Overview of Comprehensive Plans

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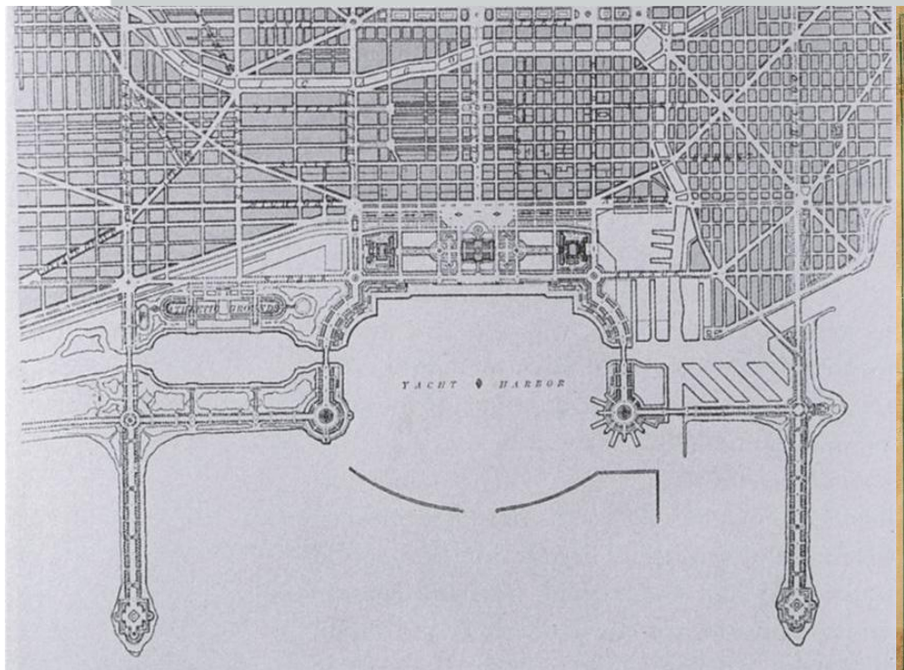
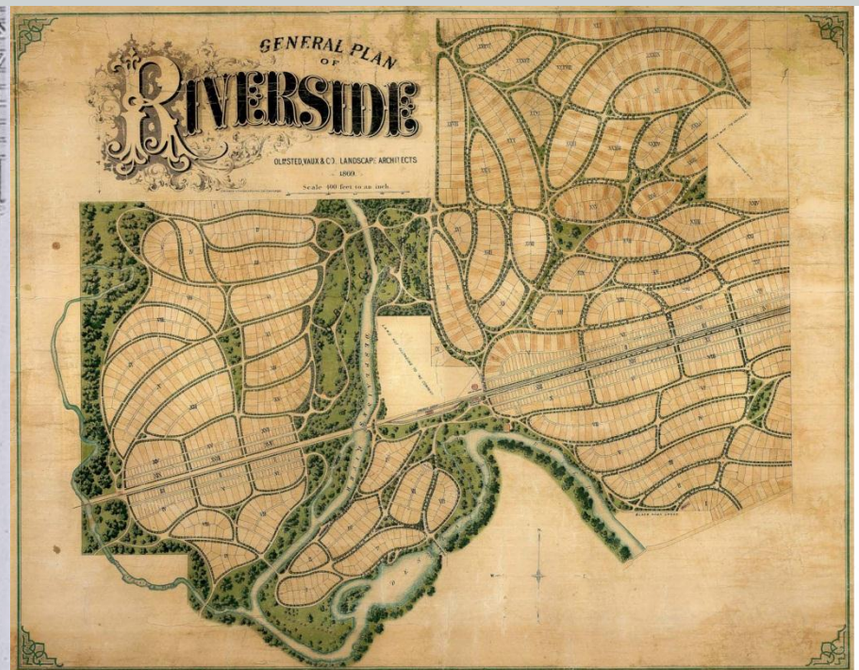
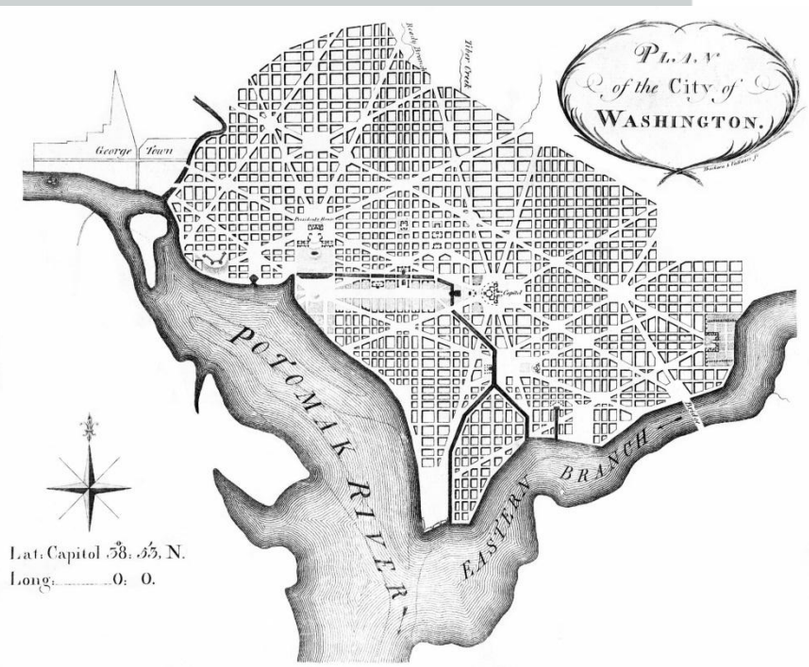
COMPREHENSIVE PLAN OVERVIEW

Outline of Discussion

- What is a Comprehensive Plan?
- Typical Sections
- How does Zoning support Comprehensive Plans?







What is a Comprehensive Plan?

- Long-term plan to help guide communities growth and development
  - Often is written to guide for 10-15 years
- Flexible and adaptive
- Includes plans and recommendations to reach the desired vision of the community

What is a Comprehensive Plan?

- In-depth Analysis helps to anticipate future issues and trends.
- Assists both the municipality and the private sector in making land use decisions
- Benefits the community with most grant applications

COMPREHENSIVE PLAN OVERVIEW

What is a Comprehensive Plan?

- Much more than just a “Future Land Use Map”
- Now includes all areas of the community including:
  - Land Use
  - Transportation and Circulation
  - Parks and Open Space
  - Residential Areas
  - Community Facilities, etc.

Illinois Definition of a Comprehensive Plan

- Under the ***Illinois Municipal Code*** (65 ILCS 5/11-12-5(1)), a city or village plan commission is charged with preparing and recommending "a comprehensive plan for the present and future development or redevelopment of the municipality.

- Such a plan may be adopted as a whole or in separate geographical or functional parts, each of which, when adopted, shall be the official comprehensive plan, or part thereof, of that municipality.

Illinois Definition of a Comprehensive Plan

- The comprehensive plan covers the entire incorporated area of the municipality, and can extend to land up to **1.5 miles** beyond the corporate limits of the municipality, as long as that land is not incorporated by another municipality.

- If this unincorporated territory is within 1.5 miles of two or more corporate authorities, the communities should adopt a **boundary agreement** to decide which municipality has planning jurisdiction over that territory (65 ILCS 5/11-12-9).

Typical Planning Process

- Often a 10-12 month planning process
- Should include multiple opportunities for Public Involvement
- Typically guided by the Planning Commission or a Steering Committee
- Plan Commission holds the Public Hearing
- Council/Board Final Review and Adoption

Potential timeline and steps for developing a new comprehensive plan

1 DEFINE THE FRAMEWORK PLAN

- Evaluate data
- Analyze trends
- Complete zoning capacity analysis
- Identify key themes
- Meet with the public
- Establish vision framework
- Test alternative growth scenarios

consultant kickoff; public kickoff; citywide workshops

2 DEVELOP PLAN ELEMENTS

- Incorporate public input
- Develop policy options and recommendations
- Develop maps and other illustrations
- Meet with the public

citywide workshops

3 REFINE PLAN ELEMENTS

- Release draft plan for public comment
- Meet with the public
- Incorporate changes

citywide workshops

4 ADOPT THE PLAN

- Public reviews draft
- City council and city planning commission adopt and finalize plan

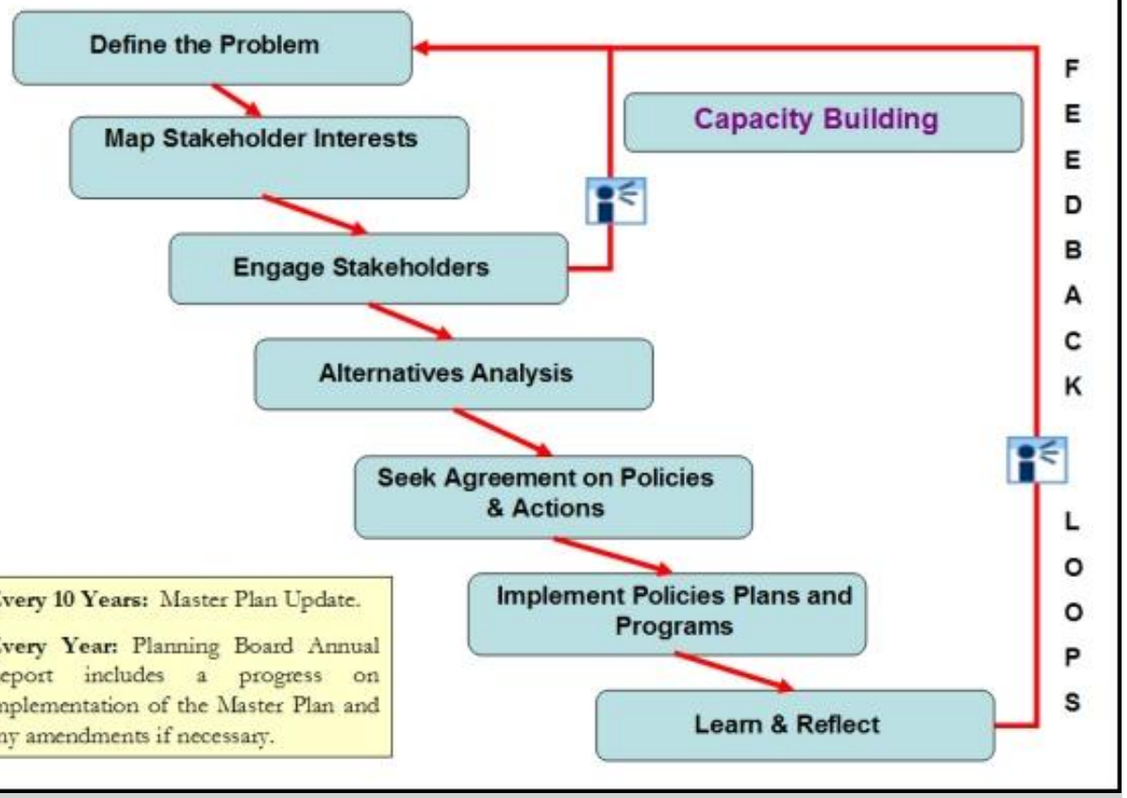
city council adoption

AUG SEPT OCT NOV DEC JAN FEB MAR APR MAY JUNE JULY AUG SEPT OCT NOV DEC JAN FEB MAR APR MAY JUNE

This timeline shows how a plan could be developed in 24 months, something the city hopes to accomplish. Actual dates will depend upon when the process begins.

Source: City of Austin 2000

The Planning Process



Every 10 Years: Master Plan Update.

Every Year: Planning Board Annual Report includes a progress on implementation of the Master Plan and any amendments if necessary.

Typical Sections

- Existing Conditions
  - Current Zoning
  - Existing Land Use
  - Demographics/Market
  - Current Transportation
  - Existing Community Facilities/Infrastructure
  - Culture/Image

Typical Sections

- Community Outreach
  - Public Workshops
  - Questionnaires
  - Website/Twitter
  - Surveys
  - Focus Groups

Typical Sections

- Vision Statement
  - *In the next ten to fifteen years…*
- Goals and Objectives
  - Land Use
  - Transportation
  - Economic Development
  - Character, etc…

Typical Sections

- Plans and Recommendations
  - Future Land Use
    - Residential Areas
    - Business/Industry/Commercial Areas
- Transportation and Circulation
  - Vehicular
  - Pedestrian/Bikes
  - Public Transit

Typical Sections

- Plans and Recommendations
  - Culture, Image and Identity
    - Urban Design/Design Guidelines
    - Public Art
  - Historical Preservation
  - Sustainability
  - Parks and Environment

Typical Sections

- Implementation
  - Funding
  - Strategies
  - Responsibilities
  - Next steps

Figure 1: Land Use Plan

Beautiful, historic residential neighborhoods, a small, quaint, pedestrian-oriented commercial district along Green Bay Road, attractive parks and open space, and well maintained community facilities make up the land use areas of the Village. Although it is unlikely that the future will bring major changes in land use designations, the overall attractiveness and desirability of the community will continue to make the Village a destination for new development. Any new single-family residential infill development should complement the existing character of the neighborhoods and any new commercial development along Green Bay Road should aim to revitalize the corridor as an attractive mixed-use environment as well as complement the existing character of the Village.

Land Use Legend

- Single-Family Residential
- Attached Single-Family Residential
- Commercial/Mixed-Use
- Park
- Kenilworth Beach
- Public/Semi Public
- School
- Religious Institution
- Rail/Metra

Kenilworth
COMPREHENSIVE PLAN

HOUSEAL LAVIGNE ASSOCIATES

Figure 4: Transportation Plan

In addition to the established street network, the Village is served by the Metra commuter rail, Pace bus service, and a bike trail that connects to and is part of the greater Green Bay Trail. While east-west streets mainly carry local traffic, three important north-south streets carry larger volumes of North Shore traffic through the community – Green Bay Road, Sheridan Road, and Ridge Road. Green Bay Road improvements, together with regular maintenance, monitoring and upkeep of other roads, will keep the Village's transportation network functional at a level that provides safe and efficient circulation.

Transportation Legend

- Local Street
- Minor Collector Street
- Major Collector Street
- Arterial Street
- Traffic Signal - Improved Pedestrian Crossing
- All-Direction Stop
- Existing Stop Sign
- Access Restrictions
- Existing Yield
- Traffic Circle
- Metra Station
- Existing Green Bay Trail
- Preferred Realignment of Green Bay Trail
- Explore Traffic Calming/Cul-de-Sac Options
- Intersection/Safety

Kenilworth
COMPREHENSIVE PLAN

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Figure 5: Community Facilities Plan

Together with the beautiful residential neighborhoods, the Village's community facilities contribute significantly to the overall quality of life for residents. This figure highlights the different community facilities in Kenilworth, including Joseph Sears School, Kenilworth Assembly Hall, the Village Hall, Kenilworth Beach, several parks, religious institutions, and more. Generally, community facilities will likely remain in existing locations and be improved over time as needed.

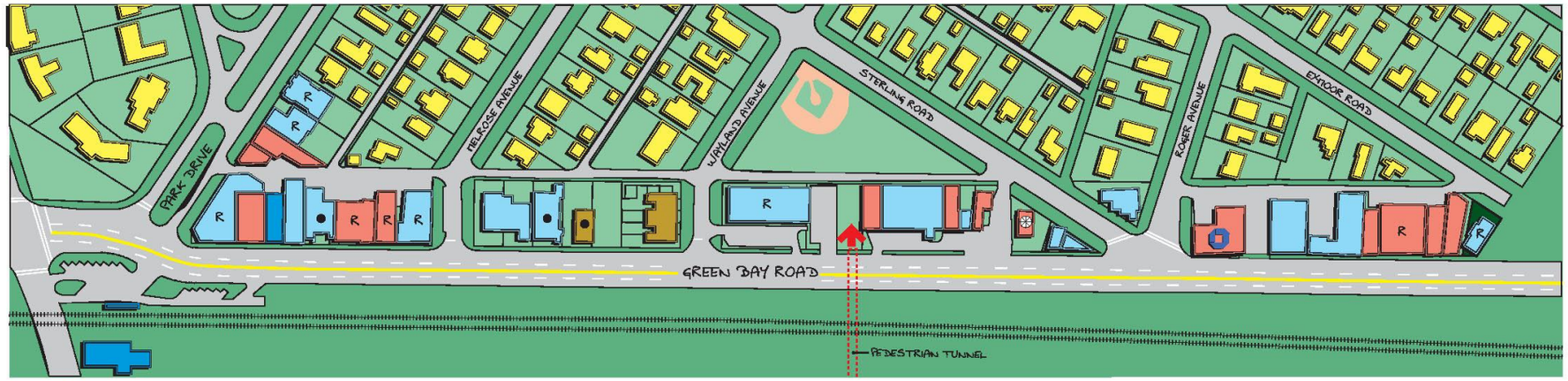
Community Facility Legend

- Park/Open Space
- Village Beach & Water Plant
- Public/Semi Public
- School
- Religious Institution
- Railroad Right-of-Way
- Exising Green Bay Trail
- Preferred Realignment of Green Bay Trail

Kenilworth Comprehensive Plan

HOUSEAL LAVIGNE ASSOCIATES

Figure 6: Green Bay Road Existing Conditions



The existing conditions within the corridor do not appropriately reflect the Village's rich history of community planning and architecture. The corridor is comprised of a marginal mix of uses in an aging building stock that is a mix of styles and materials. The existing streetwall development pattern is not consistently maintained and several buildings suffer from deferred maintenance and underutilization of individual sites. The Green Bay Road Corridor Plan seeks to establish and revitalize the corridor as an attractive gateway, gathering place, and destination within the community and the North Shore. To establish the foundation and rationale for the Plan's recommendations, the Corridor's existing conditions (as of June 2007) are presented on this figure and on the following pages.

There are a limited number of ***vacancies*** within the Corridor.

Commercial uses consist of retail and service uses. There are only 5 retail uses in the corridor and the remainder of commercial uses are comprised of services including a bank, travel agency, auto repair, and salon. Service uses typically generate single-purpose visits and are not desirable ground floor uses in a pedestrian oriented district.

There is a limited amount of ***mixed-use development*** in the Corridor (residential above commercial), and most of what does exist has either been done poorly or is an adaptive reuse. The existing mixed use development in the corridor does little to advance the Village's objective of revitalizing the Corridor.

Office uses occupy most of the commercial space in the corridor. Charles Schwab, an investment and financial management firm, occupies the most prominent space in the Corridor at Green Bay Road and Park Drive. Other office uses primarily consist of health services such as doctor and dentist offices. Office uses provide very little, if any sales tax revenue to the Village, and when located on the ground floor, detract from the pedestrian interest of the Corridor.

The ***multi-family*** uses in the corridor are located at Wayland Avenue and Green Bay Road. ❶ They consist of a 4-unit townhouse building on the south and Park Place condominiums on the north. The multi-family uses in the corridor, and the rest of the Village, do little to achieve the goal of providing opportunities for alternative housing options for Village residents. Additionally, the orientation of the townhomes and the setback of the Park Place buildings deviate from the Plan's primary goal of transforming the corridor into a vibrant and attractive mixed-use pedestrian-oriented district. As redevelopment occurs, it is critical buildings with Green Bay Road frontage front Green Bay Road and are not set back from the front property line.

Landscaping, fencing and other buffering techniques are often used to protect residential areas from more incompatible land uses. ❷ Common planning principles seek to separate incompatible uses with buffering and "transitional" areas. However, built-out communities such as Kenilworth often have residential and commercial uses separated only by an alley or common property line. Where this occurs, businesses are typically required to maintain vertical buffers, such as a solid fence or landscaping to buffer and screen their use. Throughout the corridor very little buffering and screening exists and dumpster screening is apparently not a requirement for commercial uses.

The ***Chase Bank*** is the newest building on the corridor. ❸ Although the building's appearance is more attractive than some of the other buildings on the corridor, it is only a typical Chase Bank and does little to convey Kenilworth's character, commitment to architecture, design, history, and its high quality neighborhoods. The Chase Bank also represents a missed opportunity to provide a source of retail sales tax to the Village and at only one-story in height is an underutilization of the parcel.

Public and Semi-public uses consist of the Train Station and Post Office. Both of these uses are important to the Village and should remain.

There are several ***irregular shaped parcels*** in the north end of the Corridor. Since Green Bay Road is the Village's sole opportunity to diversify its tax base and shift the tax burden from residential uses, it is important all parcels with Green Bay Road frontage be developed to front Green Bay Road and maximize their potential to serve as a revenue source for the Village.

RRB Bicycles is the only retail use in the corridor utilizing the conversion of a single-family structure. ❹ This site is also unique in the fact that it is a double frontage lot, with streets on both its front and rear. While the configuration is odd, it is not uncommon. Where this occurs it is extremely important that the site maintain an attractive appearance on all sides, since it's rear is the view presented to the adjacent residential neighborhood. However, RRB Bicycles, like other businesses in the corridor, utilize their rear yards to store items such as trailers, trash cans, dumpsters, vehicles, wood palettes, and other materials.

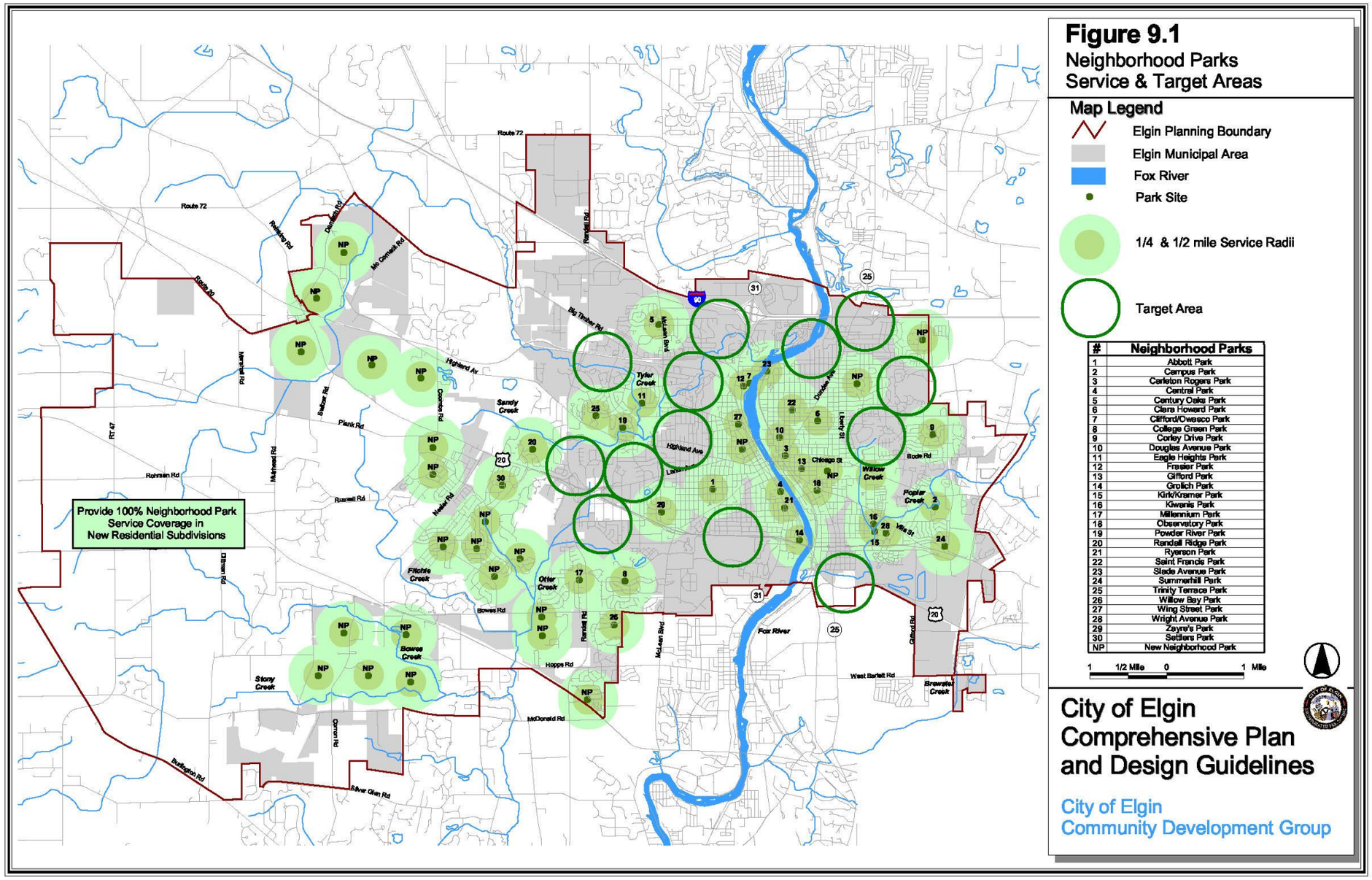


Figure 9.1
Neighborhood Parks
Service & Target Areas
Map Legend
Elgin Planning Boundary
Elgin Municipal Area
Fox River
Park Site
1/4 & 1/2 mile Service Radii
Target Area
Neighborhood Parks
1 Abbott Park
2 Campus Park
3 Carleton Rogers Park
4 Central Park
5 Century Oaks Park
6 Clara Howard Park
7 Clifford/Owesco Park
8 College Green Park
9 Corley Drive Park
10 Douglas Avenue Park
11 Eagle Heights Park
12 Frasier Park
13 Gifford Park
14 Grollich Park
15 Kirk/Kramer Park
16 Kiwanis Park
17 Millennium Park
18 Observatory Park
19 Powder River Park
20 Randall Ridge Park
21 Ryerson Park
22 Saint Francis Park
23 Slade Avenue Park
24 Summerhill Park
25 Trinity Terrace Park
26 Willow Bay Park
27 Wing Street Park
28 Wright Avenue Park
29 Zayre's Park
30 Settlers Park
NP New Neighborhood Park
1 1/2 Mile 0 1 Mile
Provide 100% Neighborhood Park Service Coverage in New Residential Subdivisions
City of Elgin
Comprehensive Plan
and Design Guidelines
City of Elgin
Community Development Group

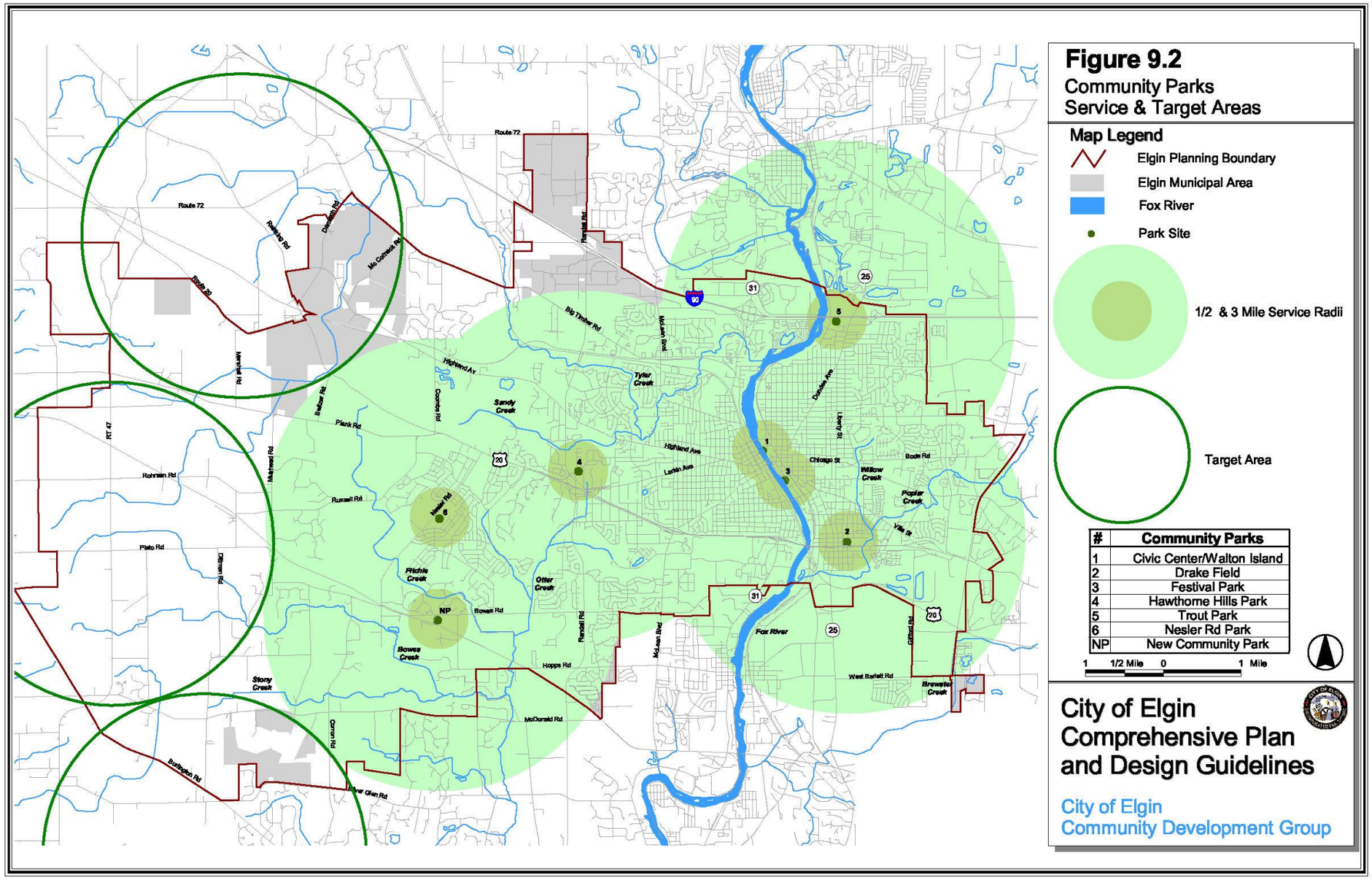


Figure 9.2
Community Parks
Service & Target Areas

Map Legend

- Elgin Planning Boundary
- Elgin Municipal Area
- Fox River
- Park Site
- 1/2 & 3 Mile Service Radii
- Target Area

#	Community Parks
1	Civic Center/Walton Island
2	Drake Field
3	Festival Park
4	Hawthorne Hills Park
5	Trout Park
6	Nesler Rd Park
NP	New Community Park

1 1/2 Mile 0 1 Mile

City of Elgin
Comprehensive Plan
and Design Guidelines

City of Elgin
Community Development Group

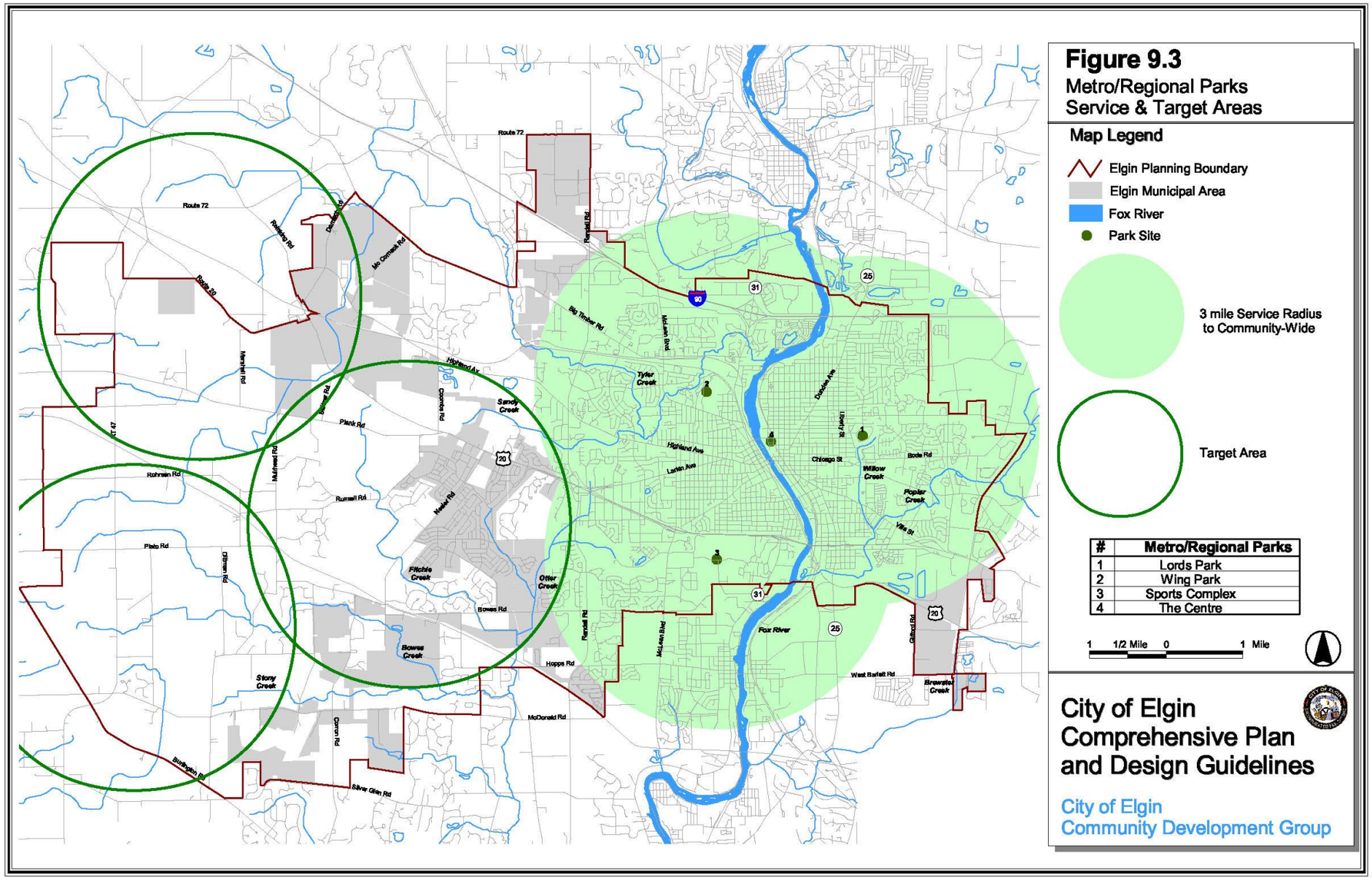


Figure 9.3
Metro/Regional Parks
Service & Target Areas
Map Legend
Elgin Planning Boundary
Elgin Municipal Area
Fox River
Park Site
3 mile Service Radius
to Community-Wide
Target Area
Metro/Regional Parks
1 Lords Park
2 Wing Park
3 Sports Complex
4 The Centre
1 1/2 Mile 0 1 Mile
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Community Development Group
Route 72
Route 20
Highland Av
Sandy Creek
Tyler Creek
Willow Creek
Poplar Creek
Fox River
Fitchie Creek
Otter Creek
Bowes Creek
Stony Creek
Brewster Creek
Big Timber Rd
McLean Blvd
Randall Rd
Chicago St
Bode Rd
Hopps Rd
McDonald Rd
West Barlett Rd
Silver Glen Rd
Burlington Rd
Rohrsen Rd
Plato Rd
Russell Rd
Plank Rd
Bowes Rd
Mc Cormack Rd
Dundee Ave
Liberty St
Villa St
Gifford Rd
Corron Rd
Ditman Rd
Muirhead Rd
Coombs Rd
Nesler Rd
Marshall Rd
Reinking Rd
Dundee Rd
Larkin Ave
90
31
25
20
KT 47

Zoning and the Comprehensive Plan

- Zoning is not Planning and Planning is not Zoning
- The zoning ordinance regulates what types of uses are permitted and how property can be developed in a district.
- The zoning ordinance has requirements such as building height, minimum lot area, setback lines, etc…
- Zoning is one of the most important tools that a community has to implement the goals of it's Comprehensive Plan

How Does Zoning Support the Comprehensive Plan?

- Often the Comprehensive Plan includes recommendations that require zoning updates to implement the goals of the Plan
- While Planning is a guide, Zoning provides the “teeth”
  - An example is to adopt a Planned Unit Development (PUD) process and incorporate the recommendations of “Smart Growth” and an urban design (i.e. Design Guidelines)

COMPREHENSIVE PLAN OVERVIEW

Questions