Application form:
Community Planning Program and
Local Technical Assistance Program

DEADLINE: Noon on Thursday, June 25, 2015

This application form is online at www.rtachicago.com/applications. You may submit the form by email to applications@rtachicago.com. Upon receipt of application, you will receive an e-mail verifying that your application has been received.

1. Name of Applicant:

Village of Wayne
5 N 430 Railroad Street
PO Box 532
Wayne, IL  60184

2. Main Contact for Application:

Name: Harlan J. Spiroff
Title: Village Attorney
Phone number: 630-510-6000
Email: Spiroff@thesglawfirm.com

3. Type of Applicant (please check any that apply):

___ Local government

___ Multijurisdictional group* Please list the members of the group (including government and nongovernmental organizations):
________________________________________
________________________________________
________________________________________

___ Nongovernmental organization* Name of local government partner(s):
________________________________________
________________________________________
Applications submitted by multijurisdictional groups and nongovernmental organizations must include a letter indicating support from each relevant local government. See the FAQs for more information. Nongovernmental applicants are strongly encouraged to contact CMAP, RTA, or CCDPH prior to submitting their application to discuss their project and the demonstration of local support.

4. Project Type (please check any that apply):

Please check all statements below that describe characteristics of your project. (This will help us determine whether your project is best handled by CMAP, RTA, or CCDPH.)

___ My project involves preparation of a plan.
___ My project helps to implement a past plan.
___ My project links land use, transportation, and housing.
___ My project has direct relevance to public transit and supports the use of the existing transit system.
___ My project is a bicycle, pedestrian, or active transportation plan in suburban Cook County.
___ My project is not directly related to transportation or land use, but implements GO TO 2040 in other ways.

5. Local Match Requirement (please initial to indicate you are aware of the local match requirements):

I am aware that a local match will be required for most projects, and understand that if my project is selected it is up to the project applicant to contribute a local match. (See the program guide for further details on local match requirements.)

___ X ___ Yes, I understand that applicants will be required to contribute a local match.

6. Project Location:

Please provide a brief description of the location of your project. You may include a map if that helps to describe location, but this is not required. If your project helps to implement a past plan, please include a link to that plan.

The location would encompass the Village of Wayne. The current Zoning Map is included with this application.

The Village last updated its Comprehensive Plan (the “Plan”) in 2005 and now seeks assistance to implement the Plan by adopting amendments to the existing Zoning Ordinance and approving a new Comprehensive Zoning Ordinance. Alternatively, assistance to update the 2005 Plan and a Comprehensive Zoning Ordinance to implement an updated plan would be welcome.

Attachments of the 2005 Plan will be emailed with this Application.

7. Project Description:

Please tell us what you would like to do in your community, and what assistance is needed. If you have more than one idea, please submit a separate application for each project. Please be specific, but also brief (less than two pages per project idea)—we simply want to have a basic understanding of what you want to do. Program staff will follow-up with you if we need any additional information to fully understand your proposed project.

(Please include any additional information that is relevant, preferably by providing links to online documents.)
The Village of Wayne is a small community with a population of 2,431. The Village’s budget is very limited. Its Building and Zoning staff consists of three part-time employees with limited hours of operation. The desired technical planning assistance is the most economical and efficient way to prepare a new Zoning Ordinance for the entire community.

When the Plan was updated in 2005, a new zoning ordinance was not prepared at the same time due to budgetary constraints. The Village now seeks to implement the Plan by adopting amendments to the existing Zoning Ordinance and by approving a new Comprehensive Zoning Ordinance. Over the years, the Village has adopted various text amendments to the Zoning Ordinance, but this has been done in a somewhat piecemeal fashion.

The Project would entail technical planning assistance in making the Village’s existing Zoning Ordinance more consistent with the goals of the Plan to maintain the Village’s semi-rural character and large lot zoning, while making the Zoning Ordinance more user-friendly and internally consistent. Technical planning assistance is needed to review the existing Zoning Ordinance for consistency with the goals of the Plan and the Village’s practice in implementing and enforcing the Ordinance, to prepare amendments to the existing Zoning Ordinance, and then ultimately to prepare a new Zoning Ordinance for the entire community. The anticipated results would be (1) more clearly defined land control regulations and less administrative confusion for homeowners, developers and Village staff in interpreting and implementing the regulations; (2) fewer variations from land control regulations; and (3) more attractive opportunities for development in the Village. All in all, the Village would be able to offer a more balanced, coordinated and integrated approach to land use despite its very small staff.

The Village is a small community, but its unique characteristics as a more rural rather than suburban community with an equestrian and strong open space emphasis make it an excellent candidate for the assistance available from the Chicago Metropolitan Agency for Planning.

As previously noted, the Village updated its Comprehensive Plan in 2005. Although assistance with updating the Plan would be welcome, it is not critical as the Village boundaries are essentially unchanged, the Village is essentially built out and there are no other projects (public infrastructure or otherwise) that would have an effect on the Plan.
COMPREHENSIVE PLAN

and

ROUTE 25 SUB AREA PLAN

VILLAGE OF WAYNE, IL

SEPTEMBER 2005
ORDINANCE NO. 05-31

HNTB URBAN DESIGN + PLANNING
Acknowledgements

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The Comprehensive Plan for Wayne and the Route 25 Sub-area Plan was prepared through the efforts of the Village of Wayne, Kane County and the project planning consultant, HNTB Corporation. Many citizens, staff and officials of the Village participated in the planning process. Representatives from government agencies like the Kane County Department of Transportation (KDOT) and the Forest Preserve District provided valuable input into the planning process. Their involvement and insights are sincerely appreciated.

**Village of Wayne, Illinois**

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Chapter 1
Introduction

VILLAGE OF WAYNE, IL

COMPREHENSIVE PLAN and ROUTE 25 SUB-AREA PLAN
INTRODUCTION

The Village of Wayne is a unique, quality residential community of about 2,000 people located in the Fox River Valley of Kane and DuPage counties in Illinois (*Figure 1: Location Context Map*). Wayne presents a serene and rural atmosphere, which is unique among the urban and suburban centers of the Fox Valley river corridor. Its history is rooted in equestrian and agricultural interests.

The Village dates back to 1834 when the first permanent settlers arrived in northeast Illinois. The land was then used mostly for agriculture until 1865 when Mark Dunham, a son of one of the pioneer settlers in the area, established a farm for breeding and selling prize Percheron draft horses. His farm, called the Oaklawn Farm, produced horses for buyers across the country and in Europe and served as an agricultural showcase in the 1893 World’s Columbian Exposition held in Chicago.

Wayne has preserved its unique heritage – today it is one of the few communities in northeastern Illinois with extensive community-wide equestrian uses, trails, and facilities. Two of its historic districts, the Oaklawn Farm and the Village center are listed in the National Register of Historic Places. Village residents are fond of the community’s strong sense of place and its relaxed rural atmosphere. The Comprehensive Plan update represents a proactive tool to preserve the unique characters and qualities of the Village, and ensure a continued high quality of life for its residents in the future.

A. NEED FOR AN UPDATED COMPREHENSIVE PLAN

A Comprehensive Plan is the Village’s official policy guide to future land use, development and conservation over the next ten to fifteen years. It also provides guidance regarding provision of community services and facilities, natural resource protection, historic preservation and transportation. A Comprehensive Plan is an important policy tool which is long range in orientation yet specific enough to guide day-to-day activities of the Plan Commission, Village Board and Village Administration.

The last comprehensive planning effort was undertaken by the Village in 1991. Since then, the region has changed significantly, creating new opportunities
and posing new challenges for the Village in the future. Thus, it is important for Wayne to update its plan to adjust polices and initiatives to continue to ensure the overall spaciousness and quality of life in the community.

The Fox River Valley has been growing rapidly over the past few decades. Wayne, like other communities in the area, is experiencing development pressures. Although Wayne has largely succeeded in retaining its rural residential character, to continue to do so in the future, it needs to address the significant development and conservation issues arising from rapid regional growth. There are several large underdeveloped and vacant tracts of land within the Village and its extra-territorial jurisdiction, especially in the western unincorporated area, that are subject to development and redevelopment. As the greater area grows, there will be increased demands on Wayne’s natural environment and need for services. Based on an analysis of existing conditions and a keen understanding of the community’s aspirations for the future, the Comprehensive Plan update addresses these and other critical issues facing the Village.

B. THE PLANNING PROCESS

This update to the Comprehensive Plan was guided by the Planning Commission of the Village of Wayne. HNTB Corporation, a Chicago based planning and design firm, assisted the Plan Commission and Village Board in preparation of the Plan.

The Plan is based on an extensive analysis of existing conditions influencing the planning and development of Wayne and its vicinity. The Wayne Plan Commission provided critical direction and strategic guidance throughout the planning process ensuring that the plan is truly reflective of the Village’s future aspirations. Other stakeholders in the region, including the County and the township governments, the Forest Preserve District and service agencies like the St. Charles and Countryside Fire Protection District and Fox River Valley Water Reclamation District (FRWRD) were also involved in stages of the plan making to establish an understanding of Wayne’s planning philosophy and to facilitate cooperation in the future.
FIGURE 1: LOCATION CONTEXT MAP
INTRODUCTION

FIGURE 1: LOCATION CONTEXT MAP
During the planning process, the unincorporated area along Route 25 was identified to be of special concern. Even though the Route 25 sub-area is outside the Village boundaries, it is a part of Wayne’s extra-territorial jurisdiction (ETJ) and has a significant impact on the overall quality of the area (Figure 1: Location Context Map). The Route 25 sub-area, which includes considerably denser residential development and a variety of other commercial and institutional uses, many of which are at the threshold of change, is very distinct from incorporated Wayne but nonetheless possesses both conservation as well as development opportunities that if guided properly would complement the Village’s community-wide goals and objectives. To effectively plan for the area, a Route 25 Sub-area Plan has been prepared as a part of the comprehensive planning process. This Sub-area Plan is a joint planning effort between the Village of Wayne and Kane County. Besides the Kane County Development Department, it also involved the active solicitation and participation of a number of other local agencies including: Kane County Department of Transportation, Kane County Forest Preserve District, St. Charles Township, St. Charles Park District, St. Charles School District, St. Charles and Countryside Fire Protection District and FRWRD.

**C. A JOINT LAND USE MANAGEMENT PLAN**

The Village of Wayne and Kane County have adopted the Route 25 Sub-area Plan as a Joint Land Resource Management Plan for the area under the statutory authority provided by the Local Land Resource Management Planning Act (50 ILCS 805/1 et. seq.). The Act encourages intergovernmental cooperation and allows adoption of joint plans between government units to protect land, air, water, natural resources and the environment.

A Local Land Resource Management Plan adopted under the Act, is expected to include maps of existing and generalized proposed land uses and a policy statement guiding land use. The Plan can be adopted to address the following eighteen objectives –

1. Agricultural Preservation
2. Air and Land Resource Quality
3. Archaeological, Cultural, and Historic Places
Almost all of the above eighteen objectives are relevant to the Route 25 Sub-area. Both the Village of Wayne and Kane County recognize the urgent need for establishing mutually agreeable goals and strategies for resolving the issues facing the area and promoting orderly, environmentally sensitive development. A jointly adopted Land Resource Management Plan as authorized by the Local Land Resource Planning Act is therefore an excellent tool for fostering this much needed intergovernmental cooperation and providing a common plan for guiding the future development of the sub-area.
Chapter II
A Vision for Wayne

VILLAGE OF WAYNE, IL

COMPREHENSIVE PLAN and ROUTE 25 SUB-AREA PLAN
A successful comprehensive plan must be based on the needs and aspiration of the community. Thus, before the plan, there must be a vision. In Wayne, a variety of public participation activities, preparation of goals and objectives, and the evaluation of alternative land use and development alternatives have led the community to define its choices for the future. The process has engaged citizens in identifying problems and opportunities facing their community, and eliciting a formal expression of an overall concept of their aspirations for how they want it to look at some point in the future. In the end, Wayne’s Vision provides a central, orchestrating theme that guided the development of the planning program.

**Visioning** means the process by which a community, with the involvement of citizens, characterizes the future it wants, and plans how to achieve it.

Wayne will sustain itself as a high quality, rural residential community nestled in the natural environment of the Fox River Valley. We will protect the natural environment by promoting preservation and environmentally sensitive development practices. We will sustain low residential densities overall to allow the Village to continue the current system of community facilities and volunteer services. We will have realized successful development of the Route 25 Sub-area consistent with joint land use and development preferences with Kane County.
A VISION FOR WAYNE

B. KEY COMMUNITY INVOLVEMENT CONSIDERATIONS

Through community involvement and input in the planning process, several key assets, advantages, issues and needs were identified which largely formed the basis for the Village’s Vision. These are briefly described below.

Primary Assets and Advantages

- Equestrian uses and riding trails
- The low-density, natural, rural character of the Village
- Village history and a strong sense of community
- Spirit of volunteerism of the residents

Most Significant Issues

- To maintain its current unique character in the face of development pressures
- Boundary agreements with some neighboring municipalities are due to expire within the next ten years
- Increasing traffic volumes in the area due to new development and raised safety concerns
- Roadway improvement projects such as the Stearns Road Bridge and other roadway proposals and concepts made by the County, Illinois Department of Transportation (IDOT) and other agencies such as the widening of Dunham Road and the Red Gate Bridge Road over the Fox River
- Wayne’s ability to provide, or provide for, adequate facilities and services like storm water management and fire protection to its residents, especially if more development was annexed to the Village

Projects or Improvements to Complete within the Next Ten Years

One of the most significant projects was strengthening the identity of Wayne by establishing design guidelines that would maintain the character of the entire Village and preserving its natural resources. Conversion of vacant land to park uses and increased involvement of the Forest Preserve Districts were also identified as priorities. Other projects included improved service provision through a new Village Hall, new Fire Station, hydrology studies to track and maintain water quality, and a stormwater management system.
Chapter III
Planning Framework

VILLAGE OF WAYNE, IL

COMPREHENSIVE PLAN and ROUTE 25 SUB-AREA PLAN
This Chapter provides an overview of existing conditions in the community. It focuses on key influences important to the physical planning and design of the Village and significant policy decision. It also considers plans and programs underway by adjoining jurisdictions. A detailed documentation of existing conditions is presented in the Plan Appendix under a separate cover.

### A. EXISTING LAND USE

Existing patterns of land use are a strong influence on potential future land uses and are therefore an important consideration in the planning process. *Figure 2: Existing Land Use* presents the different existing land uses within the Village and its vicinity. Wayne is largely a mature, rural residential community with low-density single family residential as the dominant land use. All residential areas within the Village are in excellent condition creating a high quality residential environment. The relative large sizes of the lots, varying from one acre / unit to more than four acres / unit, create a sense of openness throughout the Village. The presence of well integrated open spaces and natural areas like the Pratts Wayne Woods Forest Preserve further enhance the scenic rural environment. Existing Village facilities and businesses are located in the historic core along Army Trail Road east of the railroad.

The most unique land use that distinguishes Wayne in northeastern Illinois is its commercial and private equestrian facilities. Private stables are present throughout the Village; the most significant commercial facility is the "Lamp-light Commercial Equestrian District" located off Dunham Road, at the north end of the Village. The historic Dunham Woods Farms Riding Center is located at the southeast corner of Army Trail and Dunham Roads in the Oaklawn Farm Historic Preservation District. There is also a network of bridle trails running through the Village providing residents the opportunity to pursue an equestrian lifestyle.

Although Wayne is largely developed, there are several parcels in its planning area which may be subject to development or redevelopment in the future. Within the Village limits, the Hoffman property located west of Powis Road and south of Army Trail Road is the largest vacant property. Outside the Village, a large area just west of the Village boundary is vacant. Smaller
vacant lots are scattered in the unincorporated area west of Route 25. While the vacant parcels might attract new development in the near future, several parcels in the unincorporated area west of Route 25 could undergo redevelop-ment impacting the character of the Village. These issues are discussed in detail in the following sections.

**B. PLANNING INFLUENCES**

Wayne is an integral part of the urban ecosystem in the Fox River Valley and is affected by planning and development activities not only within its own boundaries but also in its neighboring areas. *Figure 3: Planning Influences* represents the significant factors that influence the current planning environment in the Village.

Within the Village, community facilities and historic landmarks are the primary community centers and they help in defining the character of the community. The historic Village Center includes the administrative facilities and community facilities like post office and local businesses. The Village school and a park are located in close proximity. Another historic district located at the intersection of Army Trail and Dunham Roads, includes the Dunham Castle and the Dunham Woods Riding Club. The ‘Lamplight District” is a significant commercial equestrian facility located at the northern edge of Wayne.

The Pratts Wayne Woods Forest Preserve provides a vast buffer of green space east and north of the Village. The Forest Preserve is home to several different species of flora and fauna and provides excellent recreational opportunities. The Illinois Prairie Path, a 30 mile long green corridor for hiking, biking and horseback riding runs through the Pratts Wayne Woods in Wayne. Forest Preserves are also present west of the Village along the Fox River. The Fox River Trail, winds along the Fox River connecting these preserves and other communities along the way to link up to the Prairie Path in Elgin.

Major regional roadways are located at the periphery of the Village; the roadways within the Village are mostly local access. The rapid growth in the Fox River Valley is generating increasing traffic and in response, the Kane County Department of Transportation (KDOT) is considering several roadway proj-
FIGURE 2: EXISTING LAND USE
FIGURE 2: EXISTING LAND USE
FIGURE 3: PLANNING INFLUENCES
Projects in the area. These projects, described in detail under the ‘County Plans’ section, will affect vehicular traffic patterns in the area including roads passing through Wayne and are therefore an important consideration.

Wayne has “boundary agreements” with neighboring municipalities that define its extra-territorial jurisdiction within which the Village has planning authority. There are several vacant parcels in Wayne’s planning area where new development can occur. There are also several potential redevelopment sites, mostly within the unincorporated area west of Route 25. These sites, which have the greatest potential for change, are identified in Figure 4: Areas Subject to Change. These areas include:

**I: Area east of US Highway 59** – Undeveloped properties north and south of the residential subdivision known as Wayne Meadows in Wayne, east of US 59.

**II: Surrounded Properties** – The unincorporated parcels east of Munger Road between Smith and Army Trail Roads surrounded by the Village.

**III: Village Center** – The core or the historic center of Wayne where the Village administrative services are located. The Village will need to expand its existing facilities and locate new community facilities like a fire station within the Village center or an alternate location in the near future.

**IV: Hoffman Property** – The largest undeveloped property within the Village, located just west of the Union Pacific Railroad south of Army Trail Road.

**V: Area between Stearns Road and Rochefort Lane east of the Village** – Contains scattered unincorporated, vacant parcels.

**VI: Route 25 Sub-area** – The unincorporated area west of the Village and within its extra-territorial jurisdiction.

Even though the development pattern in Wayne is established, development in these areas subject to change could have a substantial impact on the overall character of the Village. Therefore, while Plan recommendations provide strategies to guide the overall development of the Village, it also provides a special focus and attention on the areas subject to change.
C. UTILITIES SERVICE

Village residents obtain their water from private wells that tap into aquifers located below the earth’s surface. Groundwater quality is consequently an important concern for Village residents. According to the Illinois Water Survey, Wayne and its neighboring areas also serve as a prime natural recharge area. Therefore, it is important that the development in the region should allow continued percolation of the surface waters by maintaining adequate pervious surface and that such development not contaminate the underground water supply.

The primary waste disposal system in Wayne and its planning area is through private on-site septic systems. However, soils in the area have potential leaching and percolation problems requiring additional care in designing and maintaining well functioning septic systems. In some instances, shallow aquifers are present close to the ground surface increasing the risk of potential contamination to the potable water supply. This risk is further aggravated in the unincorporated area west of Route 25 where there are numerous instances of septic tanks failing due to lack of adequate maintenance and / or due to substandard operating conditions such as inadequate lot size. A small portion of the area west of Route 25, mainly the Skyline subdivision, is served by the Fox River Valley Water Reclamation District (FRWRD) and has sewer service. FRWRD has made efforts to improve service in the area, however, significant infrastructure improvements are still needed. The geological and the economic difficulties in expanding service in the area suggest that private wells and on-site septic systems will continue to be the primary means of utilities provision in the foreseeable future.

D. UNINCORPORATED AREAS

Substantial unincorporated areas exist east and northwest of Wayne. On the eastern side, most of the unincorporated area exists east of Route 59 and south of the Village of Bartlett. The current boundary agreement between Wayne and Bartlett leaves a portion of this area undefined. Development in this area can have a significant impact on Wayne and is therefore an important planning consideration.
FIGURE 4: AREAS SUBJECT TO CHANGE
The unincorporated area east of Route 25 is mostly vacant with a few residential and commercial developments abutting Route 25. Most of the sub-area west of Route 25 is part of the former Village of Valley View, which dissolved itself as a municipal corporation in June 1980.

The dissolution of Valley View was mainly prompted by the surmounting financial deficits faced by that Village and its growing inability to provide adequate services to residents. Since then, Kane County has been working to improve the conditions in the area. It prepared a Comprehensive Plan for the Valley View area in the year 1985 and has utilized Community Development Block Grants (CDBG) to finance some infrastructure improvements in the area. Issues remain however, including deferred maintenance, lack of street connectivity, and the lack of public wastewater treatment resulting in unsanitary living conditions in some locations. Conversely, Valley View is endowed with valuable natural amenities including the Fox River, the Forest Preserves and the Fox River trail which remain severely underutilized.

Signs of change are recently becoming visible in the area. Some individual lots have been consolidated and structures either rehabilitated or newly constructed. A mixed-use residential development containing single family homes and town homes is being proposed on approximately 44 acres of land south of Courier Avenue.

**E. COUNTY PLANS**

Kane County has recently adopted the 2030 Land Resource Management Plan. The Conceptual Land Use Strategy proposed in the 2030 Plan places the Village of Wayne and its planning area in the Urban Corridor with the theme of Renaissance. This corridor represents the historic Fox River corridor of Kane County where the policy emphasis is on redevelopment and revitalization supported by adaptive reuse, new job creation and Fox River improvements. While corridor designations present the general theme for an area, the County Plan also realizes that unique conditions exist within some communities that distinguish them from others within the same corridor calling for modifications in development strategy. The Village, located amidst the highly urban communities of the Fox River Valley is clearly among the exceptions.
The 2030 Plan also includes a future land use concept plan that presents the County’s vision for development pattern within the unincorporated areas. The Plan’s recommendations for the Route 25 Sub-area served as an important element in the development of the Route 25 Sub-area Plan.

As illustrated in Figure 3: Planning Influences, the Kane County Department of Transportation, the Illinois Department of Transportation (IDOT) and other agencies have several roadway projects planned for the area. These projects could have a considerable effect on vehicular traffic patterns through and around the Village.

1. Red Gate Bridge – Local initiative proposing a bridge corridor from Randall Road to IL Route 25.

2. Stearns Road Bridge Corridor – Proposed four lane regional bridge corridor from Randall Road to Stearns Road.

3. IL 25, Dunham and Stearns Road Intersection – Realign Stearns Road with IL 25 and Dunham Road to provide standard four-legged intersection with improved geometrics and signalization.

4. Kirk / Dunham Road Widening – Two 12-foot lanes in either direction from IL Route 64 to IL Route 25 with a 18 foot barrier median and combination adjacent curb and gutter.

The Stearns Road Bridge Corridor and related intersection realignment will facilitate smooth east-west traffic flow across the Fox River keeping through traffic at the periphery of the Village of Wayne. Dunham Road widening and the Red Gate Bridge proposal, while aimed at improving traffic flow, might generate additional regional traffic through Wayne disturbing its quiet, rural character.
The municipalities adjacent to Wayne include the Village of Bartlett to the northeast and east, the City of West Chicago to the south and the City of St. Charles to the southwest and west. The area northwest of Wayne, referred to as the Route 25 Sub-area in this Plan, is currently unincorporated Kane County. The Village of South Elgin extends west of the Fox River.

As shown in Figure 5: Neighboring Municipalities: Boundary Agreements and Zoning, Wayne currently has boundary agreements with all its neighboring municipalities that clearly define its extra-territorial jurisdiction (ETJ). ETJ represents the area within which the Village has planning authority even though it is physically outside the Village boundaries. The boundary agreements are due to expire over the next 8 – 15 years; the municipalities will then have to enter into new agreements.

Figure 5 also shows the existing zoning designations in the neighboring municipalities in the areas contiguous to Wayne and its planning area. A large part of Wayne’s boundary with Bartlett and West Chicago is covered by the Pratts Wayne Woods Forest Preserve of the DuPage County Forest Preserve District. In most other areas, residential zones of varying densities abut the Village.
FIGURE 5: NEIGHBORING MUNICIPALITIES: BOUNDARY AGREEMENTS AND ZONING
Chapter IV
Goals and Objectives

VILLAGE OF WAYNE, IL

COMPREHENSIVE PLAN and ROUTE 25 SUB-AREA PLAN
The goals and objectives presented in this section have been developed from community participation and input into the Plan. They also include relevant goals and objectives of the predecessor plan still applicable in Wayne today. These goals and objectives provide a fundamental framework for the Plan. They have been used, in part, to develop the physical land use, development and policy aspects of the updated Plan. They should be used in combination with other Plan elements when considering the consistency of any public or private actions or initiatives in relation to the Plan.

Goals and objectives transform collective community values into operational guidelines. Each has a distinct and different purpose in realizing community aspirations:

**Goals** describe a desired *end state* toward which planning efforts should be directed. They are broad based and long range in focus, representing an end to be sought.

**Objectives** describe *actions* that should be undertaken in order to advance toward the overall Goals. They provide more precise and measurable guidelines for planning actions, guiding the implementation of each.

Two sets of goals and objectives have been developed for Wayne. The first set addresses the Village Planning area as a whole and, the second set addresses the unique conditions and needs of the western unincorporated planning sub-area. Goals have been classified under different planning categories with applicable planning objectives listed below each goal.
GOALS AND OBJECTIVES

A. COMMUNITY WIDE GOALS AND OBJECTIVES

Land Use and Development

Goal: Preserve the unique character of the Village of Wayne.

Objectives:

*Three significant characteristics that make Wayne unique include its rural residential character, equestrian heritage and its history.*

1. Rural Residential
   - Ensure any new development or redevelopment is in harmony with the Village’s existing character and desired future development pattern.
   - Recognize that areas subject to change and vacant properties both in the Village and the adjacent unincorporated areas are of special concern.
   - Seek to meet the minimum State of Illinois threshold for affordable housing in a compatible manner.

2. Equestrian Community
   - Provide for the continuation of equestrian uses compatible with a rural residential community.
   - Provide for maintenance and expansion of the area’s equestrian trail system by appropriate ordinances, regulations, contractual agreements and donations of land.
   - Pursue linkages between the area’s equestrian trail segments to enhance continuity and access.

3. Historic Areas
   - Respect, protect, and maintain existing historic, cultural and architectural places and landmarks, especially the state and nationally recognized Historic Districts of Wayne’s Village Center and Oaklawn Farm.
   - Use the Village’s Historic and Rural Preservation Program (HARP) to preserve and further enhance the historic and rural character of the Village.
   - Recognize and maintain the commercial, institutional, and residential mixed-use character of the Village Center.
A fourth character recognizes the unique condition that exists in the western unincorporated Route 25 area, and the intergovernmental role between the Village of Wayne and Kane County in responsibly planning for joint land use management of the area in the future.

4. Western unincorporated residential community
   - Working with Kane County and other units of government, ensure the adequate provision of basic community facilities and services, whether made through public or private services.
   - Acknowledge the different land use patterns and densities of this area as distinct from the current incorporated areas of the Village of Wayne while encouraging lot consolidation to better transition from smaller to larger lot sizes.
   - While protecting the unique natural resources of the area, stabilize and improve the overall quality of development.

Aesthetics / Physical Appearance

Goal: Assure that the predominant scale, arrangement and appearance of new development will be compatible with the rural equestrian character of Wayne.

Objectives:
1. Establish design guidelines and a design review process to ensure that development is in accordance with the desired character.
2. Locate utilities so as not to disrupt land uses, create a hazard, or adversely impact the environment. Encourage utility companies to bury overhead wires wherever possible.
3. Maintain and enhance roadside vegetation, and fences and hedgerows as an important element of community character.
4. Encourage the use of split rail or open board fences throughout the area to further accentuate the Village’s rural and equestrian heritage.
5. Discourage the use of subdivision entrance markers.
6. Minimize light spill-over across property lines from both public and private uses.
GOALS AND OBJECTIVES

Transportation

**Goal:** Adequately serve the transportation needs of the area while minimizing impacts to the design elements, which contribute to the “rural environment” of Wayne.

**Objectives:**
1. Direct high-speed, long-distance traffic on major, regional highways and freeways outside of the Village.
2. Continue to encourage the development, maintenance and improvement of a street system comprised of rural cross-sections.
3. Continue the Village policy of private local streets with homeowner association responsibility for maintenance.
4. Endorse the RTA/Metra proposed conversion of the EJ&E Railroad tracks to commuter train service, including a station or other facilities near Stearns Road in Bartlett, but opposing a station in the Village of Wayne. The railroad crossing of Army Trail Road must be safe, and any improvements must be compatible with the village’s character.
5. Recognizing the need for roadway capacity and safety improvements on Dunham Road, support a roadway design that includes the following: a rural cross-section, minimal roadway profile changes, maintaining the existing tree line, and minimal artificial illumination.
6. Due to the existing rural profiles of the local and state roadway network, the Village opposes the construction of the proposed Red Gate Bridge.

Community Services and Facilities

**Goal:** Provide essential services for the health, safety and general welfare of the residents.

**Objectives:**
1. Provide effective management and administrative services in a new Village Hall that can serve as a functional, architecturally compatible and visual focal point for the Village.
2. Develop an effective non-structural approach to storm-water management in the Village.
3. Continue the practice of on-site water supply and wastewater systems consistent with sound health standards, and explore the feasibility of alternative means of wastewater treatment for areas experiencing problems with septic systems on individual lots.
4. Create a new public works maintenance facility in an appropriate location.
5. Maintain the Wayne Facilities Planning Area for the purpose of planning and managing wastewater systems.
6. Provide full-time law enforcement of high quality with 911 service available to the residents of the Village.
7. Provide for / cooperate in the building of a new fire station within the Village of Wayne.
8. Work to improve the U-46 school district.
9. Maintain the Wayne Post Office within the Village.
10. Provide additional public open spaces and recreational facilities to serve community needs.
11. Encourage the private contribution of lands, development rights, or conservation easements to appropriate public or quasi-public organizations.
12. Encourage construction and maintenance of a bicycle path system and equestrian path system linking to the Illinois Prairie Path.
13. Provide for local convenience retail, service and professional office uses in a “traditional village center” environment.
14. Limit the number and extent of support services to be provided by the Village to those which are essential to a more rural residential community, and emphasize private initiative and responsibility for these services.

Natural Resources

Goal: Sustain a balanced relationship between the impact of community living and development with nature’s life support systems.

Objectives:
1. Avoid development in areas of substantial and excessive slope.
2. Protect lakes, rivers, streams, and wetlands from pollution and degradation.
3. Maintain adequate storm water drainage capacities of drainage
 GOALS AND OBJECTIVES

basins, floodplains and waterways.
4. Develop and maintain a non-structural approach to storm water management.
5. Protect underground aquifers from contamination, overuse and misuse, as a result of human activities.
6. Avoid development within regulatory floodplains and floodways.
7. Protect ground water recharge areas.
8. Conserve and enhance native trees and plants and other compatible vegetative cover, especially the woodlands.
9. Protect endangered wildlife and aquatic species, and enhance their habitats.
10. Mitigate adverse impacts of air pollutants, pesticides and fertilizers, odors, as well as sounds and artificial lights to minimize noise and light pollution.
11. Support the recycling of waste materials to the extent practicable.

Implementation and Intergovernmental Coordination

Goal 1: Quality of life gains for all residents within the Wayne Planning Area.

Objectives:
1. Coordinate to the extent practical with surrounding communities and county and regional agencies to ensure continuity and consistency of overall planning and development activities.
2. Work with local and regional agencies and organizations to meet planning objectives.
3. Coordinate and collaborate with the Forest Preserve District of DuPage County and the DuPage County Forest Preserve Police on matters of mutual concern.
4. Work with the St. Charles Fire Protection District to identify a mutually agreeable location for a new fire station within the limits of Wayne. Work with other governmental agencies in consolidating governmental facilities in a single “campus”.
5. Continue to seek grants, loans, and other sources of assistance from other governmental agencies.
6. Continue to encourage communication and collaboration among public service providers to ensure efficient and cost effective service provision.
7. Work with Kane County, and possibly other governmental agencies, to adopt the Route 25 Sub-area Plan as a joint land use resource management plan.

**Goal 2:** Implement Plan recommendations and policies to sustain values and realize community aspirations.

**Objectives:**

1. Maintain sound standards and procedures of fiscal management.
2. Implement a capital improvement program to address short- and long-term public improvements and facility planning.
3. Update the Zoning Ordinance to incorporate any basic recommendations for district classification, intensity of uses, conditional uses and the impact on accessory structures.
4. Establish and maintain consistency between the Comprehensive Plan and Zoning Ordinance.
5. Review the subdivision ordinance to ensure new and existing developments are held to contemporary and high quality standards.
6. Continue to seek grants, loans, and other sources of intergovernmental funding.
7. Continue to educate and inform citizens of the values, recommendations and policies of the Comprehensive Plan.
9. Identify and engage agencies, organizations, and community members willing to share in the responsibility for active implementation of the Plan.
GOALS AND OBJECTIVES

B. ROUTE 25 SUB-AREA

Goals and objectives for the Route 25 Sub-area Plan are listed below, and relate to the planning polices and recommendations for the Route 25 Sub-area discussed in Chapter IV, Section B of this Plan.

Land Use and Development

**Goal:** To encourage a development pattern that both meets the needs of area residents and complements stable and compatible development in Wayne.

**Objectives:**
1. Minimize occurrences of conflicting land uses; provide adequate buffers to shield residences from incompatible uses.
2. Recognize the range of residential densities in established residential neighborhoods in the sub-area while encouraging lot consolidation to maintain a pleasant and sanitary living environment.
3. Create a transition in the density and type of land uses between the very low density residential areas of the currently incorporated areas and the Village of Wayne.
4. Provide a broader range of housing types and prices to meet area needs.
5. Continue to improve the area’s physical appearance by encouraging rehabilitation of housing units in a state of disrepair.
6. Maintain Route 25 as a rural gateway to the Village.
7. Organize the commercial uses along Route 25 in nodes compatible with adjacent residential development and gradually eliminate industrial uses.
8. Provide for an appropriately scaled neighborhood commercial node along IL Rt. 25.
9. Consider the re-use potential for the former State of Illinois Boys School.
10. Work collaboratively with Kane County to realize these improvements.
Community Services and Facilities

**Goal:** Provide a safe, sanitary and comfortable living environment

**Objectives:**

1. Eliminate the health hazards resulting from failing septic systems in the area by assessing the feasibility of providing sanitary sewer connections to houses and by lot consolidation to provide adequate area for septic systems.
2. Prevent ground-water contamination by adequate disposal of waste and garbage and monitoring water wells.
3. Make available water and wastewater facilities to serve existing and new development, consistent with land use recommendations and polices of the Plan.
4. For the benefit of environmental quality, and the overall stability of existing and future land use patterns, work with the FRWRD to facilitate the expansion of the water and wastewater treatment system services in areas that are not suitable for private septic systems.
5. Enforce minimum lot sizes for new developments not serviced by sewer and water; ensure all new well and septic installations in the area are in compliance with the County’s codes.
6. County-wide minimum lot size standards may not be environmentally sustainable in some portions of the Route 25 Sub-area; consider the unique geology and hydrology conditions present as development in the area is cooperatively managed.
7. Restrict future development in floodplains and wetlands to open-space recreational uses to minimize disruptions to the natural drainage pattern.
8. Maintain and encourage the use of public and quasi-public open spaces as recreational venues.
9. Provide park and open space land opportunities within each neighborhood area.
GOALS AND OBJECTIVES

Transportation

Goal: Establish a transportation network that provides convenient access to all developments in the community for residents and for service provision vehicles like emergency vehicles and snow plows.

Objectives:
1. Provide consolidated and coordinated access to Route 25 to serve newly developing areas and to minimize the number of curb cuts.
2. Implement infrastructure improvements to maintain roadways in a good usable condition.
3. Provide roadways to better interconnect the existing residential neighborhoods in the area and future developments west of Route 25 to create a cohesive community feel instead of fragmented development.
4. Particularly for those areas which are tributary to the Fox River, make street and related drainage corridor improvements which stabilize stream corridors and minimize erosion. Aggressively enforce and preclude illegal dumping in these areas.

Natural Environment

Goal: Protect the natural environment and leverage it as the area’s most significant asset.

Objectives:
1. Protect the natural flora and fauna in floodplains and wetland areas.
2. Improve the quality of Fox River in the area to enhance its recreational value.
3. Preserve and develop the scenic views and features in the area to enhance its visual character and create a sense of pride in the residents.
4. Seek to protect wildlife migratory corridors.
Design

Goal: Maintain the overall sense of openness and rural atmosphere along the IL Rt. 25 corridor.

Objectives:
1. Establish a corridor setback for new development along IL Rt. 25, which will result in a sense of spaciousness and open space following development of the corridor. The setback area should consider appropriate design standards for common roadside improvements consistent with a rural character and quality.

Intergovernmental Coordination

Goal: Reach agreement and consensus between Kane County, the Village of Wayne, and potential other governmental agencies to adopt, and actively participate in Plan implementation.

Objectives:
1. Both the Village of Wayne and Kane County adopt the sub-area plan as a joint land resource management plan and as an element of their respective comprehensive land use plans.
2. Identify other government agencies who might also adopt the Plan and/or share a critical role in implementation and secure their commitment to the program.
3. The Village of Wayne will consider annexation of any portion or all of the area. The Plan should confirm or seek to modify any understandings or annexation boundary agreements with adjoining municipalities, as appropriate.
Chapter V
Long Range Plans and Recommendations

VILLAGE OF WAYNE, IL

COMPREHENSIVE PLAN and ROUTE 25 SUB-AREA PLAN
This chapter presents the Long-Range Land Use Plan for the Village over the next 10 to 15 years. While it is general and long-range oriented, it is specific enough to guide day-to-day planning decisions. It is also intended to be flexible in recognition of changing community conditions over time. Thus, the Planning Goals and Objectives in Chapter III should be used in combination with the Long-Range Plan in the decision making process.

The Long-Range Plan for Wayne largely reinforces the existing development pattern, and encourages compatible new development and redevelopment where appropriate. The Plan is divided into 5 major components – 1) land use, 2) transportation, 3) community facilities and services, 4) natural and environmental features, and 5) historic preservation. In addition, a separate land use plan has been prepared for the Route 25 Sub-area to provide an in-depth treatment of the unique conditions existing in the sub-area.

A. COMMUNITY WIDE LONG RANGE PLAN

1. Land Use Plan

The Land Use Plan illustrated in Figure 6: Community Wide Long Range Plan illustrates the pattern of land use and development for Wayne in the future. It provides the basis for formulating land use policies, providing adequate facilities, protecting natural resources and for guiding overall future development. Existing residential areas vary in character, and the Land Use Plan seeks to reinforce the overall pattern and density of land use. The Long Range Land Use Plan recommends the continued presence of a small Village Center along Army Trail Road, and an extensive open space system within the Village. Protection of the community’s natural resources is also an essential element in the Plan.

Land Use Classification

The Plan classifies land uses according to their intended use and intensity. The classification builds upon the Village’s vision and goals and defines the anticipated pattern of land use for the Village in the future. The classification includes:
• **Single Family Residential Uses** – This land use class consists of single family areas at the following density levels –
  - *Estate Residential*: which includes single family detached residential dwellings at a density not to exceed 1 dwelling unit for every 4 acres
  - *Community Residential I*: which includes single family detached residential dwellings at a density not to exceed 1 dwelling unit for every two to four acres
  - *Community Residential II*: which includes single family detached residential dwellings at a density not to exceed 1 dwelling unit for every two acres.
  - *Community Residential III*: which includes single family detached residential dwellings at a density not to exceed 1 dwelling unit for every one acre.

• **Commercial Land Uses** – The Comprehensive Plan includes two classes of commercial land uses.
  - *Community Commercial*: a commercial area, which provides a wide range of commercial and retail products and services on a community-wide scale, including larger master planned shopping locations. Community commercial areas tend to concentrate in retail activity including comparison shopping goods.
  - *Village Center*: this area is the central civic and business mixed-use “core” of the Village. It is to be improved on a unified planned and coordinated basis.

• **Light Industrial** – Light manufacturing, warehousing, distribution, research and development, and related low impact uses.

• **Public and Quasi-Public Land Uses** – which includes a range of uses appropriate to Wayne, including:
  - *Equestrian*: which include both commercial and private stables, boarding, and related facilities
  - *Institutional*: which includes Village facilities, schools, fire stations, the post office, churches and similar uses.
  - *Forest Preserve*: Natural preserves owned by the Forest Preserve Districts
FIGURE 6: COMMUNITY WIDE LONG RANGE PLAN
FIGURE 6: COMMUNITY WIDE LONG RANGE PLAN
LONG RANGE PLAN AND RECOMMENDATIONS

- **Open Space and Recreation**: which includes public and private parks and open spaces
- **Private Conservation Area**: which includes a privately owned parcel set aside for natural resource conservation

Land Use Policies and Recommendations

The future Land Use Plan for Wayne reinforces the character of the community by maintaining existing stable uses and promoting compatible new uses for undeveloped sites and areas that might undergo change. The specific areas that have the potential for development or redevelopment are addressed individually as “general community sub-areas” in the next section; policies that should guide overall future development of the Village are described below.

- Consistent with the overall policy of reinforcing the existing positive character, the Land Use Plan proposes maintaining Wayne’s established residential neighborhoods at their current densities. To preserve the character of the existing neighborhoods, the Plan further recommends compatible development or redevelopment where appropriate. Therefore, most of the residential development south of Army Trail Road between the Union Pacific and the EJ & E Railroads are proposed to remain at a density of one unit per 1-2 acres.

- Civic uses like the Village Hall and Post Office and neighborhood scale commercial establishments should ideally be located in or near the Village Center along Army Trail Road. Any development or redevelopment efforts within the Village Center should consider architectural and design consistency, compatibility with surrounding land uses, and be of a small, neighborhood serving level of use. Alternative locations for municipal and public uses could be considered if space or other constraints make development infeasible within the existing Village Center.

- Natural areas and open spaces should be preserved and protected. The Village should explore opportunities for expanding its open space system further and building new trails to link existing open spaces and trails to build an integrated network of green areas, including a potential bike trail extension south of Smith Road along the ComEd right-of-way (see Figure 8).
The Village should encourage natural landscaping using native plants on private properties to maintain the rural environment of the Village and to promote ecologically sensitive development. Native plants are best suited to local conditions and tend to have minimal water requirements. They are therefore ideally suited for conserving valuable water resources while maintaining a natural, green environment.

All new development should have access to adequate water supply and waste disposal system, whether they be private well and septic systems or publicly operated water and sanitary sewer systems. Access to these and other services, such as police and fire protection, should be important criteria for development approval.

General Community Sub-areas

Wayne is characterized mostly by stable development however, as mentioned earlier, there are several areas that have substantial potential for change. These areas are delineated in Figure 4: Areas Subject to Change; their characteristics and future development strategies are discussed below.

I - Area east of US Highway 59 – The Village limits extend east of US Highway 59 to include a new residential subdivision. Properties just north and south of this subdivision along Highway 59 are undeveloped. Jurisdiction over this area is not clearly defined by the boundary agreement between Wayne and Bartlett; therefore it is open to potential annexation by either community. The parcels in this area should be developed as single family detached residential on one acre lots, consistent with the existing surrounding development. New development in this area will place additional demands on existing facilities and services and this should be an important consideration in any future annexation discussions. Wayne should consider annexation of the area only if it can easily provide the needed facilities and services, possibly through special service areas. Wayne should also work with the Village of Bartlett to ensure that their development plans for the area if any, are consistent with its plans.

II – Surrounded Properties – A few parcels east of Munger Road between Smith Road and Army Trail Road remain outside Wayne even though they are surrounded by the Village of Wayne. Three parcels are occupied single
family detached residential uses and four parcels are undeveloped. The vacant parcels appear developable, and should be developed as single family detached residential with a minimum density of one dwelling unit per acre. A portion of the vacant land can be dedicated as park or open space to serve the residents in the area. The Village should explore the possibility of annexing these parcels.

Ill - Village Center – The Village Center is located just east of the Union Pacific Railroad north of Army Trail Road. Currently, the Village center includes the Village Hall, the Police Department, the Wayne Post Office, a convenience retail store and some small-scale service uses. The Village Center should be reinforced as a strong focal point for the community. For efficiency, the Village is planning to co-locate departments in a single new, larger facility. There is also the need for a fire station within the Village. Co-locating all these uses within the existing Village Center would help to strengthen its functional role in the community. Some concerns have been expressed there may not be enough space within the Village Center area to accommodate all these uses. If this is not feasible, alternate locations for new uses should be considered. Should the existing commercial uses between Powis Road and the E J & E Railroad north of Army Trail Road revert to private use, single family detached residential is preferred. However, if the Village chooses to relocate Village facilities in the future this would be an alternative location. In any alternative, the significance of the existing Village Center should be emphasized by continuing to provide community facilities and services.

IV - Hoffman Property – Located off Army Trail Road and just west of the Union Pacific Railroad tracks, the approximately 350 acre Hoffman property is the single largest vacant site within the Village limits. The property remains undeveloped except for a historic cemetery. Currently it is zoned residential and is designated as a Planned Unit Development. A part of the property on the southwest corner is covered by a wetland; other smaller wetlands are present on the east and the south sides. A large floodplain is present along Norton Creek flowing through the property. The property is rich in hydric soils and is currently drained by an extensive system of field tiles. Removal of this drainage system for development or other purposes might result in the resaturation of soils resulting in wetland conditions on the property, making it unsuitable for development.
The Hoffman property is of strategic importance to the Village because of its size and central location. The site is of questionable suitability for residential development due to the extent of existing hydric soil conditions. The Village’s preference for the property is 4-acre lot residential development, with open space as an alternative use, as only very limited areas are suitable for construction. Should development of the property be pursued, any proposal should provide for appropriate open space and recreation uses. Consistent with the Village’s goals of preserving the natural environment, floodplains and wetlands should be protected. The historic cemetery should be appropriately addressed in any development plans for the property. The eventual use of the Hoffman property is the subject of an eminent domain action filed by the DuPage County Forest Preserve District.

Besides contributing to the overall rural residential character of the Village, the Hoffman property can also serve to reinforce the historic center of Wayne. The Village Center is constrained by existing development and wetlands, limiting opportunities for expansion or location of new facilities. Locating uses such as a new Village Hall, fire station or new community oriented businesses and services on the property could potentially enhance the functionality and appeal of the historic center. The northeast corner of the Hoffman property, which is diagonally across from the Village Center, would be an ideal location for some of these facilities. The Village currently owns a vacant site in this area intended for a public or quasi-public use.

V - Area between Stearns Road and Rochefort Lane Northwest of the Village – This area includes several scattered vacant parcels, a few single family residences, a cemetery, and light industrial uses including a concrete casting and a waste recycling facility. The Kane County Department of Transportation has plans for realigning Stearns Road to create a new intersection with Route 25 and Dunham Road. Any development should consider the impact of this realignment. Parcels abutting the Pratts Wayne Woods Forest Preserve should be developed as low-density single family residential uses, or dedicated as open space to become part of the Forest Preserve. Parcels north of the Union Pacific Railroad can continue to be used for commercial uses compatible with neighboring uses.
2. Transportation Plan

Roadways

The Village of Wayne is bounded by several regional thoroughfares including IL Route 25 to the west, IL Route 59 to the east, IL Route 64 to the south, and Stearns Road to the north. These roadways serve as important regional and local access corridors. Wayne should continue to promote the use of regional traffic corridors outside its boundaries, resulting in minimum disruption to its residential neighborhoods. The Village should monitor improvement activities on these roadways to assess potential impacts on its local road network and the quality of life within the community. Consistent with this concept, the Village’s Functional Street Plan is illustrated in Figure 7.

The Kane County Department of Transportation (KDOT) is planning to realign Stearns Road with IL Route 25 and Dunham Road to create a standard four-legged intersection. KDOT is also planning to connect Stearns Road to Randall Road with a four lane bridge over the Fox River. Both these improvements will improve traffic flow and provide a new east-west thoroughfare north of Wayne. The Village should support this proposal and work with KDOT to ensure that the design of the new alignment contributes positively to the area.

Besides the regional routes discussed above, three other regionally significant routes, Army Trail Road; Kirk / Dunham Road; and Powis Road pass through the Village of Wayne. These roadways traverse the length and width of the Village and greatly influence its physical environment. The Army Trail and Dunham Road intersection is located at the heart of the nationally significant Oaklawn Farm Historic District. Army Trail Road also passes through the other historic district located further east. Maintaining these roadways as rural, low traffic routes through Wayne is critical for sustaining the Village’s rural character and its community cohesiveness. The Village therefore promotes maintaining these roadways as primarily local access, with no additional traffic in the segments that pass through Wayne.

KDOT is also planning the widening of Dunham Road to a four lane roadway from IL Route 64 to IL Route 25. This widening would provide greater capacity for the flow of regional traffic on the roadway but could negatively impact the Oaklawn Farm historic district located at the intersection with Army Trail.
Road. The County understands Wayne’s desire to maintain its rural character and intends to work closely with the Village to ensure minimum disruption to community character from any transportation projects. Wayne should coordinate with the County to ensure that the character and setting for this nationally significant historic district is preserved.

Another plan proposed by St. Charles and supported by KDOT involves extending the Red Gate Road over the Fox River via a new bridge to connect to IL Route 25 east of the river. This bridge crossing is proposed near Army Trail Road, and can lead to a significantly increased traffic volume on the roadway. This increased roadway traffic is inconsistent with Village objective of maintaining regional circulation routes at the perimeter of the community and would further disrupt the quiet, rural character of Wayne. Thus, the Plan opposes the Red Gate Bridge proposal. Any rerouting of traffic across the Fox River should provide a clear connection to Stearns Road and/or IL Route 64.

All other roadways in Wayne should be maintained as 2-lane local roadways with rural cross-sections carrying little or no regional traffic. Appropriate plantings and landscape enhancements should be encouraged along the roads to contribute to the rural character of the Village. Traditionally, most local roads within the Village have been privately owned and maintained. This practice is currently permissible in the subdivision ordinance of Wayne and is expected to continue into the future. Currently, Wayne does not have the resources for public works operations like roadway maintenance which limits its ability to annex areas being serviced by public roads, absent the establishment of special service areas to fund such maintenance.

As a part of its previous Comprehensive Planning effort in 1991, Wayne had adopted design guidelines for several sections of Army Trail Road, which passes through the center of the Village and through both its historic districts. The design guidelines (listed in the Appendix) are aimed at maintaining and enhancing the character of this historic and rural roadway. The Village should review and update the design guidelines and take the steps necessary for enforcing them.
FIGURE 7: FUNCTIONAL STREET PLAN
FIGURE 7: FUNCTIONAL STREET PLAN
Equestrian, Bike and Pedestrian Paths

The Illinois Prairie Path, a regional trail passing through Wayne, presents a unique opportunity for the Village to expand its existing local trail network and to connect to a larger regional system. All new development and redevelopment projects in the Village should be encouraged to explore opportunities for providing walking, biking and riding trails and linking them to existing trails. As indicated on Figure 8, key regional connections from the Prairie Path to existing bikeways in West Chicago to the south and the Tri-County State Park to the north should be considered.

Wayne also benefits from the presence of an extensive equestrian trail system. Wayne should explore opportunities for linking existing trails to create an extensive green network easily accessible from different parts of the Village. The Plan encourages the maintenance and expansion of this system and also encourages the installation of designated equestrian crossings. Adjacent to the “Lamplight” facility on Dunham Road, a stoplight to facilitate equestrian crossing may be merited. Plans for new development or redevelopment should consider appropriate legal authorization, whether by easement or otherwise, for public access to new equestrian trails or trail extensions and connections.

3. Community Facilities and Services

Historically, a strong spirit of community volunteerism and private initiative has made for the provision of community services and facilities in Wayne. It was only in 1983 that the Village started to levy local real estate taxes, prior to which property owners made voluntary contributions in lieu of taxes. Local real estate taxes now form a significant portion of its revenue for funding these community services. The spirit of volunteerism amongst its residents strengthens the sense of community in Wayne and should continue to be a driving force behind community operations. However, the changing needs of the community continue to place additional demands on services and Wayne should strive to provide the highest quality services to its residents consistent with its rural character.

The Village should explore the feasibility of developing a new Village Hall in the Village Center to accommodate its various administrative and operating
functions like the police department and other facilities into a single, modern facility. The local post office should be maintained within the Village Center. Local convenience retail, service and professional office uses should be provided in the Village Center area to serve the needs of the residents, thereby reducing trip generation on arterials and encouraging greater local sales tax revenue. The Village should also work with the St. Charles Countryside Fire Protection District to locate a fire station within Wayne to improve response time for emergencies.

Natural drainage courses and open swales currently convey the vast majority of storm water in Wayne. The Village should continue to promote this “nonstructural” form of storm water management. Recognizing that the primary means of water supply and waste water treatment for the Village is through private wells and septic systems respectively, Wayne should aggressively enforce standards to ensure that private septic tanks are adequately maintained. It should also monitor ground water quality to ensure safe drinking water supply in the wells.

4. Natural and Environmental Features

Wayne and its surrounding area is endowed with striking natural features such as the Fox River and large natural open areas protected as Forest Preserves. Figure 8: Environmental and Natural Resources illustrates the significant natural features in the planning area including river and creek systems, Forest Preserves and other open spaces, floodplains and wetlands.

Wayne should maintain all existing protected open spaces and work to develop an extensive interconnected network of natural areas through further land acquisition. The Village should protect its natural environment by restricting development in sensitive areas like floodplains and wetlands. New developments should incorporate parks and recreational open spaces for common use by neighborhood residents as well as open space corridors connecting to other parts of the Village.

5. Historic Resources

Wayne should continue to preserve its nationally significant historic districts – the Oaklawn Farm and the historic Village Core. The Village should
FIGURE 8: ENVIRONMENTAL & NATURAL RESOURCES
FIGURE 8: ENVIRONMENTAL & NATURAL RESOURCES
consider adopting and enforcing design and land use guidelines to regulate development and redevelopment efforts within the historic districts and their vicinity. The vitality of these districts should be maintained by providing appropriate community uses. For example, Town Center uses like the Village Hall, the post office and local businesses should continue to be in or near the historic Village core to maintain its functionality as a focal point for the Village.

Besides the historic districts, Wayne has numerous historically and architecturally significant structures worthy of preservation. Adaptive reuse of historic but usefully obsolete structures like barns and similar outbuildings should be encouraged to maintain an economically feasible use. The Village should consider adopting design guidelines to guide overall historic preservation efforts within the Village.
B. ROUTE 25 CORRIDOR SUB AREA PLAN

The Illinois Route 25 corridor sub-area includes the northwestern portions of the Village’s planning area. The area sustains a great diversity of land uses including a range of residential types and densities, commercial and industrial uses, public and institutional uses and a variety of natural features. Existing land uses within the area are illustrated in Figure 2: Existing Land Use. In recent years, the corridor area has been subject to development and redevelopment pressures and change has begun to occur.

Planning Issues

The Plan addresses several major issues facing the area; these issues are summarized below.

1. Community Character – The west side of Route 25 is substantially different in character in comparison to the area to the east. The eastern part is very low density in character and mostly vacant, while the area to the west
is largely developed and suburban in character. IL Route 25 divides these two areas, and the Village of Wayne is interested in assuring the overall character of the area as viewed from the corridor is “rural” in nature, while at the same time allowing the area to the west to continue to develop in accordance with the varying densities in the Plan.

2. **Land Use and Building Conditions** – Kane County has actively pursued improvements in the Valley View area over the last several years. While new development is occurring, there is still a need for continued code enforcement to improve overall building and site conditions in the area as a whole.

3. **Roadways and Community Facilities and Services** – The existing road network is not well connected and parts of it need serious repair. Drainage issues are frequently the result of a poorly conceived and improved street system. Areas of steep slope tributary to the Fox River are experiencing significant soil and creek way erosion. The Route 25 sub-area is generally lacking in adequate community facilities. Public spaces like neighborhood parks and other recreational venues, convenience retail and service businesses are also inadequate and not easily accessible from most parts.

4. **Environmental and Natural Features** – The area’s environmental and natural features including the Fox River, the significant wooded areas, the Forest Preserves and the Fox River Trail are probably its most valuable assets. In addition, migratory routes for birds and other wildlife species pass through the area. While some of these natural areas are protected as Forest Preserves maintained by Kane County, others remain under private ownership. There is a need to increase the amount of protected open space in the area and to creating an integrated green network accessible from all different parts of the Sub-area.

5. **Utilities – Water, Waste Water and Storm Water** – Except for a small portion of the area represented by the Skyline subdivision, the Route 25 sub-area depends on private wells and septic tanks for drinking water and waste water treatment respectively. The soil conditions in the area are not suitable for septic fields and, a significant number of the well and septic systems in the area do not meet minimum sanitary requirements, posing some threat to the healthy development of the area. FRWRD has plans to expand service in the Route 25 sub-area, however topographical and financial constraints
suggest that it might not be a realistic option for a significant portion of the Route 25 sub-area. Storm water management in the area is mainly through natural drainage channels.

6. Annexation and Land Use Control – The sub-area is currently unincorporated Kane County and therefore the County has zoning and land use control over the area. The sub-area is however also within Wayne’s extraterritorial planning jurisdiction and therefore the Village has planning control over the area through subdivision regulations. Also, Wayne could potentially annex parts or all of the sub-area to include it within its limits in the future. Wayne would be interested in annexing areas that are compatible with its existing character. These areas generally include the part of the sub-area east of Route 25, the redeveloped Midwest Groundcovers site and the Whitmore development.

A Joint Land Resource Management Plan

The Village of Wayne and Kane County have worked together to prepare the Route 25 Sub-area Plan as a Joint Land Management Resource Plan for the area under the Local Land Resource Management Planning Act (50 ILCS 805/1 et. seq.).

The Plan is a result of active participation by the Village of Wayne and Kane County. During the planning process, several meetings were held to identify major issues and opportunities in the area and to prepare alternative development concepts. Recognizing the importance of involving other stakeholder agencies in planning the area, the Village hosted a special meeting to gather their input. Invited agencies included – Kane County Department of Transportation, Kane County Forest Preserve District, St. Charles Township, St. Charles Park District, St. Charles School District, St. Charles and Countryside Fire Protection District and FRWRD.

The Route 25 Sub-area Plan presents a shared and a mutually agreed upon vision for the Route 25 Sub-area and can therefore be jointly adopted by Wayne and Kane County by a joint resolution and intergovernmental agreement to this effect.
The Joint Land Resource Management Plan is an important step in planning for the future of the Route 25 Sub-area. It establishes common goals and objectives and builds the foundation for future intergovernmental actions and programs for improvement and development of the area.

1. Land Use Plan

The Land Use Plan for the sub-area is illustrated in Figure 9: Route 25 Sub-area: Long Range Plan. It provides a basis for formulating land use policies, providing adequate facilities, protecting natural resources and for guiding overall future development in the Route 25 sub-area. The Plan proposes future development that is responsive to the needs of the Valley View area and is compatible with the adjacent established neighborhoods in Wayne. Like the Community Wide Plan, the Route 25 Sub-area Plan builds on the existing development pattern in the area with improvement recommendations to promote and sustain a healthy, vibrant living environment.

Land Use Classification

The land use classifications used in the future Land Use Plan for the Sub-area are similar to the classifications used in the Community Wide Plan. Some additional classifications have been introduced to accommodate the different conditions in the sub-area. New land use classifications include –

- **Single Family Residential Uses** – Single family areas at the following higher density levels –
  - *Community Residential IV*: which includes single family detached residential dwellings at a density not to exceed 1 dwelling unit for every 20,000 sft.
  - *Community Residential V*: which includes single family detached residential dwellings at a density not to exceed 1 dwelling unit for every 7,500 sft. This land use is restricted to areas serviced by water and sewer.
- **Mixed Residential** – A mix of detached single family units and town-home dwellings
- **Mixed Use Redevelopment** – Redevelopment with a mix of residential uses (attached and detached units) and compatible commercial uses
The Area East of Route 25

The unincorporated area east of Route 25 is made up of several large vacant properties and a few commercial establishments along Route 25. The area south of Courier Avenue is currently used by a landscaping contractor. The vast majority of the area along the Rt. 25 corridor is currently vacant.

Lands east of Rt. 25 adjoin properties in Wayne with lot sizes of 4 or more acres. The Land Use Plan recommends the unincorporated area be similarly treated. A continuation of estate residential development is proposed for the area, adequately buffered from Route 25 by providing a landscape setback of 100 feet. This setback will buffer the residential development from the negative traffic impacts and maintain the open and rural look along Route 25 desired by the community. Commercial land uses are not recommended for this area, and are more appropriate along the west side of the corridor. New residential development should also provide for parks and open space to accommodate the recreational needs of its residents. Several areas of natural resource significance like rare species habitats exist in the area under private ownership; the Village should work with the County and the Forest Preserve District to protect these areas to the greatest possible extent. It is expected the equestrian trail system would be extended throughout this area as well.

The area currently operates on a system of private wells and septic tanks and is expected to continue that way in the foreseeable future, although FRWRD's Facilities Plan indicates the agency's intent to expand sewer and water service to this area by 2040. While potable water service may be desirable, the need for wastewater collection and treatment with minimum lot area of four acres or greater is unlikely.

Limited direct access from Route 25 is recommended to include three key intersections - Lincoln Street, Courier Avenue and Robert Road. Access to individual lots should be through an internal network of local streets that should be built as the area develops. The new street network should be designed to provide adequate connectivity with the existing street network in Wayne.

The development intensity and character of the area east of Route 25 is proposed to be very similar to that of Wayne; the Village could potentially annex this area in the near future.
FIGURE 9: ROUTE 25 SUB AREA LONG RANGE PLAN
FIGURE 9: ROUTE 25 SUB AREA LONG RANGE PLAN
Area West of Route 25

Except for a number of larger scattered vacant sites, the area west of Route 25 is substantially developed. The predominant use of the area is single family residential of varying densities with lots ranging from 7,500 square feet to 20,000 square feet in size. Some commercial uses and a light industry are situated south of Courier Avenue along Route 25 (See Figure 2). A large commercial nursery, Midwest Groundcovers, is located at the north end of the area. In addition, the area sustains two large institutional uses – the Riverwoods Christian Center and the Illinois Boys Home, a juvenile detention facility. The Boys Home is closed and future use of the site is subject to change, presenting a significant redevelopment - reuse opportunity.

The Fox River, which forms the western edge of the sub-area, is a wonderful natural amenity. The Fox River Trail winds along it linking the two Forest Preserves in the area and ultimately connecting to the Prairie Path trail further north. The Forest Preserve District maintains two Forest Preserves in the area providing public open space. However, the river as well as the Forest Preserves are not easily accessible from all neighborhoods in the area and remain underutilized. The area is also severely lacking in neighborhood parks and recreational spaces. Besides a small park along the river, none of the area neighborhoods have public open spaces.

While the Fox River lends a strong natural character to the Route 25 sub-area, it also creates development challenges due to associated topography and drainage patterns. Slopes ranging from 13% to greater than 19% are common along the Fox River rendering the land vulnerable to erosion and relatively difficult to develop. While storm water drains down quickly into the Fox River in the steeply sloped areas, the flow is less direct in other areas.

As discussed earlier, because soils in the area have severe limitations for septic fields, most of the sub-area depends on on-site septic tanks for wastewater treatment. Soil conditions and steep slopes also make sewer and water service challenging and expensive. Therefore, even though FRWRD has plans to ultimately provide service to the entire Route 25 sub-area, the financial feasibility of service is questionable. Figure 10: FRWRD Waste Water Collection Plan illustrates existing wastewater facilities and issues in the area.
Consistent with the proposed community-wide Land Use Plan, the Route 25 Plan proposes strengthening existing residential neighborhoods through redevelopment and rehabilitation to meet safety and sanitary standards. Recognizing the existing range of residential types in this area, the Plan recommends allowing residential development at densities reflective of current overall conditions, but encouraging lot consolidation to meet lot area requirements for septic and well systems. Existing developments that might potentially change, namely the Illinois Boys’ Home and Midwest Groundcovers are designated uses compatible with adjacent development.

The most significant aspects of the Land Use Plan for the area west of IL Route 25 are as follows –

- Provide a landscape buffer within wide setbacks along Illinois Route 25 to maintain it as an open, green corridor of a rural character. Provide a 50 feet wide setback along the western edge and a 100 feet setback along the eastern edge which is still mostly undeveloped. The setbacks should be provided from the edge of the roadway right-of-way.

- Promote consolidation of residential lots to a minimum of 20,000 sq. ft. in size. Currently, sewer service is available only in a part of the Skyline Estates neighborhood and a large number of houses in other non-serviced parts are situated on lots as small as 7,500 sq. ft. in size. These lots should be consolidated with adjacent vacant lots wherever possible to ensure proper functioning of their septic systems. In the future, if water and sanitary sewer service become available, these areas could support a higher residential density of 10,000 sq. ft. lots.

- New subdivisions and development should be served with wastewater collection and treatment, and should be considered for annexation to the Village of Wayne. For example, the Whitmore Development being proposed south of Courier Avenue can be considered for annexation in the future. To the degree practical, work with the Fox Valley Wastewater Reclamation District to extend waste collection systems to serve existing developed portions of the area. The Plan recognizes that this may be difficult because much of the existing development lies on shallow bedrock and is tributary to the Fox River, requiring wastewater lift stations.
FIGURE 10: FRWRD WASTE WATER COLLECTION PLAN
FIGURE 10: FRWRD WASTE WATER COLLECTION PLAN
• Incorporate neighborhood parks with new residential development and redevelopment projects to provide adequate recreational opportunities for residents. Park space should be provided in accordance with the National Recreation and Park Association standard of approximately 10 acres of park space per 1,000 people. The concept map suggests general locations for park sites.

• The Forest Preserve District of Kane County currently maintains two significant Forest Preserves in the area. These natural areas should be maintained and additional areas of environmental significance including any migratory corridors for birds and wildlife should be identified for preservation. The Forest Preserve District indicated that its strategy for the area is targeted at acquiring land contiguous to its existing preserves. The District is also interested in acquiring isolated parcels of land that might be of particular environmental significance such as the habitats of rare plant or wildlife species. The Village of Wayne should work with the Forest Preserve District to develop a mutual strategy for land acquisition such that significant natural areas can be preserved.

• Provide a green buffer along the realigned Stearns Road according to KDOT’s Plan. This would add substantially to the open space network in the area and protect sensitive areas like the South Elgin Fen.

• The Illinois Boys Home site presents a unique opportunity for the area. The northern end of the site should be redeveloped as open space that can connect and add to the existing Forest Preserves in the area. The southern area should be redeveloped as a mixed-use site offering a variety of detached and attached residential dwelling options as the primary use. Other uses like supporting commercial or recreational uses might also be included in the mix of uses if they are appropriately designed and do not negatively impact surrounding land uses.

• As the Midwest Groundcover site becomes available for redevelopment, promote the development of single family residences on 1 acre minimum lots. If water and sewer service is made available in the future, a part of the site could be developed as higher density residential. Ideally this would comprise a unified planned development, which coordinates all improvements as part of a master plan. A well planned roadway network
with key connections to Route 25 should be an important part of the new development. The Lincoln Street intersection and another possible new intersection further north can be developed as key access points from Route 25. This redeveloped residential area can also be considered for future annexation by Wayne.

- Provide a neighborhood commercial node along Courier Avenue to provide convenience based retail and service uses for the neighborhood residents. This node should be comprised of businesses that do not require direct exposure from IL Route 25. Commercial uses should be accommodated only west of IL Route 25 to facilitate the provision of water and sewer service. Commercial development should be of high quality and visually attractive.

- Industrial uses within the area are not compatible with the overall pattern of land use for the area. Over time, these uses should be phased out and redeveloped consistent with the Land Use Plan.

2. Transportation

**Roadways**

Primary access to the Sub-area is provided by Illinois Route 25. A significant aspect of the Plan is limiting curb-cuts along Route 25 and restricting access only to key intersections. Robert Road, Courier Avenue and Lincoln Street should serve as the key access roadways to access development along Route 25. These key roadways should connect to an internal, local street network to provide local access. Individual property access should not be allowed along the corridor. This will facilitate the smooth flow of traffic along Route 25 and help maintain Route 25 as a "green corridor" and rural gateway to the Village of Wayne.

The area currently has poor connectivity between residential neighborhoods. Even though right-of-way is available, in several instances it is lying vacant instead of being developed as a street. As the area redevelops, the vacant rights-of-way should be developed as roads to facilitate local traffic movement and greater accessibility within the area. Where vacated rights-of-way are
not proposed to be used as roadways, they can be consolidated with existing parcels to increase lot sizes.

**Bike, Pedestrian and Equestrian Paths**

The Fox River trail runs along Weber Drive connecting the two Forest Preserves in the area and to the Prairie Path further north in Elgin. The Fox River trail and the Forest Preserves located along the Fox River are wonderful recreational amenities in the area but they lack convenient access from several residential areas. To facilitate better utilization of existing amenities, a coordinated network of pedestrian, bike and equestrian paths should be developed in the area, both along roadways and as separate trails. Bike paths and pedestrian sidewalks should be incorporated alongside vehicular streets as vacant rights-of-way are developed in the future.

**3. Joint Management Strategies with Kane County**

The Route 25 sub–area is unincorporated Kane County and therefore the County has land use control over the area. The area however also falls under Wayne’s Extra-Territorial Jurisdiction (ETJ), granting the Village certain planning authority.

**Development Regulations** – Kane County has land use control over the sub-area and as such, its official zoning ordinance should provide the land use zoning for the area. At a minimum, the County should maintain its overall current zoning classifications in the region. The established residential neighborhoods that are expected to remain residential in the future and are not currently zoned residential, should be rezoned to appropriate residential zoning classifications. Areas that are expected to undergo land use changes should be considered for rezoning when development is proposed consistent with the Sub-area Plan or if there is a possibility of annexation.

Kane County’s subdivision ordinance or joint plan development efforts between Wayne and Kane County in implementation of this Plan should be used to regulate development characteristics in the area like density, design, open space, roadway access, and storm water drainage. However, in areas that might be of annexation interest to Wayne, it can use its planning authority to enforce its subdivision regulations. The Village should review and
update its subdivision and zoning ordinances to ensure applicability to areas in the Route 25 Sub-area that it might annex in the future. As mentioned earlier, Wayne’s subdivision regulations currently allow and encourage private ownership and maintenance of local streets. This practice is expected to continue in the future because of the Village’s limited resources for maintenance. This should be a significant consideration during annexation discussions especially for areas that are already serviced by public roads. Consequently, annexation agreements should provide for special service areas for roadway maintenance.

**Development Approval Process** – Development proposals in the Route 25 Sub-area should follow the County’s procedures for securing approval. All redevelopment and new development proposals should be consistent with the Route 25 Sub-area Plan. They should comply with Kane County’s zoning and subdivision ordinances and other development approval procedures, including the Route 25 Sub-area Plan. If the area is being considered for annexation to Wayne, the development should also comply with its development regulations.

**Community Facilities and Services** – Provision of adequate community facilities should be a cooperative effort between the government agencies and developers in the area. Park sites and open spaces should be integrated in all new residential development. Wayne and the County Planning Department should work with the Park and the Forest Preserve Districts to protect high quality natural areas and create opportunities for increasing recreational open space in the area.

The Village and the County should work with FRWRD to assess needs and explore the feasibility of expanding sewer service in the area. County-wide minimum lot standards for septic tank use may not be environmentally sustainable in portions of the Route 25 Sub-area with unique geology and hydrology. As development is cooperatively managed in the future, these unique conditions should be considered if development is approved without sewer service. Storm water management is another important consideration and should be an important element of the development regulations and codes for the area.
**Transportation** – Wayne and Kane County should work with KDOT and the St. Charles township government to ensure that the existing roads in the area are well maintained. The County has used Community Development Block Grants (CDBG) in the past for roadway and infrastructure improvements in the area; it should continue to explore such funding opportunities. As the area redevelops, new roads should be built as necessary to improve access and street connectivity. Currently, there are several instances of vacant right-of-ways in the area; the Village and the County should work with the township to determine which rights-of-way should be used to build roads in the future and which should be vacated.

**Annexation** – All of the Route 25 sub-area is currently under Wayne’s ETJ established by boundary agreements with the neighboring municipalities. The area is therefore open to annexation by Wayne in the future. Although annexation decisions will mostly depend on the Village, they should be based on discussions with the County and guided by the Plan recommendations. The general area that the Village might consider for annexation in the future, are similar to its existing character or are expected to develop in a similar fashion. These areas generally include the part of the sub-area east of Route 25 and contiguous to Wayne, the current Midwest Groundcovers site when it redevelops and the Whitmore development.
Chapter VI
Plan Implementation

VILLAGE OF WAYNE, IL

COMPREHENSIVE PLAN and ROUTE 25 SUB-AREA PLAN
The planning process is in motion in the Village of Wayne. Preparation and adoption of this Comprehensive Plan is an important step in the process – it sets forth an agreed upon “road map” for Wayne for the next ten to fifteen years. The Comprehensive Plan update is the result of considerable effort on the part of the Wayne Plan Commission and the Village Board and, it has benefited immensely from participation by Kane County. The Route 25 Sub-area Plan, which has been prepared as a part of the Comprehensive Plan, is a joint planning effort by the Village and the County. Wayne should maintain this momentum and continue follow-up actions to implement and update the Plan to ensure that it has the desired impact on the community.

The Implementation Plan has two main sections – A) Implementation Actions which identify and prioritize a range of Plan recommendations and, B) Plan Review and Update which discusses how the Plan should be updated in the future to maintain relevance. Both sections address the Route 25 Sub-area Plan separately to include joint management strategies with Kane County.

A. IMPLEMENTATION ACTIONS

Implementation actions translate Plan recommendations into a series of actions that can be accomplished over the planning horizon. These actions help in realizing the Plan goals and objectives and are therefore an important and integral part of the Plan.

Implementation actions can include a range of administrative actions, undertaking additional studies and reviews, development regulations updates, capital improvement projects and other appropriate procedures designed to further the Plan recommendations.

1. Community Wide Plan

Administrative Actions

Administrative actions do not typically require a significant new allocation of funds but are often the first steps in the implementation process that need to be undertaken prior to other recommended actions. Therefore, they should be treated as high priority projects and undertaken within a relatively short time frame.
1. **Adopt the Comprehensive Plan** – Wayne should officially adopt the Comprehensive Plan so that it can serve as the basis for future actions and guiding planning activities in the Village.

2. **Review and Update Development Regulations** – The adoption of the Comprehensive Plan should be followed by a detailed review and needed updates to the Village’s development regulations including the Zoning, Subdivision and Historic Preservation Ordinances.

   The Village Code includes a Historic and Rural Preservation Program (HARP) which is aimed at preserving and enhancing the historic and rural character of the Village mainly through monetary and land donations from residents. The Village should review and update the Program to ensure that it remains relevant to current circumstances.

   **Zoning Ordinance Review** – The zoning ordinance review should take a detailed look at the existing zoning designations and updates should be made as required to ensure consistency with the Comprehensive Plan recommendations. This is an important step in maintaining the integrity of established neighborhoods and equestrian amenities within the Village and ensuring that new development is compatible with it.

   **Subdivision Ordinance Review** – The subdivision ordinance should also be reviewed comprehensively; there are specific areas that should be given detailed consideration –
   
   - Maintaining desirable development density
   - Landscaping and vegetation requirements
   - Ensuring safe water supply, sanitary waste water treatment and effective storm water drainage
   - Restricting building in floodplains and wetlands
   - Dedication of park space in new residential developments and connections to existing and proposed open space areas
   - Incorporating design guidelines for aesthetic control

3. **Prepare and Adopt a Capital Improvement Plan** – The Village should prepare and adopt a Capital Improvement Plan (CIP) to prioritize and implement the capital improvement projects recommended in the Comprehensive Plan and to maintain its existing facilities. The Village
should also prepare a CIP budget to allocate available funds and explore supplementary funding sources for its capital projects. The new capital projects identified in the Plan include -

- Village Hall – to provide a modern, consolidated facility in the Village Center to house all the Village departments
- Fire Station – locating a new fire station within the Village to improve current emergency response times. Wayne should work with the St. Charles and Countryside Fire Protection District to determine a suitable location and funding options for the fire station.

Special Studies and Projects

Implementation of some of the Plan recommendations requires additional specialized studies to reach specific policy and / or improvement strategies. These studies can lead to definite recommendations that can be incorporated in the CIP or implemented through other follow-up administrative actions. These include –

1. Trails and Open Space Network Study – Besides the trails maintained by the Forest Preserve Districts, the Village has an extensive system of equestrian trails. The Village should undertake a study to map all the existing trails, document ownership or control thereof, and identify opportunities for creating additional trails to create an integrated green network as recommended in the Comprehensive Plan.

2. Hydrological Study – Village residents obtain their water from private wells that tap into aquifers located below the earth’s surface. Groundwater quality is consequently an important concern for Village residents. This concern is further accentuated because the Village also uses private septic tanks for wastewater treatment even though soil conditions are not very suitable for septic fields. The Village should initiate a hydrological study to monitor ground water quality in the area and track any possible bacterial or other source of contamination that might render it unfit for consumption.

3. Design Guidelines – The Village should prepare and adopt design guidelines to provide aesthetic guidance for development throughout the
Village, in particular for commercial uses. These should include building design guidelines, roadway and right-of-way design guidelines to maintain the rural character of the Village, and guidelines for preserving the character of historic districts and structures in the Village.

The Village had adopted design guidelines for a part of Army Trail Road as a part of its Comprehensive Plan in 1991. These guidelines should be reviewed and updated. The Village should then take the appropriate administrative steps to enforce these guidelines.

Intergovernmental Cooperation

Wayne is situated in the midst of a complex planning environment shaped by the activities of several governmental agencies including the neighboring municipalities, the County, the Township and service districts like the Park, Fire Protection and the School Districts. Effective coordination between the Village and these agencies through meetings is therefore important for the successful implementation of the Plan.

The Village should continue to build on the process of intergovernmental coordination started during the comprehensive and the sub area planning process. The agencies that Wayne should work closely with include –

- Kane County Development Department – To guide the future development of the Route 25 Sub-area.
- Kane County Department of Transportation (KDOT) – To ensure that KDOT’s improvement projects for the area are consistent with the Village’s desires and its best interests.
- St. Charles and Countryside Fire Protection District – To locate a new fire station within the Village to improve emergency response times and, to ensure continued high quality service.
- Forest Preserve Districts of Kane and DuPage Counties – To maintain and expand the existing open space network in the area and to preserve the area’s valuable natural resources.
- FRWRD – To explore feasibility of sewer service provision in the Route 25 Sub-area in the future and its potential impact on development patterns in the area.
2. Route 25 Sub-area Plan

Administrative Actions

1. **Jointly adopt the Route 25 Sub-area Land Resource Management Plan** – The Village should work with Kane County to jointly adopt this plan under the Local Land Resource Management Planning Act (50 ILCS 805/). The Plan can then serve as the basis for adopting implementing ordinances to accomplish plan recommendations.

2. **Review and Update Development Regulations** – The sub-area is currently unincorporated Kane County and within Wayne’s extraterritorial planning jurisdiction. The County has zoning authority over the area while the Village can exercise planning control through its subdivision regulations and municipal zoning protest procedures for unincorporated areas. The County should review its current zoning for the sub-area to ensure consistency with the adopted Plan. Similarly, the Village should review and update its subdivision ordinance to ensure applicability to the sub-area conditions.

3. **Capital Improvement Program (CIP)** – The County with the assistance of Wayne, should develop a Capital Improvement Program for the Route 25 Sub-area to identify and prioritize improvements needed in the area. Consistent with the Act, the CIP should include a three-year program for capital projects.

**Intergovernmental Cooperation**

The Route 25 Sub-area Plan is based on a foundation of intergovernmental cooperation. Continued coordination between Wayne and Kane County, who are joint partners in the Plan, is essential to its success. As discussed earlier, several other agencies provide and maintain public facilities in the area. The Village and the County should also seek active involvement of these agencies for accomplishing Plan recommendations.
The Comprehensive Plan, including the Route 25 Sub-area Plan, is not a static document; the planning process must be continuous. The Plan should be monitored and updated on a regular basis. The need for Plan amendments is the result of many community influences. Most frequently, these are brought about by changes in attitudes or emerging needs not foreseen at the time of Plan adoption. The following paragraphs describe the procedures, which apply to any amendment of the Comprehensive Plan.

Day-to-Day Monitoring and Administration

In order for the Plan to be "maintained" and updated in a timely manner, the designation of an agency / individual responsible for coordinating planning activities, receiving community input and comments, and providing and disseminating information regarding the Comprehensive Plan is required. The Plan Commission and Village Board are ultimately responsible for implementing the updated Plan with assistance from the Village staff while the responsibility for the Route 25 Sub-area Plan lies jointly on the Village and the County. The Village will:

1. Make available copies of the Plan document for public purchase.
2. Provide assistance to the public in explaining the Plan and its relationship to private and public development projects and other proposals, as appropriate.
3. Assist the Village Board in the day-to-day administration, interpretation and application of the Plan.
4. Maintain a list of current possible amendments, issues or needs, which may be a subject of change, addition or deletion from the Comprehensive Plan.
5. Coordinate and assist the Village Board in the Plan amendment process.
The County staff should adopt a similar approach towards maintaining and updating the Route 25 Sub-area Plan. The County staff should provide assistance as necessary to the public including area residents and potential developers as well as other government agencies in understanding the Plan. They should also maintain a list of possible amendments to the Plan that might be needed to maintain relevance or achieve effective implementation.

**Plan Review and Update**

Although a proposal to amend the Comprehensive Plan can be brought forth by petition at any time, the Village should regularly undertake a systematic review of the Plan. The Village should initiate review of the Plan at least every three to five years. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations.

All amendments to the Sub-area Plan will have to be agreed upon by both the Village of Wayne and Kane County and adopted by a joint resolution. As in the case of the Comprehensive Plan, any amendment to the Sub-area Plan should be based on a careful review. Ideally, the Plan should be re-examined every three to five years to ensure its relevancy.
APPENDIX

COMPREHENSIVE PLAN

and

ROUTE 25 SUB-AREA PLAN

VILLAGE OF WAYNE, IL
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The first permanent settlers came to the area now comprising the Village of Wayne in 1834. Until 1850, the entire present day Wayne Township including the Village of Wayne was agricultural, with the exception of a small community at Wayne Center east of Illinois Route 59. In 1850, the Galena and Chicago Railroad, which is now the Union Pacific Railroad, extended westwards and a station was established in Wayne. The railroad extension dramatically altered the development of the area for it brought new settlers and development to the Wayne Station. A post office was established in 1853 and Soloman Dunham, who was a surveyor as well as a farmer, built an inn, a store, and a house near the station, and also dedicated land for a public road. Wayne Station continued to flourish and by the turn of the century it had replaced Wayne Center as the principal community in the area. The Wayne Station continues to serve as the center of present day Wayne and is listed on the National Register of Historic Places. The old railroad station exists as well but it has been moved to the grounds of Dunham Castle.

In 1865, Mark W. Dunham, the youngest son of Solomon Dunham, established a horse farm for breeding and selling prize Percheron horses which he originally imported from France. By 1883, his farm known as the Oaklawn Farm, had spread over 1,700 acres and had over 1,300 mares and stallions which were sold across the country and in Europe. His residence, Oaklawn, now popularly known as “Dunham Castle”, was also constructed as part of the farm, and the red brick building which had been the Dunham home (now the Dunham Woods Riding Club) was converted into offices for the farm and guest rooms for visiting horse buyers. The Oaklawn Farm along with the Dunham Castle is also listed in the National Register of Historic Places. Along the main street of the Wayne Station, houses were built to accommodate the families of merchants and men who worked in various capacities for the Oaklawn Farm and the Union Pacific Railroad.

As automobiles and trucks replaced horse carriages in the first quarter of the twentieth century, the Dunham family joined with other landowners to convert their farms and woods to a rural residential community with minimum lots of four acres. They created and for many years maintained private roads and bridle paths. While some of the residents of Wayne are natives, the majority of the present families migrated to Wayne because it offered a rural, relaxed atmosphere.
Another integral part of Wayne’s history is the volunteer spirit of its residents. Volunteerism in the community dates as far back as 1850 when Solomon Dunham donated the land required for the railroad tracks and the station to the Galena and Chicago Union Railroad, and is still reflected in the active involvement of the residents in community affairs. The mature trees that create a beautiful avenue now known as Army Trail Road, were supervised and financed by volunteers. In the 1940s, the local kindergarten school, local scout troops and the Hanover-Wayne Fire Department were financed mainly through a fund-raising carnival organized by the Village residents. In 1945 a non-profit organization, the Wayne Community Association, was formed for organizing the carnival and managing its funds. Subsequently, the carnival was replaced by an annual Fall event called “Wayne Days” but the association continued its work. It built a Community House, purchased a seven acre park for the community and eventually, supported the Village police force. The elected officials of the Village served without pay. This level of community cooperation enabled the Village to function without any local property tax levy until 1983.
Existing patterns of land-use are strong influences on potential future land-uses. While Wayne is largely an established community, there are several larger vacant parcels which may be subject to development in the future. Further, development in the unincorporated north-west area could strongly influence the character of the Village (see Comprehensive Plan Report for a detailed discussion).

The dominant land use in the Village is low density single family residential. Large residential lots integrated with open spaces and set amidst natural areas like the Pratts Wayne Woods Forest create a scenic rural environment. Existing Village facilities and businesses are located in the historic core. A description of the different existing land uses within the Village and its vicinity is presented below; a graphic representation is provided in Figure A-1: Existing Land Use.

**Estate Residential** – This category includes detached single family homes built on lot sizes of 4 or more acres. Most of the Village west of Dunham Road, is developed as estate residential. These houses vary in size and architectural design but all are in excellent condition and sit on very well maintained grounds. Numerous estates also have private horse stables and related equestrian uses.

**Large Lot Residential** – This category refers to single family residences with minimum lot sizes of 2-4 acres. These residences are located mostly in the area immediately east of estate residential. Some residential development further east, along Army Trail Road is also on large lots. As in estate residential, the large lot sizes allow provision of horse stables and create a sense of openness contributing to the rural charm and equestrian character of Wayne.

**Single Family Residential (1 dwelling unit / 1-2 acres)** – Single family residential on minimum lot sizes ranging from 1-2 acres are located mostly along Powis Road within the Village. These houses, like most of the Village, are very well maintained and contribute positively to Wayne’s character.

**Single Family Residential (1 dwelling unit / acre)** – Single family residences
on one acre lots are found mostly on the peripheries of the Village. The residential area east of Munger Road including the new subdivision east of Route 59 and the residences along Pearson Drive west of Route 25 fall in this category. Most of the houses in this category are in very good condition except for some houses west of Route 25 which have some maintenance and upkeep issues.

**Single Family Residential (2-6 dwelling units / acre)** – This category includes most of the residential development west of the Village boundaries and Route 25, in unincorporated Kane County. Although the area has experienced some new construction and reinvestment, most of the houses in this area are suffering from deferred maintenance. Only a small portion of the area is served by public water supply and waste water treatment; the vast majority of this area depends on on-site wells and septic tanks.

**Multi-Family Residential** – The Village does not have any multi-family residential units. Multi-family residential uses in the area are limited to some units west of Route 25 in unincorporated Kane County. These buildings appear to be in fair to poor condition.

**Neighborhood Commercial** – This category refers to small-scale, convenience stores or retail businesses that draw customers primarily from the local neighborhood. Wayne has two neighborhood retail businesses located in its Village Center. These include a convenience store called the “Wayne Country Store” and a design / build and art studio located across the street from it.

**Corridor Commercial** – This category refers to commercial development along high traffic arterial roadways. They draw their clientele from a region beyond the immediate neighborhood. The only such commercial developments in the area are present along Route 25 and Route 59, outside the Village boundaries. Along Route 25, a few commercial businesses are located in relatively run-down, unattractive buildings. The commercial strip at the Route 59 and Army Trail Road intersection is well maintained.

**Commercial Service** – Personal, financial or other services provided to customers or clients at the place of business are included in this category. In general, these businesses are non-retail operations generating some “customer traffic.” Wayne has an insurance office and an auto service facility
B: THE PHYSICAL CONTEXT

A-1: EXISTING LAND USE
B: THE PHYSICAL CONTEXT

A-1: EXISTING LAND USE
in the Village center. A limousine service and photographer’s studio is also present. Another insurance office is located further east on Army Trail Road. Several of these businesses operate out of remodeled single family houses with appropriate zoning approval from the Village.

**Agricultural Business** – This category includes a large commercial nursery called the “Midwest Groundcovers” located outside the Village between the Fox River and Route 25, just south of the Union Pacific Railroad.

**Institutional** – All existing institutional and public facilities in the Village are located in or near the historic Village center. The Village administration including the police department and Wayne post office, which includes an annex building, is located in the Village center along Railroad Street. Wayne Elementary School is located further east and is accessible from School Street off Army Trail Road. The “Little Home Church” which is over a century old, is located 2 blocks east of Railroad Street. Another church is located just outside the Village on Army Trail Road west of Route 59. Notable institutional uses west of Route 25 include the Riverwoods Christian Center and the Illinois Boys’ Home.

**Equestrian Uses** – Perhaps the most unique land use that distinguishes Wayne in northeastern Illinois is the presence of commercial as well as private horse stables. Private stables are present on numerous large residential properties and have not been identified separately. This category refers only to public / commercial equestrian facilities.

The Dunham Woods Riding Club, Dunham Woods Farms Equestrian Center and Wayne Dupage Hunt Kennels are located at the southeast corner of Army Trail and Dunham Roads in the Oaklawn Farm Historic Preservation District. The most significant commercial equestrian facility in Wayne is the “Lamplight District” located off Dunham Road, at the north end of the Village. Horse-riding lessons are provided here and it also serves as a venue for riding competitions. There is also a network of equestrian trails running through the Village providing residents the opportunity to pursue an equestrian lifestyle. Outside the Village, “Jaynesway Farms” is located off Route 59 just south of Army Trail Road.
Parks, Open Space and Recreation – Several public parks and semi-public open spaces and recreational venues are distributed throughout the Village. A small community park is located adjacent to the elementary school; other parks are present in residential neighborhoods. The Village also has semi-public open recreational spaces like the Gun Club and the YWCA Camp at the north end. The western unincorporated area lacks park space but has open space in forest preserves along the Fox River.

Forest Preserves – Extensive forest preserves are present in and around Wayne. This land use category is discussed in greater detail in the section on environmental and natural resources.

Private Conservation Area - A privately held area set aside as a nature conservation area has been created north of Army Trail Road across from the intersection with Fox Glen Drive.

Industrial – There are no industrial uses present within the Village boundaries. Outside the Village, there are a few scattered light industrial developments. These include the industrial development south of Smith Road, the concrete casting facility north of the Village along the Union Pacific Railroad and the plastic plant facility next to the commercial development west of Route 25.

Vacant Land – This category refers to land that is currently undeveloped. The Hoffman property located west of Powis Road and south of Army Trail Road, is the largest vacant property in the Village. Outside the Village, a large area just west of the Village boundary is vacant. Smaller vacant lots are scattered in the unincorporated area west of Route 25.

2. EXISTING ZONING

The Village has several zoning districts; most of which are single family residential of varying density. Existing land uses within the Village are generally in compliance with zoning requirements. The various zoning districts in the Village are graphically depicted in Figure A-2: Existing Zoning and are briefly described here.
FIGURE 2: EXISTING ZONING
FIGURE 2: EXISTING ZONING
W1 Single Family Residence District – Most of the Village, west of Dunham Road is zoned W1. This zone has the largest lot requirement restricting the minimum permissible lot area to four acres. Minimum lot widths, yard sizes and building heights are also specified to control bulk and density within the Village. Permitted uses include detached single family dwellings and accessory uses like private garages, private stables, home occupations and non-commercial agriculture. Other uses like planned residential developments, churches, libraries, schools, public utilities, private equestrian facilities and non-profit outdoor recreational facilities are permitted as special uses.

W2 Single Family Residence District – A large part of the Village immediately east of the W1 zoning district and between the EJ&E Railroad and Munger Road is zoned W2. The minimum lot size requirement is reduced to two acres in the W2 zone. Permitted and special uses are the same as in W1 with the exception of guest houses and some additional limitations on sizes of private garages. Minimum lot widths, setbacks, building area and height are again specified to control bulk and density.

W3 Single Family Residence District – This zoning designation exists mainly between the Union Pacific and the EJ&E Railroads. The minimum lot size requirement for the W3 zone is one acre. Permissible uses are similar to W2 except private stables and non-commercial agricultural uses are not permitted in lots that are less than two acres in area. The special uses permissible in the W2 district are permitted in W3 district as well. Utility and public service uses including electrical substations, fire and police stations and passenger railroad stations are also permitted as special uses.

W4 Single Family Residence District – A relatively small portion of the Village south of Army Trail Road between Munger Road and IL Route 59 is zoned W4. The minimum lot size in this zone is 40,000 square feet. Permissible uses and special uses in this zone are the same as in the W2 zone. However, limitations to some uses like private stables, equestrian facilities and agricultural uses based on lot size apply as in the case of the W3 district. Besides minimum lot sizes, restrictions like minimum lot widths, setbacks and building heights are specified to control development bulk and density in the zone.
W5 Single Family Residence District (Riverfront) – This zoning district was created to address the special needs of the properties located along the Fox River. A small part of Wayne extending west of Route 25 up to the Fox River, is zoned W5. The minimum lot size restriction in this zone is one acre. Minimum lot widths, setback requirements and height limitations also apply. Additionally, lots in this zone are required to have a minimum frontage of 150’ feet on a right-of-way dedicated for a roadway. “Flag lots” or lots that have 20% or less of the lot width fronting a street or have no street frontage except for a driveway are not permitted.

B Local Shopping Center District – This zoning designation exists on a small strip adjacent to the Union Pacific Railroad in the historic center of Wayne. Permissible uses include retail uses like florist, food and grocery stores, clothing stores, book stores, hardware store etc. and service uses like medical and dental offices, barber shops and professional offices. Some special uses including automobile service stations, clubs and lodges and railroad rights of way and stations are also allowed in this district. The minimum lot size is restricted to one acre however smaller lots that already existed are allowed. Building height is restricted to one story, except as permitted by the Historic Sites Commission for the rebuilding or modification of existing structures in a historic district. Other regulations include signage restriction and architectural controls to ensure compatibility with the surrounding residential environment.

Commercial Equestrian District – The Village has several special commercial equestrian districts including the Lamplight District and Dunham Woods Riding Club. Commercial stables, equestrian activities of the United States Pony Club and equestrian events and shows are permitted in these districts. Uses allowed in the W1 Single Family Residence District are also allowed here. The minimum required lot size for a commercial stable or other equestrian facility is twenty acres. The number of horses allowed is dependant on the lot size and / or the building capacity if they are kept inside.

Planned Unit Developments – Currently, Wayne has two significant Planned Unit Development (PUD) areas within its boundary – the Hoffman property south of Army Trail Road and the area north of Ashley Lane including the Lamplight Equestrian District. The Village can permit planned development as a special use in any zoning district.
The purpose of the PUD regulations is to encourage and allow more imaginative and efficient land development resulting in a higher quality project. The planned development can provide a single type of residential use or a variety of residential and other related uses. Typically, planned developments should also provide amenities and open space beyond the minimum legal requirements. Although planned developments may not strictly conform to the regulations for the standard zoning districts, a detailed set of standards and an extensive review process is provided to ensure good development compatible with the community’s character.

3. COMMUNITY FACILITIES AND SERVICES

Police and Fire Protection – Wayne has its own police department that serves the Village. Fire protection is provided by the St. Charles, Bartlett/Countryside and West Chicago Fire Protection Districts. Currently there is no fire station located within the Village boundaries resulting in increased response times for both paramedic and fire calls. The St. Charles Protection District is considering locating a fire station in Wayne in the near future to better serve Village residents by significantly reducing response times. Possible sites for such a fire station are currently being reviewed but remain in the conceptual plan stage.

Education – A portion of the Village of Wayne and most of its planning area is served by Elgin Public School District U-46. Students in the area attend grades K-6 at the Wayne Elementary School located in the center of the Village, Ellis Middle School on Route 25 in Elgin and Bartlett High School in Bartlett. A significant portion of Wayne is also located in the St. Charles’ School District 303 with students from that area attending schools located in St. Charles. There are also several private schools in the area around Wayne, such as Elgin Academy and Judson College which provide excellent educational opportunities for Village residents.

Water Supply – Village residents obtain their water from private wells that tap into aquifers located below the earth’s surface. Groundwater quality is consequently an important concern for Village residents. Besides being situated in a major drainage area of the Fox River Basin, Wayne and its neighboring areas have been identified as a prime natural recharge area by
the Illinois Water Survey. Therefore, it is important the development in the region should allow continued percolation of the surface waters by maintaining adequate pervious surface and that such development not contaminate the underground water supply. Bacterial pollution through septic system failure located in the recharge area also needs to be prevented. This issue is of particular significance in the unincorporated area west of Route 25 especially where the lot sizes are smaller than 20,000 sf. Although limited, recent efforts by the Fox River Water Reclamation District (FRWRD) should provide improvement, by providing access to a public water supply system. However significant infrastructure improvements in the distribution system still must be accomplished.

**Waste Treatment** – A portion of the Village of Wayne is included in the Wayne Facilities Planning Area (FPA). The boundaries of the Wayne FPA generally extend from Munger Road on the east to the Kane/DuPage County line on the west. The area within the Wayne FPA is served by private onsite septic systems. The portion of the Village located in Kane County is in another FPA and portions of that area are served by the FRWRD. A new trunk sanitary sewer has been installed to serve portions of the area west of Route 25 but significant infrastructure improvements still must be constructed. Significant portions of Wayne’s planning area west of the County line have soils with slow permeability requiring additional care in designing and maintaining well functioning septic systems. In some instances, shallow aquifers are present within twenty feet (20’) of the ground surface, increasing the risk of potential contamination to the potable water supply.

Much of the surrounding facility planning areas related to Elgin, St. Charles, Bartlett and West Chicago are served, by a public sewerage system and central treatment plant. However, a significant portion of this area is still served by private wells and private septic systems. New development in portions of Wayne and its vicinity have the potential of connecting to the existing sewer system in these FPAs.

As indicated, the FRWRD provides public sanitary sewer service to the Skyline Estates neighborhood located west of Route 25 and has the potential for serving other portions in the vicinity located west of Route 25. Waste water from homes in this area is conveyed through gravity and force mains to a treatment plant in Elgin. Pumping stations are located in Skyline Estates.
and in the Taly Park neighborhood located further to the north. Most of this area has severe limitations for septic fields. The FRWRD facilities report indicates the possibility of extension of sewer service to other areas west of Route 25 to serve approximately 50 to 80% of the area by 2020 and 100% by 2040. However, providing service to portions in this area are problematic from a practical viewpoint due to geologic and economic realities and it is anticipated that private wells and septic systems will continue to be the only economically reasonable means of meeting water and sewer needs for many years to come.

**Storm Water Management** – Storm water in the Village is managed through natural drainage channels and a small system of Village-maintained storm sewers regulated by the DuPage County Stormwater and Floodplain Ordinance.

Wayne also has a Public Works Garage located outside the Village for the storage of public works vehicles and equipment.

### 4. HISTORIC RESOURCES

Wayne has two historic districts – the Wayne Village (historic village center) and the Oaklawn Farm. Both these districts are listed on the National Register of Historic Places.

The Wayne “Village” historic district, or the historic center of Wayne, is located between the Union Pacific Railroad and Powis Road along Army Trail Road. Will Way forms the southern boundary of the district and on the northern side it extends a few blocks beyond Army Trail Road.

As mentioned earlier in the section on Village History, this historic district is of immense significance because it is the site of the origin of the Village. Today, besides several residential and other uses, the Wayne “Village” Historic District houses the Village Administration building, Police Station, the Post Office and a few neighborhood-scale commercial businesses.

The Oaklawn Farm historic district, located at the intersection of Dunham and Army Trail Roads, includes the Dunham Castle and the Dunham Woods Riding
Club located in the northwest and southeast quadrants of the intersection respectively. As described in the section on Village History, Oaklawn Farm was established by Solomon Dunham as a breeding farm for prize horses sold across the country and in Europe. Dunham Castle was the residence of Solomon Dunham.

5. ENVIRONMENT AND NATURAL RESOURCES

Wayne and its surrounding areas have a rich natural environment. The area lies in the Fox River basin, has several well preserved natural areas and a range of flora and fauna species. While this creates a healthy natural environment for residents, it also calls for environmentally sensitive and responsible development policy. Figure A-3: Environmental and Natural Resources shows the environmental features discussed in this section.

Topography – Slopes in excess of 10% are not common, except in the portions of the planning area west of Route 25. Slopes ranging from 13 % to greater than 19% can be found in areas along the Fox River. The steep slopes in the area are related to the Fox River – Norton Creek – Brewster Creek confluences. Such slopes are vulnerable to erosion and sensitive to development.

Floodplains – Brewster and Norton Creeks flow through the Village of Wayne and drain into the Fox River to the west. Areas of 100 year flood are created all along the creeks and their branches. Most of the large floodplains are within Forest Preserves or are developed as very low density residential with lot sizes of 4 or more acres. There are also some vacant properties with portions in floodplains.

Outside Wayne, there are considerable floodplains along the Fox River. While in some parts the floodplain is protected as Forest Preserve and semi-public open space, a large area on the north is developed as a commercial nursery and portions along the river as single family houses. Generally, undeveloped areas in floodplains should be left undisturbed or developed as usable open space.

Wetlands – There are several large and small wetlands present within the Village and its surroundings. The largest wetlands are present within the
FIGURE A3: ENVIRONMENT AND NATURAL RESOURCES
FIGURE A3: ENVIRONMENT AND NATURAL RESOURCES
Pratts Wayne Woods Forest Preserve. Several areas designated as wetlands have been developed as single family houses – areas along the Union Pacific Railroad south of Army Trail Road and parts of the residential subdivision south of Smith Road are covered by wetlands. Small, isolated wetlands are present in other residential parts of the Village. A significant wetland area is present in the southwest corner of the Hoffman property which is currently lying vacant.

Like floodplains, undeveloped areas that are in wetlands, should generally be left undisturbed or used as recreational open space.

Forest Preserves – As mentioned earlier in the section describing existing land use conditions, extensive forest preserves surround the Village of Wayne. The Pratts Wayne Woods owned and maintained by DuPage County Forest Preserve District, extends from the northwestern boundary of Wayne south to West Chicago between the EJ&E railroad and Munger Road. Pratts Wayne Woods is home to several different species of flora and fauna. The Illinois Prairie Path, a 30 mile long green corridor runs through the Pratts Wayne Woods in Wayne. The Prairie Path, which is one of the earliest rail-trails in the country, connects to the Fox River Trail in Elgin. Hiking, biking, jogging and horseback riding are permitted on the path.

West of the Village, Kane County Forest Preserve District has smaller preserves along the Fox River namely the Tekakwitha Woods, and the Fox River Bluff. The Fox River Trail, winds along the Fox River connecting these preserves and other communities along the way to link up to the Prairie Path in Elgin. Besides the two forest preserves, the Kane County Forest Preserve District owns several scattered lots in the area west of Route 25. This area is home to several rare plant species and also has migratory routes for birds and wildlife.

6. ACCESS AND CIRCULATION

Roadways – Wayne is located in the heavily populated Fox River Valley and is well connected by state routes that run along the periphery of the Village. Illinois Routes 25 and 59 provide major north-south access to the Village from
the west and the east respectively. Illinois Route 64, a major east-west route, is located just south of the Village. Stearns Road, a major arterial roadway, provides additional east-west access north of Wayne. Interstate highway access to the Village is through I-90 (Northwest Tollway) and I-88 (East-West Tollway) located several miles north and south of the Village respectively, far outside its planning area.

Within the Village, roadways are mostly local with two-lane rural cross-sections; a significant portion of them are privately owned and maintained. Dunham Road, a north-south roadway and Army Trail Road that runs east-west through the length of the Village, are also used by through traffic traveling through the area. Kane County Division of Transportation has classified Army Trail Road as an arterial roadway. Dunham Road, between Kirk and Stearns Road, is designated a Strategic Regional Arterial intended to serve as a part of a regional arterial network proposed by the Chicago Area Transportation Study (CATS) in its 2010 Transportation System Development Plan (TSD). The current Average Daily Traffic (ADT) counts and Year 2020 projections for the major roadways in the area are presented in Table 1.

In the Route 25 sub area, Illinois Route 25 is the primary access roadway. Internal access and connectivity between the various neighborhoods within the sub area is rather fragmented. Several areas have only one ingress and egress option and lack direct connections to adjacent neighborhoods. There are several instances where right-of-way exists but the street has not been built.

There is also a proposal for a new outer-ring expressway, the Fox River Valley Expressway, first proposed by CATS in 1969. CATS had made this proposal in response to the tremendous growth in the communities along the Fox River which was over-burdening the existing transportation network. The proposal however did not gain momentum as it was strongly opposed by several communities and is unlikely to be realized in the near future. The expressway, if built, would however have a significant impact on Wayne and therefore it is important for the Village to follow its progress and ensure that any proposed alignments are in harmony with the Village’s interests.
Table 1
Current and Projected Average Daily Traffic (ADT)

<table>
<thead>
<tr>
<th>Road Name</th>
<th>1996 Volumes</th>
<th>2000 Volumes</th>
<th>2001 Volumes</th>
<th>2020 Volumes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Army Trail Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West of Dunham Road</td>
<td>4,055</td>
<td>4,566</td>
<td>N/A</td>
<td>12,000</td>
</tr>
<tr>
<td>East of Dunham Road</td>
<td>6,900</td>
<td></td>
<td>N/A</td>
<td>18,000</td>
</tr>
<tr>
<td>Dunham Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>South of IL Route 25</td>
<td>12,600</td>
<td>13,351</td>
<td>N/A</td>
<td>34,000</td>
</tr>
<tr>
<td>North of Army Trail Road</td>
<td>14,000</td>
<td>13,285</td>
<td>N/A</td>
<td>34,000</td>
</tr>
<tr>
<td>South of Army Trail Road</td>
<td>15,080</td>
<td>17,087</td>
<td>N/A</td>
<td>34,000</td>
</tr>
<tr>
<td>South of Kirk Road</td>
<td>10,000</td>
<td></td>
<td>N/A</td>
<td>20,000</td>
</tr>
<tr>
<td>Illinois Route 25 (IL 25)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southwest of Dunham Road</td>
<td>7,100</td>
<td></td>
<td>N/A</td>
<td>15,000</td>
</tr>
<tr>
<td>North of Army Trail Road</td>
<td>9,400</td>
<td></td>
<td>N/A</td>
<td>18,000</td>
</tr>
<tr>
<td>North of IL Route 64</td>
<td>18,764</td>
<td></td>
<td>N/A</td>
<td>24,000</td>
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<tr>
<td>Illinois Route 64 (IL 64)</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>East of IL Route 31</td>
<td>37,670</td>
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<td>N/A</td>
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<tr>
<td>East of IL Route 25</td>
<td>44,237</td>
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<td>N/A</td>
<td>50,000</td>
</tr>
<tr>
<td>East of Kirk</td>
<td>34,074</td>
<td></td>
<td>N/A</td>
<td>53,000</td>
</tr>
<tr>
<td>Stearns Road</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>East of Dunham</td>
<td>5,600</td>
<td>8,353</td>
<td>N/A</td>
<td>15,000</td>
</tr>
<tr>
<td>With Bridge</td>
<td>N/A</td>
<td></td>
<td>N/A</td>
<td>34,000</td>
</tr>
<tr>
<td>Powis Road*</td>
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<td></td>
</tr>
<tr>
<td>North of Army Trail</td>
<td>N/A</td>
<td></td>
<td>N/A</td>
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</tr>
<tr>
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<td></td>
<td>N/A</td>
<td>3,050</td>
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<tr>
<td>Illinois Route 59 (IL 59)*</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>South of Army Trail Road</td>
<td>N/A</td>
<td></td>
<td>N/A</td>
<td>28,900</td>
</tr>
<tr>
<td>North of Army Trail Road</td>
<td>N/A</td>
<td></td>
<td>N/A</td>
<td>37,000</td>
</tr>
</tbody>
</table>

Source: Kane County Division of Transportation and Illinois Department of Transportation (IDOT)

* Traffic Counts were obtained from the IDOT website

Note: N/A means data was not available
**B: THE PHYSICAL CONTEXT**

**Transit** – Commuter rail service (Metra) is available to Wayne residents through the Milwaukee District West Line at its station located in neighboring Bartlett and through the Union Pacific West Line with its station located in West Chicago, just south of Wayne. Both Metra lines provide service to and from downtown Chicago with several intermediate stops. Peak hour service is at least every half an hour and the approximate travel time from either station to Chicago averages sixty minutes.

Bus service is provided by Pace, the suburban bus system. Pace Bus Route No. 801 provides service between Geneva and Elgin and it runs along IL Route 25 near Wayne. It provides service to Metra stations in both municipalities (on the Union Pacific West Line and Milwaukee District West Line respectively) as well as several businesses / commercial establishments in the area.
1. DEMOGRAPHICS - TRENDS AND FORECASTS

In the year 2000, the Village had a population of 2,137 people, representing a 39% increase from the 1990 population of 1,541 people. In the same time period, the surrounding townships of St. Charles and Wayne experienced population growths of 27% and 58% respectively. As evident from Table 2, the Village of Wayne has been growing steadily since 1970. This trend is expected to continue in the future, tempered by Village choices in land use policy. Availability of land might also reduce the predicted growth rate for the Village.

Table 2
Population Change 1970 - 2000

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Village of Wayne</td>
<td>572</td>
<td>940</td>
<td>1,541</td>
<td>2,137</td>
<td>39%</td>
</tr>
<tr>
<td>St. Charles Township (Kane County)</td>
<td>20,352</td>
<td>27,319</td>
<td>33,112</td>
<td>42,051</td>
<td>27%</td>
</tr>
<tr>
<td>Wayne Township (DuPage County)</td>
<td>5,492</td>
<td>23,246</td>
<td>40,379</td>
<td>63,776</td>
<td>58%</td>
</tr>
</tbody>
</table>

Northeastern Illinois Planning Commission’s (NIPC) official projections for the year 2030 indicate a 122% increase in the Village’s population. As shown in Table 3, neighboring municipalities, especially West Chicago and South Elgin are also expected to grow significantly by 71% and 77% respectively.

Table 3
Population Forecast 2000 - 2030

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2030</th>
<th>% change 2000-2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wayne</td>
<td>2137</td>
<td>4754</td>
<td>122%</td>
</tr>
<tr>
<td>Bartlett</td>
<td>36,706</td>
<td>43,264</td>
<td>18%</td>
</tr>
<tr>
<td>West Chicago</td>
<td>23,469</td>
<td>41,632</td>
<td>77%</td>
</tr>
<tr>
<td>St. Charles</td>
<td>27,896</td>
<td>36,671</td>
<td>31%</td>
</tr>
<tr>
<td>South Elgin</td>
<td>16,100</td>
<td>27,567</td>
<td>71%</td>
</tr>
</tbody>
</table>
C: SOCIO-ECONOMIC CONTEXT

According to the 2000 US Census, in the year 2000, 95% of the Village population was white and had a median age of 41 years. Of the total 726 households, almost 87% were family households with an average family size of 3.16 individuals.

2. HOUSING TRENDS

As per US Census data, in 2000, there were a total of 746 housing units in the Village of Wayne. 98% of these were detached single-family homes and 1.5% were attached single-family units. It is important to note that the discrepancy between Census data and field observations regarding attached single family homes probably stems from the fact that the Census housing data is not based on an actual count but on a sample of the population.

The Village had an occupancy rate of 97%; most of the occupied homes (97%) were owner-occupied.

3. ECONOMIC RESOURCES

Today, revenue from property taxes provides a majority of the funds needed by the Village to provide services to its residents. In fact, it wasn’t until 1983 that Wayne started to levy local real estate taxes. Prior to that date, the Village relied upon voluntary contributions of time and money to provide basic services to Village residents.

Currently the Village’s main sources of revenue are from direct tax levies, intergovernmental transfers and user charges. These include real estate taxes, licenses and permits, fines and user charges. Revenue from taxes includes property tax, sales tax, state income tax, motor fuel tax and infrastructure maintenance fees imposed upon utility companies. Although revenue from taxes still account for the major portion of Wayne’s operating budget, a significant portion of revenue is derived from building permit fees and licenses. Other significant income sources are traffic fines which help in funding Police Department operations and certain miscellaneous income, including grants from the State and Federal governments.
These guidelines were adopted as a part of the 1991 Comprehensive Plan for the Village of Wayne.

Study Area

A three mile east-west corridor along Army Trail Road, between Munger Road and Surrey Road, in the Village of Wayne.

Conceptual Design Recommendations

For purposes of analysis and planning, Army Trail Road corridor is divided into nine planning areas. Each planning area has unique qualities and conditions which warrant special attention, while at the same time possessing common characteristics which link them together.

Planning Area 1:
The dense tree canopy along this section of Army Trail Road is the dominant element, creating a narrow rural corridor of high environmental quality and character. As such, this section is an important component of the historic corridor concept. This planning area should be extended to Route 25.

The key design elements that should be encouraged are: maintenance of the existing tree line within the public right-of-way on both sides of Army Trail Road, and along the front lot lines of adjacent private properties, where appropriate, to serve as a visual linkage between the Fox River Valley and other planning areas of the proposed historic corridor.

Planning Area 2:
As a principal intersection in the Army Trail historic corridor, this area should be developed in a fashion which incorporates natural plantings at the northeast corner of Army Trail Road and Dunham Road. Such plantings should screen newer residential development to the north and the east, and help to balance and enclose this rural intersection.

At the southeast corner of Army Trail Road and Dunham Roads, existing landscaping should be maintained and strengthened to provide a more appropriate front yard to the historic Dunham Woods Riding Club.
Planning Area 3:
The dominant design element in this area is the historic Dunham Woods Riding Club. This planning area should possess elements which strengthen the equestrian character of Army Trail Road.

Maintain and strengthen the existing street trees within the existing right-of-way.

Encourage the establishment of a fence line on the south side of Army Trail Road that is in character with the existing equestrian facilities. Promote the placement of a fence, rock wall, or landscape hedge row along the north side of Army Trail Road along the front lot line of adjacent properties, as a visual linkage of the other planning areas of the proposed historic corridor.

Provide a bridle trail along the south side of Army Trail Road, setback from the road a sufficient distance to create a pleasant riding atmosphere, which will further strengthen its historic character, provide a linkage with other trails and with the Village center.

Encourage the expansion of equestrian facilities in a historic farm character along the south side of Army Trail Road.

Planning Area 4:
Maintain this area as open space to provide for the creation of a community park in a fashion which is harmonious with the environmentally sensitive features of the area.

Protect the natural character of this area through the retention and enhancement of the existing pond and wetland area.

Provide a bridle trail along the south side of Army Trail Road, setback from the road a sufficient distance to create a pleasant riding atmosphere, which will further strengthen its historic character, provide a linkage with other trails and with the Village center.

Planning Area 5:
This planning area serves as one of the principal elements of the historic corridor, and is critical to the linkage between the Oaklawn Farm and Wayne historic landmark districts. As such, as much of the existing rural character
should be preserved by maintaining the existing open views along the south side of road. Recent residential development along the north side of the road should remain screened with dense landscape materials.

The planned golf course community proposed by Oliver-Hoffmann Corp., for approximately 1000 acres on the south side of Army Trail Road, between Honey Hill Road and the Chicago and Northwestern Railroad, will by its nature have a substantial impact on Army Trail Road. As such, it will either contribute to or detract from its historic character. Some of the preliminary site development concepts, such as creating a major open space through the development of a golf course, and the development of a commercial center in a traditional village style could likely contribute to the overall historic character of Army Trail Road, and thus, should be evaluated in this context.

All new club house and residential buildings within the viewshed of Army Trail Road should be located and designed in a manner which is sensitive to and reflective of the existing character of the Village of Wayne historic landmark district.

Maintain and strengthen the existing street trees within the right-of-way.

Provide a fence, rock wall, or landscape hedge row along both sides of Army Trail Road along the front lot line of adjacent properties, as a visual linkage to the other planning areas of the proposed historic corridor.

Provide a bridle trail along the south side of Army Trail Road, setback from the road a sufficient distance to create a pleasant riding atmosphere, which will further strengthen its historical character, provide a linkage with other trails and with the village center.

Planning Area 6:
As one of the principal focal points of the historic corridor, the Village should explore the opportunity of expanding the traditional rural village commercial center west of the Chicago & Northwestern Railroad.

As a key element of the traditional rural village, a “village green” should be developed at the focal point.

To ensure that retention of the rural village character, prohibit the development
of parking areas adjacent to Army Trail Road and the “village green”. Require all parking lots to be placed behind the commercial uses and to be screened from adjacent uses.

Extend existing sidewalks to provide for safe pedestrian access to the new village center.

**Planning Area 7:**
The designation of this area as a historic landmark district is a significant contributor to the historic rural character of Army Trail Road, and thus a focal point of the proposed Army Trail Road historic corridor.

The character of this planning area should be maintained and strengthened through proper care of: existing trees, and the planting of new ones, and roadway shoulders and sidewalks along both sides of Army Trail Road.

**Planning Area 8:**
The intersection of the Illinois Prairie Path recreational trail with Army Trail Road is an important activity node in the proposed historic corridor. As such, this area provides an opportunity for the creation of a “way-station” or rest stop for bicyclists and equestrians, and as a center of information on the Prairie Path and the Army Trail historic corridor.

Encourage the establishment of a fence, rock wall, or landscape hedge row along both sides of Army Trail Road along the front lot line of adjacent properties, as a visual linkage of the other planning areas of the proposed historic corridor.

**Planning Area 9:**
The holdings of the Forest Preserve on the north side of Army Trail Road provide reasonable assurance that this area will continue to retain its rural countryside character. The Village should explore with the Forest Preserve District ways to strengthen this important asset by encouraging the following:

- Maintaining the existing open countryside views along both sides of Army Trail Road.
• Maintaining and strengthening the existing street trees within the right-of-way.

• Establishing a fence, rock wall, or landscape hedge row along both sides of Army Trail Road along the front lot line of adjacent properties, as a visual linkage to the other planning areas of the proposed historic corridor.

• Providing a bridle trail along the south sides of Army Trail Road, setback from the road a sufficient distance to create a pleasant riding atmosphere, which will further strengthen its historical character, provide a linkage with other trails and with the village center.

• Extending the equestrian trail system through the Forest Preserve property.
An “Issues and Opportunities Workshop” was conducted with the Village Planning Commission on September 2, 2003. This workshop provided valuable input in the form of significant issues and opportunities facing the Village.

Several issues and areas of concern were identified along with the assets that make Wayne a special community. The Planning Commission members also identified specific initiatives and projects that the Village should undertake over the next decade. Community input gathered in this workshop forms the basis of the Village’s vision for the future. The workshop discussion is presented below.

**Most Significant Problems / Issues**

**Village Character**
- Wayne is “the hole in the donut” – can this be sustained
- New residents don’t understand Wayne’s history and commitment to volunteer government

**Village Boundaries**
- Annexation – should the Village expand east and/or west
- Boundary agreements exist with neighboring municipalities; South Elgin boundary agreement due to expire in 2012 (eight years)

**Existing / Proposed Development**
- High density development, large subdivisions, multi-family developments west of IL 25
- New development on vacant land (specific mentions of Hoffman property, Swanson property)
- Long term viability of downtown businesses – cannot be water-intensive uses
- Future of youth detention facility (code issues)
- Control development of land west of IL 25
- Midwest Groundcovers property- future development potential
- Four commercial establishments on IL 25- uses may change over time
- Commercial zoning
Facilities / Service Provision
- Water supply and sewer in the Village and adjoining areas; water table level
- Lack of fire station; long response times
- No storm water management
- Poor school district / divided school district boundaries
- Expanding Wayne’s boundaries creates new demands
- Revenue

Traffic and Circulation
- Increasing traffic / safety concerns
- Army Trail Road
- Dunham Road (proposed widening)
- Red Gate Bridge proposal
- Munger Road
- IL 25

Village Management
- Sustainability of volunteer strategy
- Errors and omissions in regulations

Other
- Kane County 2030 Plan (ongoing)
- Airport noise

Projects or Improvements to Complete in the Next Ten Years

Village Character
- Maintain current character of the Village
- Strengthen Village identity
- Establish design guidelines and review that will preserve character (beyond the historic district)
- Stabilize, prevent teardowns
- Expand the historic district
- Preserve flora and fauna (stewardship)
- Limit regional access to Army Trail Road
E: ISSUES AND OPPORTUNITIES WORKSHOP

Existing / Proposed Development
- Maximize involvement with Forest Preserve Districts
- Oliver Hoffman property as a part of Forest Preserve
- Convert vacant land to park use

Facilities / Service Provision
- Village Hall, Community Hall
- Fire Department / Station
- Sewer and water in the Village, water hydrology studies for the future
- Storm water management policy (now follow DuPage ordinance)
- DSL service
- Tornado / Civil Defense warning system

Village Management
- Hire a professional Village Manager

Other
- Educate others – who is Wayne marketing to, and why

Primary Assets and Advantages
- Equestrian activity, riding trails (and resulting strong activism in the community)
- Rural atmosphere
- Natural resources – trees and open space
- Low density
- Historic community
- Volunteer spirit
- Talented and devoted residents
- Sense of community
A charrette style planning workshop was convened on January 14, 2004 to draw out the preferences and ideas of the Village Board and Plan Commission for land-use and development in the Route 25 Sub-Area. At the start of the planning charrette, the consultant team presented an analysis of existing conditions in the Route 25 Sub-area as well as preliminary development concepts. Existing conditions analysis included land use considerations, significant features, property size determinations and sewer service availability; and is illustrated in Figures A-4 – A-7. Figures A-8 and A-9 present preliminary development alternatives for the area.

Following the presentation, charrette participants worked in small groups of 4-6 people to prepare development concepts for the area. Each group presented their concept plans to the group as a whole for discussion.

Salient features of the concept plans prepared by each of the four groups are presented below –

**Group 1**

- Provide a 100 foot wide landscaped buffer on either side of Route 25 within the study area to maintain it as an attractive, green corridor.

- Treat Route 25 as a “backage” road instead of a “frontage” road. Limit curb-cuts along Route 25 and restrict access only to key intersections. Provide access to development along the corridor through an internal network of roadways on either side of Route 25.

- Unincorporated area east of Route 25 (the Swanson Farm and other properties) should be developed as single family residences with minimum lot sizes of 4 acres. Opportunities for providing equestrian trails should be explored.

- Convenience based retail and service uses can be provided in a consolidated node west of Route 25 north of Courier Avenue. This retail node will be located behind a landscape buffer and hence it should only have businesses that do not require direct exposure from Route 25 (For example, dry cleaners).

- The Illinois Boys Home should be redeveloped as town homes south
of the Five Island Road. The northern portion of the property should be acquired by the Forest Preserve District and maintained as open space.

♦ All single family residential development west of Route 25 along the Fox River should ideally be located on minimum 20,000 sq. ft. lots. However, there are several houses that are currently on much smaller lots and they will probably continue to stay that way unless they can be consolidated with adjacent vacant lots.

**Group 2**

♦ Instead of addressing the entire Valley View area at the outset, Wayne should do it in phases that can be easily managed.

♦ Annexation west of Route 25 should stop just east of the land platted as small residential lots. The approximate proposed annexation line includes unincorporated land east of Route 25; on the west side, it runs along Robert Road, Seminary Road, Five Island Road, Tuscola Avenue, Courier Avenue, north along Wabash Avenue and then east along Brewster Creek.

♦ A landscape buffer should be provided along Route 25 to maintain it as an attractive, green corridor.

♦ Unincorporated area east of Route 25 (the Swanson Farm and other properties) should be developed as single family residences with minimum lot sizes of 4 acres. Area immediately west of Route 25 should serve as a transition between 4 acre residential lots and the smaller 20,000 sq. ft lots to the further west.

♦ Some commercial development can be provided on the north side if the soil conditions are favorable.

♦ The existing water tower at Illinois Boys’ Home should be removed.
Group 3

♦ Provide a landscaped buffer on either side of Route 25 within the study area to maintain it as an attractive, green corridor or a “greenbelt”.

♦ Maintain estate zoning (single family residential lots with minimum lot sizes of 2-4 acres) south-east of Route 25.

♦ Provide a neighborhood commercial node west of Route 25 along Courier Avenue. Provide a regional commercial node further north along Route 25 at the new Stearns Road bridge.

♦ Eliminate industrial zoning in the relatively small and isolated area west of Route 25.

♦ Adopt Kane County’s 2030 Plan for the remaining unincorporated area west of Route 25.

Group 4

♦ The unincorporated land adjacent to Wayne should be zoned as single family residential with minimum lot sizes of 4 acres.

♦ Area approaching and along Route 25 should be zoned as residential with minimum lot size of 2 acres to provide a transition between the large 4 acre lots further east and the roadway.

♦ Consider only a ¼ mile wide strip west of Route 25 for the current planning process.

♦ Large setbacks should be provided west of Route 25 to maintain an open look along the corridor.

♦ Higher density residential including town homes and similar zero maintenance homes should be provided in this area to serve empty-nesters and others who would like to live in the area without having to maintain large homes and properties.

♦ Provide convenience shopping along Route 25 on the north side off the newly aligned Stearns Road.
FIGURE A-4
FIGURE A-5
FIGURE A-5
FIGURE A-6
FIGURE A-7
FIGURE A-8