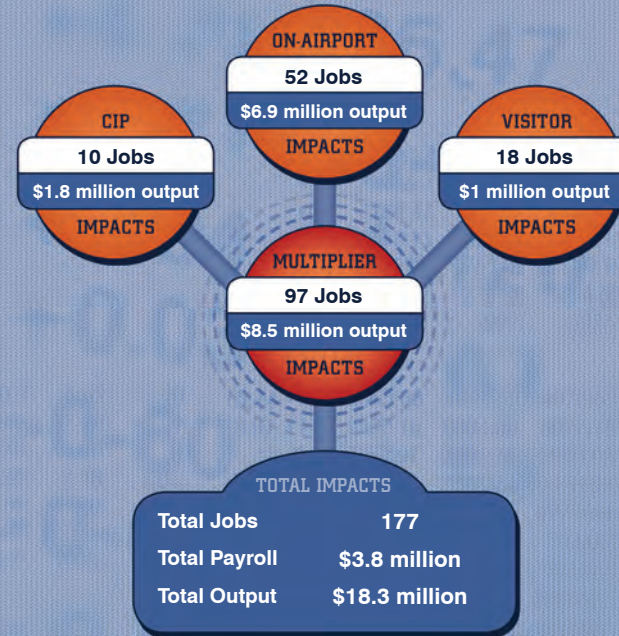
Each Illinois system airport's total economic impact was quantified in terms of employment, payroll, and output. Through a comprehensive survey process, the direct economic impacts related to on-airport business tenants and the impacts associated with visitor-related expenditures were determined for each system airport. The multiplier effect of these impacts was then calculated to ascertain the total airport-related impacts. For example, when an airport employee purchases local goods and services, the spending and re-spending spurs additional economic activity in the region. The total economic impact is the sum of all direct and multiplier impacts.

TOTAL JOBS
337,419

TOTAL PAYROLL
\$12.8 billion

TOTAL OUTPUT
\$40.9 billion

ECONOMIC IMPACT OF Poplar Grove Airport (C77)



Qualitative Benefits

- The Poplar Grove Airport prides itself on being an aviation neighborhood which includes a 180-acre airpark with homes and attached hangars
- On-airport hangars are sold similar to condominiums and are then often customized by their owners; common additions include apartments, maintenance shops, and offices
- The most common aviation activities include recreational flying, including vintage aircraft, and flight instruction/ education; also corporate flights, medical activities, aerial surveying, seasonal agricultural spraying, law enforcement operations, and ad hoc air cargo
- The airport has a full range of FBO and aviation services provided by Poplar Grove Airmotive
- Vintage Wings & Wheels Museum is located on the airport:
 - Building is a stone hangar transplanted from Waukesha
 - The museum is seen as a center for education: has classroom and library used by schools and youth groups, and awards scholarships
 - Over 20 events throughout the year include annual Fly-In Breakfast, car shows, kid camps
- Rapid growth in activity at the airport and airpark has seen based aircraft number increase from approximately 45 in the mid-1990s to over 400 today

IMPACT TYPES

Direct Impacts account for activities by on-airport businesses and government agencies, and the off-airport visitor spending at locations such as hotels and restaurants. Direct impacts account for the initial point where money first starts circulating in the economy.

Multiplier Impacts result from the re-circulation of direct impacts within the economy. This re-spending of money can occur multiple times and takes two forms - indirect and induced. Indirect impacts occur when companies incur business expenses. Induced impacts occur when employees purchase goods and services.

Total Impacts are the combination of all direct and multiplier impacts.

IMPACT MEASURES

Employment measures the number of full-time equivalent (FTE) jobs related to airport activity including visitor-supported and on-airport construction jobs. A part-time employee counts as half a full-time employee.

Payroll measures the total annual salary, wages, and benefits paid to all workers whose livelihoods are directly attributable to airport activity.

Economic Output (Activity) measures the value of goods and services related to airports in Illinois. The output of on-airport businesses is typically assumed to be the sum of annual gross sales and average annual capital expenditures.

HANGAR ACCESSORY APARTMENT



MO-Hangars
Orth Road
Poplar Grove, IL















7.

MO-7 Hangar



7.

MO-7 Hangar

119



7.

MO-7 Hangar

120

SERVING YOUR COMMUNITY

AND CREATING VALUE
TODAY AND FOR THE FUTURE

READY FOR TAKEOFF

Your airport already is a valuable asset. But with a little understanding and planning it can be a source of civic pride and future growth. It will be part of your legacy to the future.

For more information, visit the AOPA YouTube channel for our video, *Going Higher*.

The Aircraft Owners and Pilots Association has represented general aviation and its pilots since 1939.



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aopa.org



STOP BY AOPA HQ

421 Aviation Way
Frederick, MD 21701



GIVE US A CALL

800-USA-AOPA (872-2672)



AOPA AIRPORT SUPPORT
NETWORK



IT'S YOUR
AIRPORT



AOPA AIRPORT SUPPORT
NETWORK

VITAL... VIBRANT... VALUABLE

Community airports, also called general aviation airports, create jobs, generate local revenue and attract businesses to the area.

Most people understand the importance of area highways and rail lines. But not everyone knows about the many benefits and strategic value of their own community airport. Whether it's a regional transportation center or a rural airstrip, it is your airport, serving your area's needs today... and in the future.

Your local airport is one of the most vital economic assets and transportation links in your area.

JOBS, INCOME AND ECONOMIC HEALTH

Your airport has a "multiplier effect" on jobs and income. The U.S. Department of Commerce says that every \$1 spent at local airports adds another \$2.53 to your local economy.

Businesses actively seek locations with a community airport when locating a plant, headquarters, or distribution center. Compared to congested and expensive airline hubs, general aviation airports offer unbeatable convenience and cost-effectiveness. These benefits often come at little or no cost to the community.



HELPING NEIGHBORS AND FRIENDS IN NEED

During emergencies, your general aviation airport is the rallying point for airborne medical, law enforcement, and disaster relief services. Your airport may be an important staging point for disaster relief. When calamity strikes, general aviation is often the fastest and most efficient way to get aid to those in need.

Every day, news and traffic reporters use helicopters and small airplanes, also based at your local airport, to cover regional and breaking news to keep your community safe and informed.

Private pilots also volunteer as “angels” by transporting patients who could not otherwise afford to travel to and from life-saving medical treatments. They do it free of charge, donating their time, airplanes, and piloting skills.

While government agencies struggled after hurricanes in recent years, thousands of general aviation pilots used community airports across the United States to ferry emergency supplies to the impacted regions and displaced residents to safety.

ON RAMP TO THE WORLD

Most big airports are located far from home. But your community airport is at your doorstep. You can save valuable time with regional airline service or on-demand charter service. By becoming a private pilot you also can use small, state-of-the-art airplanes to reach destinations efficiently.

Time savings translate into greater productivity at the office and more time at home with your family. That’s a big reason businesses seek the advantages of general aviation.

SAFE AND SECURE

Consider this: motor vehicle accidents happen continually but we seldom worry about them. Aviation accidents capture attention because they are so rare, but general aviation airplanes and airports are safe and have had a steadily improving safety record over the past 25 years.

In the post-9/11 world, the small airplanes at your airport pose little if any threat. They are far too small (lighter than an empty Honda Civic!) to cause mass destruction. And your airport is a neighborhood where the residents are the employees and local pilots. With the AOPA Airport Watch program, they report suspicious activity just as you would in your own neighborhood.

GOOD NEIGHBORS

Studies say people are more sensitive to airplane sounds because they come and go. Your neighbor’s leaf blower may be louder but because it lasts longer it becomes background-level noise. Many local airports use voluntary “Fly Friendly” noise-abatement programs, including flight patterns that avoid noise-sensitive areas.

Aviation officials and responsible developers use sensible regulations to minimize noise and safety concerns. That’s not always the case, and sometimes homes are built too close to the airport. Thankfully, more states require ‘full disclosure’ for transactions involving property near an airport.

UPWARD AND ONWARD

The federal government is working on the Next Generation Air Transportation System, or NextGen. NextGen envisions using small airplanes and advanced satellite navigation and communication technologies for speedy point-to-point travel between general aviation airports. Aircraft manufacturers already are producing small airplanes with airline-style flight displays and quiet, fuel efficient engines.

Exciting new developments in community-friendly aviation technologies promise even greater rewards in the future.



Your local airport is one of the **most vital economic assets** and transportation links in your area.





Important points to consider

Poplar Grove Airport established February 7, 1972 (originally as the Belvidere Airport)

As with most airports in the country, airports also incorporate living space, whether for airport employees, transients, or residents. There have been living accommodations and residents at the Poplar Grove Airport since 1972, just over 50 years. During the original zoning with the county, through the annexation and zoning with the Village of Poplar Grove the residential aspect/component of the airport was never considered, until now.

Most public use airport allow individuals and companies to own hangars on leased airport land, the Poplar Gove Airport is no different. The Village of Poplar Grove, in the past has issued building permits for living space. We understand the Village of Poplar Grove cannot issue these building permits until a Special Use Permit is approved for Hangars with Accessory Apartments.

In 1994, there were 18 people employed here, today, there are over 60 employees at the airport.

In 2012 an IDOT economic impact study reported an \$18.3M impact to our local economy, today its estimated to be \$35M impact, this is significant.

Of the 119 public use airports in the State of Illinois, the Poplar Grove Airport is the largest in terms of based aircraft with over 400 here.

IDOT recognized the Poplar Grove Airport as “The Best Privately Owned Open to the Public Airport” in 1997, 2001, 2015, in addition, Steve & Tina Thomas were inducted into the Illinois Aviation Hall of Fame in 2017.

The Poplar Grove Vintage Wing & Wheels Museum is an important cultural asset for our community providing historical education and has provided over \$100,000 in scholarships for young people. The museum and airport have become destinations for thousands of travelers, domestic and international.

The airport and related properties pay approximately \$2.5M in property taxes annually with little impact to the schools & services.

Most communities with airports collect and pay thousands of dollars annually to have and maintain an airport. The Poplar Grove Airport doesn't cost the taxpayer a dime. Formally allowing Hangars with Accessory Apartments and appropriate building code amendments preserve the Village of Poplar Grove and the Airports ability develop but enable hangar residents' ability to vote!

Proper zoning and building codes will ensure

The Village Poplar Grove and the Poplar Grove Airport to be great places to call home

To: Planning and Zoning Commission Members
From: Kenneth Garrett, Zoning Administrator
Date: April 17, 2024
RE: Poplar Grove Airport Amendment to their existing Special Use/Planned Development - Finding of Facts
Hearing Date: April 24, 2024 at 6:00 p.m.

Findings of Fact

Per section 8-5-7(D) of the Village of Poplar Grove Zoning Ordinance, the criteria for granting a Special Use Permit are as follows:

1. The establishment, maintenance or operation of the special use would not be detrimental to or endanger the public health, safety, morals, comfort or general welfare.

By allowing Accessory Apartments within the hangars at the Poplar Grove Airport is not detrimental or endanger the public health, safety, morals, comfort or general welfare. To insure the safety of the residences within the hangars and adjoining tenants and or buildings all life safety issues shall be in compliance.

2. The special use would not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted or substantially diminish or impair property values within the neighborhood.

The property is a large property with relatively little adjoining structures adjacent to it other than Bel Air Estates, which also allows residential hangars. No properties will be impacted by this approval nor will property values be diminished.

3. The establishment of the special use will not impede the normal or orderly development and improvements of the surrounding property for uses permitted in the district.

The impact of allowing accessory apartments within existing hangars or future hangars will not affect surrounding properties.

4. Adequate utilities, access roads, drainage and/or necessary facilities will be provided.

The utilities, access roads, drainage are currently existing improvement. To insure the improvements are adequate the village engineer's recommendations shall be followed.

5. Adequate measures have been taken to provide ingress or egress so designed as to minimize traffic congestion in the public streets.

The ingress and egress is existing. The allowance of accessory apartments will not affect traffic congestion on any public streets.

6. The special use shall, in all other respects, conform to the applicable regulations of the districts in which it is located.

By allowing, the accessory apartments within the hangars through the special use/planned development process all other regulations shall be in compliance.

Should you have any questions regarding this report feel free to contact me at your convenience.

Respectfully Submitted,

Kenneth Garrett
Zoning Administrator – Village of Poplar Grove

OFFICE & SHIPPING:
2420 Vantage Drive
CORRESPONDENCE:
P.O. BOX 5178
ELGIN, IL 60121-5178

B&F CONSTRUCTION CODE SERVICES, INC.
BUILDING & FIRE PROTECTION PLAN REVIEW
TRAINING • INSPECTIONS • CODE CONSULTING

PHONE (847) 428-7010
FAX (847) 428-3151
TOLL FREE 1-800-232-5523
E-MAIL bfccs@bfccs.org

April 3, 2024

Steve Thomas/Bel Air Estates LTD
11619 IL Route 76
Poplar Grove, IL 61065

RE: Poplar Grove Airport Special Use

The following comments are in response to the Special Use Application to allow accessory apartments to be located in the individual hangars at the Poplar Grove Airport. This report is based on, the previously received documents; the Special Use Application, the booklet and a meeting that took place on April 2, 2024. Please note that additional comments may be forthcoming based on the responses and additional information.

B&F Construction Code Services, Inc. represents the Village of Poplar Grove as their building and zoning official. With that being said, we do not have the authority to waive code requirements. A request to the village board will need to be made, if you wish to have any relief from any building code requirements. As part of the amendment to Special Use Permit, those matters will first be reviewed by the Planning and Zoning Committee.

These comments below are intended to address existing hangars as well as future hangars.

1. It is understood the petitioner is requesting to create a Special Use/PUD that will include code requirements specific to the airport.
2. The petitioners design is to install a rated two-hour fire rated wall between units. It is recommended, this wall shall extend a minimum of 4 feet beyond the wall into the hangar area. In the event of a fire, the spread can extend beyond the wall. This is an additional protection as fires can be unpredictable as they spread. Any penetrations in this wall shall be protected per the International Building Code. The existing hangars will need to be confirmed they meet the two-hour assembly. In the event the existing hangars are deficient in the two hour fire rated wall, this may require construction changes to meet this requirement.
3. The petitioners design is not requiring a rated wall between the hangar and the accessory apartment. Staff does not agree and recommends per the code a 1-hour fire rated wall assembly between the hangar and the accessory apartment. Openings in this wall will need to be protected per the code.
4. The petitioners design does not include a sprinkler system. Residential Hangars are considered an R-3 use in the building code and requires them to be sprinklered. Staff does not agree with no sprinklers being installed. Provide justification besides cost for not installing a sprinkler system. This is a life safety concern.
5. Residential units within the hangar are required to have separate utilities from the hangar. Petitioner is requesting one set of utilities.
6. The means of egress (exit) requirement is to provide one direct exterior exit from the accessory apartment. Emergency escape windows are required from each bedroom.

Poplar Grove Airport

7. Smoke detectors are required in each bedroom and in the hallway leading to the bedrooms and they shall be interconnected. A carbon monoxide detector is required if providing gas appliances and shall be located in the hallway leading to the bedrooms. Petitioners design includes a heat detector to be installed in the accessory apartment. Staff recommends smoke and heat detectors to be also installed in the hangar portion. There will need to be more than one heat detector as the typical heat detector only covers approximately 900 square feet per detector. The petitioners design is requiring a strobe to be interconnected with the detectors. A strobe shall be located in the accessory apartment as well as the hangar area and on the outside of the building to aid the fire department.
8. The petitioners design has detailed a monitoring system for the detectors. This will require a monitoring panel to be able to achieve this. The panel shall be approved per the location (residential v commercial).
9. A knox box is being provided. We agree. The fire district shall determine type and location.
10. The typical hangar has the accessory apartment located on a second story/mezzanine. There is an existing open wood stair from the hangar to the accessory apartment. This stair is considered a convenience stair and is not the required exit. The entry door to the accessory apartment shall be rated at 1 hour.
11. Any wall that is required to be rated shall have its supporting members rated at the same level. This means, if the wall is being supported by beams and or columns those members are required to be rated as well.
12. Indicate where parking will be located for the residences and its guests.
13. Indicate the number of current residences at the airport and their location.
14. All existing hangars with residences will need to be inspected if they have not been conducted already.
15. A complete site plan will need to be submitted indicating all improvements in detail and the proposed building. This shall include setbacks, parking areas, size of the building, number of units within the building and number of residences being proposed. Include an elevation of each side of the building.
16. Provide a sketch or drawing of the floor plan indicating all rated assemblies and their location.

Should you have any questions regarding this report feel free to contact me at your convenience.

Respectfully Submitted,

Kenneth Garrett
Zoning Administrator – Village of Poplar Grove

OFFICE & SHIPPING:
2420 Vantage Drive
CORRESPONDENCE:
P.O. BOX 5178
ELGIN, IL 60121-5178

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FAX (847) 428-3151
TOLL FREE 1-800-232-5523
E-MAIL bfccs@bfccs.org

To: Planning and Zoning Commission Members
From: Kenneth Garrett, Zoning Administrator
Date: April 17, 2024
RE: Poplar Grove Airport Amendment to their existing Special Use/Planned Development.
Date: April 24, 2024 at 6:00 p.m.

REQUEST

The petitioner is applying for an amendment to their existing special use/planned development permit (2018-03) to allow accessory apartments to be constructed within the hangars at the Poplar Grove Airport.

STAFF REPORT

Currently, there are number of accessory apartments already installed in the hangars at the Poplar Grove Airport. It is my understanding there are currently twelve (12) hangars with accessory apartments. At this point, the village building inspector and village engineer have inspected eleven (11) of the accessory apartment hangars. The last unit to be inspected is on hold until the tenant returns from out of the country. In the past, approximately three hangars were issued permits to allow accessory apartments in those units. Those permits issued were done in error due to the fact the current zoning district does not allow residential type uses (accessory apartments). This special use/planned development amendment is to provide for the following issues to be resolved:

1. The ability to Issue building permits for the existing accessory apartments that are not permitted,
2. Rectify any previously issued permits for accessory apartments that did not comply with the zoning district,
3. Allow future accessory apartments to be constructed in the future via a building permit.
4. Insure all violations whether building, zoning or engineering to be in compliance.

The special use/planned development is designed to allow certain conditions that the petitioner is asking relief from the village code. Attached are reports from the village engineer and the myself (building and zoning official) in regards to matters to be addressed by the P&Z committee. The conditions and or requirements are from the village zoning code, the International Building Code (adopted by the village board as the

Poplar Grove Airport

villages building code) and the village engineering standards from the village code. This may require clarification at the hearing.

The current zoning code is General Business (GB) and does not allow residential uses (accessory apartments) within the current zoning district.

The petitioner has provided a booklet providing detailed information to their request. Within the booklet is a map outlining where commercial hangars reside and the areas where hangars would be allowed to have accessory apartments.

The proposed special use amendment includes the installation of a new hangar. The new hangar does not require a review by the P&Z and or village board approval, but rather the accessory apartments are what is being requested.

RECOMMENDATION

Staff recommends approval of this petition provided all life safety issues are brought into compliance and the staff reports from the village engineer and the village's building and zoning official are in compliance.

Should you have any questions regarding this report feel free to contact me at your convenience.

Respectfully Submitted,

Kenneth Garrett
Zoning Administrator – Village of Poplar Grove

April 15, 2024

VIA EMAIL ONLY

Mr. Aaron Szeto
Attorney at Law
Sosnowski Szeto, LLP
6753 Vistagreen Way
Suite 300
Rockford, IL 61107

Re: *Poplar Grove Airport*
Review of Special Use Permit Application
McM Number P0031-7-21-00132

Dear Attorney Szeto,

As you know, McMahon Associates, Inc. represents the Village of Poplar Grove as its Village Engineer. Please allow this letter to follow up our meeting of April 2, 2024 with the Airport, and to acknowledge receipt of Attorney Hintzche's email of 4/12/24 with a map of the sanitary sewer and water facilities at the airport. This will further acknowledge receipt of a Stormwater Management Report prepared by Arc Design Resources in July 2005. Based on the documents provided and information gathered at the 4/2 meeting, we have revised our recommendations for Village consideration, and please note that we are trying to avoid duplicating comments made by other reviewers:

1. The site is serviced by stormwater detention facilities, and the applicant has provided the above captioned stormwater management report. In our April 2nd meeting the applicant indicated that Arc Design (specifically Mr. Ryan Swanson, P.E.) was in the process of updating the site plan/report to account for the proposed development and therefore we did not complete an "in depth" review of the 2005 report. We do want to note that there have been instances of flooding of the condominiums within Bel Air Estates, namely in the vicinity of Beech Bay and Lindbergh. The flooding was investigated, and during the investigation it was found that there was a large ditch along the south side of Beech Bay that had been filled in and replaced with storm sewer. The ditch had a much greater capacity than the storm sewer which is the primary cause of the flooding. After reviewing the report that finding still appears to be true today. We recommend that the applicant update the drainage report as needed, and that Village work with the applicant and verify that the pond is functioning as the designer intended.
2. We continue to recommend the applicant should verify that a change in the status of the airport would not preclude the existing residential uses. If so, the SUP should be conditioned such that the current status be maintained. Based on conversations with the Airport and Village Attorney in 2021, it is our general understanding that there are public and private airports; and that Poplar Grove is a private airport. During our meeting of 4/2 it was clearly understood that the current ownership desires to maintain the status of a private airport. In 2021, the Village Attorney's office was provided a list of airports to contact that were reported to have apartments constructed within hangar buildings similar to that at the Poplar Grove Airport. When the Attorney's Office contacted the airports, it was found that none had apartments within the hangars due to FAA regulations prohibiting the practice, and our recollection is that those airports were public. We are certainly not experts in the various funding mechanisms for the Airport industry. That said, our concern is that if the current (or future) owner(s) of the Airport were to accept funding from sources that prohibit the residential uses, that in turn could effectively force the existing residents out of their homes through no action of their own.
3. The Soil and Water Conservation District did not understand that new buildings are anticipated for the property. The NRI should be updated accordingly.
4. In September of 2021, the applicant provided an email to the Village indicating that "*The Hangar Owners receive a "Bill of Sale" as evident they own the hangar unit. The Land Lease gives them*

the rights to the land its situated on and the use of the airport. When a hangar is resold, the lease is assigned to the new owner and a Bill of Sale is given by the seller to the buyer." In October of 2021, the applicant's Attorney appeared before the Board of the Trustees and indicated that the hangars were not owned by the airport. This led to concern that hangars had been sold without the creation of a plat as provided by the Plat Act. Our office recommended that the Village retain the services of an Illinois licensed surveyor as our office does not currently employ such a person, and Mr. John Malberg, PLS was retained who generally confirmed our collective understanding of the Plat Act.

During our meeting of April 2nd, the applicant advised that the "buy/sell" language used in the past was incorrect, that the hangars are indeed owned by the airport and are leased to the individuals who then occupy the hangars. The individuals who lease the hangers are allowed to make modifications to the hangars with the permission of the airport, but at the end of the lease term or when they choose to leave (whichever comes first) those individuals simply leave without being compensated for the improvements made to the hanger. During our meeting of April 2nd, the comparison was made to that of a commercial lease, where the practice of improving leased space at the cost of the lessee is quite common. In order to avoid any future confusion regarding ownership we recommend that the SUP be conditioned to reflect the practice of leasing the units, and specifically prohibiting the sale of hangars without the creation of a condominium plat.

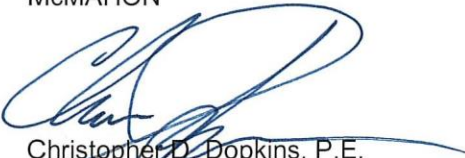
5. Any new facilities with residential units shall connect to the Village's sanitary sewer system. The applicant has provided a map (copy attached) that shows the airport's intent to connect to the sanitary sewer system.
6. The map shows that the two (2) hangar buildings that were constructed along Orth Road are serviced by sanitary sewer, and it appears that other buildings have also been connected to the sanitary system as well. It further appears that IEPA permits should have been obtained prior to constructing and/or connecting the buildings. Per IEPA's website "*The state construction / operating permit program is based in the state Environmental Protection Act and the regulations developed by the Illinois Pollution Control Board. Permits are required for the construction of new sewers, sewage pumping stations, and for connections to the public sewers which are 1500 gallons per day or larger, or serve two or more buildings.*" We recommend that the applicant contact IEPA to determine how to obtain retroactive permit(s) for the site, and we further recommend that the Village cooperatively work with both the applicant and IEPA to obtain any needed permits.
7. The applicant will need to furnish a site plan prepared by professional engineer licensed in the state of Illinois for any new development. The site plan will need to provide the following information for the sanitary sewer and potable water systems:
 - a. The locations, sizes, slopes, pipe materials, manholes, depths, etc. of the sanitary sewer collection system(s) on the property.
 - i. We recommend that the Village require this information regardless of any new site plans. The Village should have a thorough understanding of the collection system as it discharges to the Village's system, and the information is relatively easy and inexpensive to obtain.
 - b. The locations, sizes, pipe materials, valves, hydrants, etc. of the water distribution system, and wells on the property.
8. By code, monitoring manholes should be provided at each hangar. However, at this time we are able to recommend that a single monitoring manhole be installed, and its location will be determined upon receipt and review of the sanitary sewer collection system drawings. It is likely that one of the existing manholes meets the criteria for a monitoring manhole, and the Village should work with the applicants engineer through the site plan process to determine if an existing manhole may be used. The reason for recommendation for a single manhole is based on our field observations of the hangars to date (i.e., we did not observe signs of "dumping"), input from the Village's operation staff, and the opinion of the operations staff that the SWWTP is not experiencing operational issues commonly associated with the discharge of prohibited substances.

- a. The Village should reserve the right to install, at the Owner's expense, monitoring manholes at each hangar in the future if effluent leaving the Airport site tests positive for any substance prohibited by code.
9. While not directly applicable to the SUP, there are agreements between the Village and Airport for the construction of the WWTPs, and those agreements should be reviewed to determine the status of sanitary sewer service to the property in general.
10. The Airport property is currently serviced by three wells, one generally servicing the area along Orth Road, one generally servicing the area around the museum, and one generally servicing the southern end of the property. Section 6-2-2-1 of Village Code requires connection to public water, and in hindsight the hangars along Orth Road should have been connected to public water at the time of construction. Public water is currently located immediately adjacent to the Airport along Orth Road, however, it should be recognized that the Airport is a large property and extending public water from Orth Road to the southern end of the property would be a large project. Our recommendations are as follows:
 - a. Any new facilities shall connect to public water as required by code.
 - b. The existing wells at the north end of the site may remain in service until:
 - i. They require substantial maintenance (i.e., pump replacement, motor replacement) or the well(s) are no longer capable of providing a reliable supply. At such time, connection of the existing uses to the public water supply shall be made. The well(s) shall continue to be operated in accordance with the State and County requirements.
 - ii. A connection is made to the public water supply system.
 - c. The existing well at the south end of the site may also remain in service until the end of its useful life. If public water is not within 500' of the well at the time of failure a new well sized to service existing uses only may be constructed. Note that this will most likely require the Boone County Health Department to grant a variance as technically public water is within 200' of the property line.

Please do not hesitate to contact me at (815) 636-9590 with any questions, or if I may be of further assistance.

Yours very truly,

McMAHON

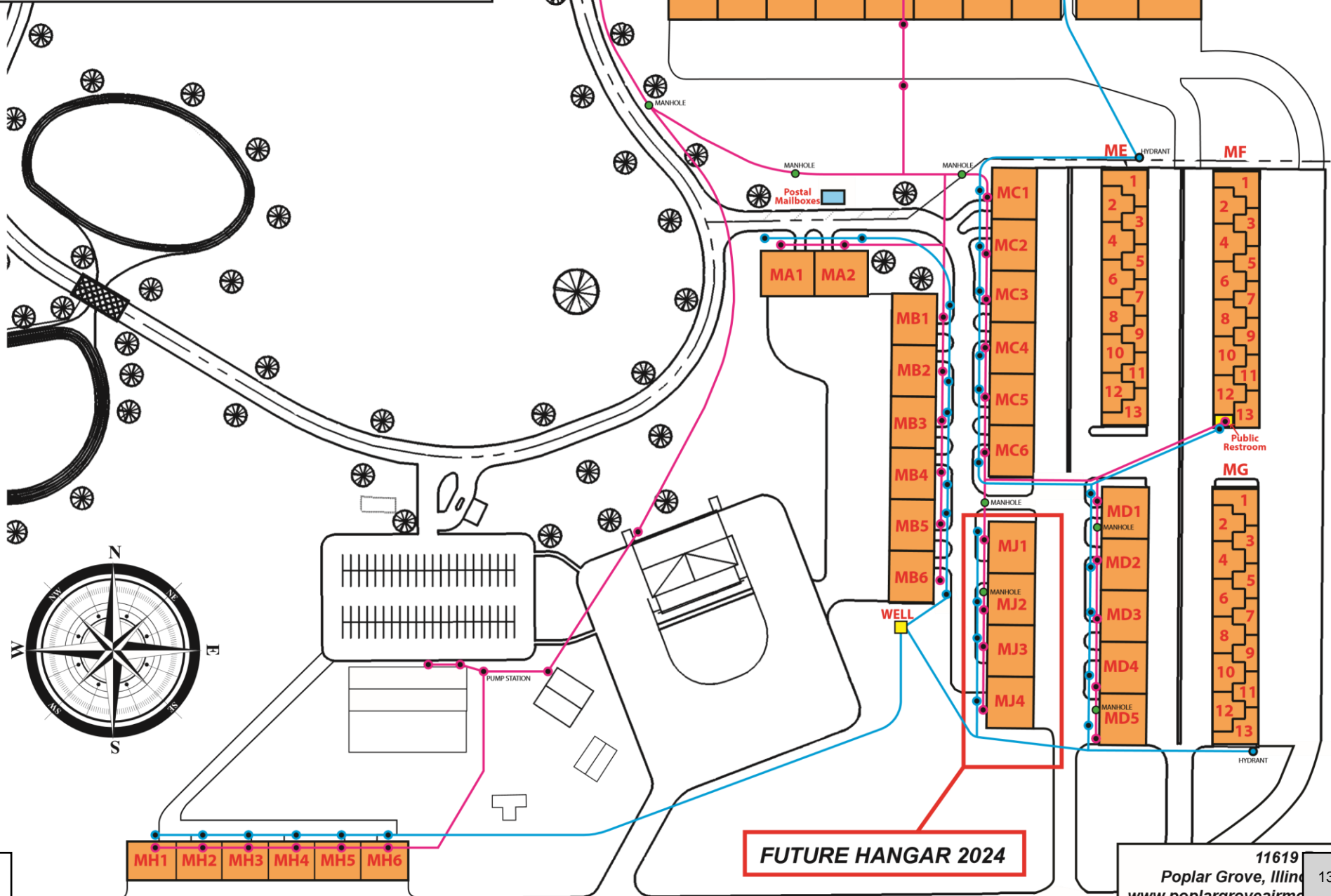


Christopher D. Dopkins, P.E.
Associate/Village Engineer

Cc: File

LEGEND:

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|--|---|--|
|  Non-Commercial Buildings |  WATER SUPPLY |  SEWER PIPES |
|  Airport Owned |  WATER SERVICE |  SEWER CLEANOUT |
| |  WATER HYDRANT |  MANHOLE COVER |



7.

FUTURE HANGAR 2024