ACKNOWLEDGEMENTS

COMPREHENSIVE PLAN STEERING COMMITTEE

Dr. Richard Sens  Superintendent School District #100
James Biesiadecki  Asst. Superintendent School District #100
Julia Norem  President, School District #100
Les Reid  School District #100
Audris Billberry  Director, Housing Authority
Tom Jones  Housing Authority
Doug Beardsley  Director, Health Department
Bill Hatfield  Health Officer, Health Department
Kay Meyers  Co. HPC
George Thomas  Co. HPC
Roger Day  President, Village of Poplar Grove
Roy West  Poplar Grove
Mary Marquardt  President, Belvidere Park District
Dan Roddewig  Director, Belvidere Park District
Tracy Fleming  Fire District #1
Tom Jones  Fire District #1
Joel Nussbaum  Supervisor, Manchester Township
Arlene Roberts  Chairman, Manchester Township
John Kremer  Director, Conservation District
Gordon Neese  Conservation District
Dr. A. William Ton  Superintendent, School District #200
Susan Sick  President, Village of Caledonia
Kraig Bryan  Village of Caledonia
Larry Anderson  President, Boone County Farm Bureau
Dan Kane  Boone County SWCD
Jackie Falkenstein  Spring Township Supervisor
Laura Hunt  Program Manager, Main Street
Bill Luhman  Director, Growth Dimensions
Herb Walberg  Supervisor, Bonus Township
Mr. Gail Bennett  Supervisor, Flora Township
Terri Gaby  Director, Chamber of Commerce
Bob Turner  Supervisor, Belvidere Township
Jenni O'Connel  BDR
Brian Conrad  Manager Candlewick Lake
Doug Meyers  President, Village of Capron
<table>
<thead>
<tr>
<th>Name</th>
<th>Position/Association</th>
</tr>
</thead>
<tbody>
<tr>
<td>K.C. Crino</td>
<td>Chairman Capron P.C.</td>
</tr>
<tr>
<td>Dave Riggins</td>
<td>Flora Township P.C.</td>
</tr>
<tr>
<td>Brad Peters</td>
<td>Bonus Township P.C.</td>
</tr>
<tr>
<td>Stephen Rapp</td>
<td>President, Village of Timberlane</td>
</tr>
<tr>
<td>Ron Rodakowski</td>
<td>Home Builders Association</td>
</tr>
<tr>
<td>Royal White</td>
<td>Home Builders Association</td>
</tr>
<tr>
<td>Richard Gadke</td>
<td>Chairman, Leroy Township P.C.</td>
</tr>
<tr>
<td>Gregory Brown</td>
<td>Darecloud Development, Inc.</td>
</tr>
<tr>
<td>Dale Blachford</td>
<td>Growth Dimensions</td>
</tr>
<tr>
<td>John Toomire</td>
<td>Growth Dimensions</td>
</tr>
<tr>
<td>Sue Harnish</td>
<td>Caledonia Township P.C.</td>
</tr>
<tr>
<td>Margaret Archer</td>
<td>Belvidere Board of Realtors</td>
</tr>
<tr>
<td>Doug and Kristine Schnor</td>
<td></td>
</tr>
<tr>
<td>Leon Belardinelli</td>
<td>Bonus Township P.C.</td>
</tr>
<tr>
<td>Dennis Sturges</td>
<td>Spring Township P.C.</td>
</tr>
<tr>
<td>Lyle Lamont</td>
<td>Caledonia Township Supervisor</td>
</tr>
<tr>
<td>Norman Svedin</td>
<td>Leroy Township Supervisor</td>
</tr>
<tr>
<td>Louis Anderson</td>
<td>P.G. Township Supervisor</td>
</tr>
<tr>
<td>Richard Lundin</td>
<td>Boone County Engineering</td>
</tr>
<tr>
<td>Craig Lawler</td>
<td>Belvidere DPW</td>
</tr>
</tbody>
</table>
Boone County Officials
Don Meier-Chairman
Al Altamore-Vice Chairman
Jim McQuinn
Susan Anderson
Jane Anne Anderson
Joan Sage
Jim Hursh
John Young
Laura Guerin Hunt
Eldon “Bud” Barr
Don Kiefer
Ray Schwartz
Sylvia E. Schroeder-Clerk
Ken Terrinoni-County Administrator

City of Belvidere Officials
Frederic C. Brereton-Mayor
Brenda Dermer-Alderman
Brad Robinson-Alderman
Jim Wise-Alderman
Ed Fabish-Alderman
Robert Cantrell-Alderman
Robert Bowley-Alderman
Dana LaPier-Alderman
Dianna Hart-Alderman
Percy Gordon-Alderman
Mark Sanderson-Alderman
Rommelle Cunningham-Clerk

Boone County Planning Commission
Donn Hathaway-Chairman
Bill Luhman-Vice Chairman
Jim Marrs
Mickey McFadden
Marshall Newhouse

City of Belvidere Plan Commission
Todd Graves-Chairman
Phillip Grover-Vice Chairman
Robert Howells
Don Barnes
Joe Alligood

Boone County Conservation District
Sandy Gunderson-President
Richard Kahler-Vice President
Oral Staman-Treasurer
Brad Peters
Gordon Neese
John Kremer-Executive Director

Belvidere Park District
Mary Marquardt-President
Jean Twynning-Vice President
Norma Gesell-Secretary
Mark Luthin-Treasurer
Robert Freeman-Commissioner
Dan Roddewig-Executive Director

Boone Co. Historic Preservation Comm.
George Thomas, Chairman
Leon Belardinelli, Secretary/Treasurer
Flossie Ellsworth
Portia Noble
Kay Meyers

Belvidere Historic Preservation Commission
Rev. Thomas Rosa, Chairman
Art McEvoy
Barbara Volk
Debby Beswick
Sandra Cregeen
Sherry Simon
Village of Caledonia Officials
Susan Siek-President
Deborah Schroeder-Treasurer
Kraig Bryan-Trustee
Teresa Carol Zoellick-Trustee
Rodney Johnson-Trustee
John E. Haerterich-Trustee
James J. Salley-Trustee
Christine Johnson-Clerk

Village of Capron Officials
Douglas Meyers-President
Lorna Purvis-Trustee
David Oberholtzer-Trustee
Dennis Nelson-Trustee
David Rydell-Trustee
Judith A. Benson-Trustee
Leo Mroczenski-Trustee
Patricia Houpt-Clerk
Rebecca Rydell-Treasurer

Village of Poplar Grove Officials
Roger Day –President
Cathy Eskew-Trustee
Steve Mundy-Trustee
Linda Sherman-Trustee
Larry Steinke-Trustee
George Fowler-Trustee
Roy West-Trustee
Martha Suhr-Clerk
Marilyn Keator-Treasurer

Village Timberlane Officials
Stephen Rapp-President
Lloyd Carlson-Trustee
Guy Carynski-Trustee
Russell Johnson-Trustee
Donna Leone-Trustee
Dixie Timmerman-Trustee
Ron Stelling-Trustee
Sylvia Gorman-Clerk
Patice Manzell-Weiss-Treasurer

Capron Planning Commission
K.C. Crino-Chairperson
Shane Wynstra
Phyllis Rath
Scott Rogers
Bev Moore
Leo Mroczenski
Patty Grzybowski

Poplar Grove Plan Commission
Jim Franseen
Ted Hall
Rita Patey

Timberlane Plan Commission
Jeff Harrison
George Oaks
John Cordray
Al Pinnow
Joe Hodor
Belvidere Township Officials
Bob Turner-Supervisor
Debbie Carlson-Trustee
Leonard Carlson-Trustee
Gordon H. Luckow-Trustee
Jacquelin Schwartz-Trustee
Bernard Bahling-Clerk
Robert Falkenstein-Assessor
Richard Lee-Highway Commissioner

Manchester Township Officials
Joel Nussbaum-Supervisor
Marie Hall-Trustee
Stanley Ellsworth-Trustee
Vera Meyer-Trustee
Ray Morse-Trustee
Randall Williams-Trustee
Anita Whedon-Clerk
Donn Hathaway-Assessor
Brad Straw-Highway Commissioner

Caledonia Township Officials
Lyle F. Lamont-Supervisor
Rowland P. Warrington-Trustee
John C. Ferry-Trustee
Stephen Gilboy-Trustee
Frand Stauersboll-Trustee
Wayne E. Orr-Clerk
Donn Hathaway-Assessor
Glenn O’Connell-Highway Commissioner

Spring Township Officials
Jaclyn R. Falkenstein-Supervisor
Charles Drewes-Trustee
Kurt Shattuck-Trustee
Gary Lee Gibson-Trustee
Lindsey Voss-Trustee
Jane Anne Anderson-Clerk
Judith Shabacker-Assessor
Dennis Dovenmuehle-Highway Commissioner

Poplar Grove Township Officials
Louis Anderson-Supervisor
Donald West-Trustee
Colleen P. Guthrie-Trustee
Brian Piskie-Trustee
Tracee Lindaman-Trustee
Robert A. Lippe-Clerk
Judith Schabacker-Assessor
Wayne Wares-Highway Commissioner

Bonus Township Officials
Herb Walberg-Supervisor
Fay Ellwanger-Trustee
Bonnie Bartell-Trustee
Gerald Marrs-Trustee
Danny Chappel-Trustee
Mark Sisson-Clerk
Judith Schabacker-Assessor
Don Gustafson-Highway Commissioner
Flora Township Officials
Gail Bennet-Supervisor
Deborah Butenschoen-Trustee
Kerry Lee-Trustee
Daniel Runyan-Trustee
Dale Stevens-Trustee
Ken Freeman-Clerk
Roger Huber-Assessor
Michael A. Frank-Highway Commissioner

Leroy Township Officials
Norman Svedin-Supervisor
Charles Kastning-Trustee
Scott Sturm-Trustee
George Meier-Trustee
LaVera Anderson-Trustee
Dawn Reimer-Clerk
Donn Hathaway-Assessor
Paul Donley Jr.-Highway Commissioner

Boone Township Officials
Don Meier-Supervisor
Richard Lovesee-Trustee
John Eichelberger-Trustee
Norman Stimes-Trustee
H. John Toomire-Trustee
Anita Crout-Clerk
Dawn Mitchell-Assessor
Tom Anderson-Highway Commissioner

Manchester Township Plan Commission
Arlene Roberts-Chairperson
Flossie Ellsworth
Donn Hathaway
Karen Lewis

Spring Township Plan Commission
Lee Harbison
Gary Gibson
Dennis Sturgis
Stanley Fowler
Curt Fowler

Caledonia Township Plan Commission
Susan Harnish-Chairperson
Quentin Paul
Don Ward
Dennis Luckey
Stuart Kemp

Bonus Township Plan Commission
Brad Peters-Chairperson
Ron Karlson
Dan Sieben
Leon Belardinelli
Charles Harned

Flora Township Plan Commission
Dave Riggins-Chairperson
Clara Chilson-Secretary
David Bergmark
Gwen Wylie
Bill Affeldt
Gail Bennett-Co-ordinator

Leroy Township Plan Commission
Richard Gsdke-Chairperson
John Mulholland Jr.
George Schmidt
Ronald Wener
Lesie Wundrow
SCHOOL BOARDS

District 200
Denise Balsley-Preside nt
Bradley Crull
Dennis Ellingson
Paula Grady
Susan Vermett
Donald Ward
Diane Taylor
Dr. A. William Ton-Superintendent

District 100
Julia Norem-President
Les Reid
Kathy Magnus
Kathleen Magill
Gary Wiebe
Dr. Richard Sens-Superintendent
**Belvidere-Boone County Regional Planning Commission Staff**

Dave Sliktas, Planning Director, Project Coordinator  
Gloria Fay, Associate Planner  
Dan Moser, Assistant Planner  
Bonnie Pettee, Technical Secretary  
Cindy Kindschy, Technical Secretary (former)

**Consultant Staff**

**Vandewalle & Associates**  
Project Director and Lead Planner: Michael A. Slavney, AICP  
GIS Director and Associate Planner: Jon James, AICP  
Economic Development: Brian Vandewalle, AICP  
Urban Design: Rob Gottschalk, ASLA  
Regional Planning: Professor Phil Lewis, ASLA  
GIS Assistant and Planning Intern: Robin Wettstein

**Lane Kendig, Inc.**  
Lead SAVES Impact Analyst: Lane Kendig  
SAVES Impact Analyst: Mac Birch

**Strand Associates, Inc.**  
Sanitary Sewerage Analysis: Paul Dreiss, P.E.  
Public Water Analysis: Jerry Groth, P.E.  
General Municipal Engineering: Rob Ehlers, P.E.

**Metro Transportation, Inc.**  
Transportation Analysis: Rob DuBoe

---

**Planning, Design and Redevelopment Assistance by:**  
VANDEWALLE & ASSOCIATES  
402 West Lakeside Street  
Madison, WI 53715  
(608) 255-3988  
(608) 255-0814 (FAX)  

**Plan Prepared for:**  
Boone County, Illinois  
City of Belvidere  
Village of Caledonia  
Village of Capron  
Village of Poplar Grove  
Village of Timberlane
# TABLE OF CONTENTS

Acknowledgements .......................................................................................................................................................... i

I. INTRODUCTION ......................................................................................................................................................... 1
   B. Purpose of this Plan .................................................................................................................................................. 2
   C. General Regional Context ......................................................................................................................................... 3

Map 1: Planning Area Location .................................................................................................................................... 4

II. EXISTING FACTORS .................................................................................................................................................. 5
   A. Natural Features ................................................................................................................................................... 5
      1. Landforms/Topography/Geology .......................................................................................................................... 5
         Figure 1: Boone Co. Elevations ............................................................................................................................... 5
      2. Hydrology ............................................................................................................................................................ 5
         A. Rivers and Streams .............................................................................................................................................. 5
         B. Floodplains ......................................................................................................................................................... 6
         C. Wetlands ............................................................................................................................................................ 6
         D. Groundwater .................................................................................................................................................... 6
      3. General Soils Information ................................................................................................................................... 6
      4. Agriculture .......................................................................................................................................................... 7
         A. Prime Agricultural Soils ..................................................................................................................................... 7
         B. Farming ........................................................................................................................................................... 7
      5. Sand And Gravel Resources ................................................................................................................................ 7
      6. Other Sensitive Environmental Features ............................................................................................................... 7
         A. Woodlands ........................................................................................................................................................ 7
         B. Steep Slopes ...................................................................................................................................................... 7
         C. Hilltops and Ridgelines ...................................................................................................................................... 8
      7. Environmental Corridors Analysis ............................................................................................................................... 8
         A. Environmental Corridors ................................................................................................................................ 8

Map 2: Natural Features ................................................................................................................................................. 9

Figure 2: Sand and Gravel Deposits ................................................................................................................................. 10

B. Existing Development Factors ........................................................................................................................................ 12
   1. Land Use .............................................................................................................................................................. 12
      A. Map Categories ................................................................................................................................................... 12
      B. Traditional and Planned Neighborhood Developments ......................................................................................... 13
C. Existing General Land Use Pattern ................................................................. 14

Map 3a: Existing Land Use – Boone County ......................................................... 15
Map 3b: Existing Land Use – Central Belvidere .................................................. 16
Map 3c: Existing Land Use – Village Centers ..................................................... 17

2. Transportation ......................................................................................... 18
3. Utilities ...................................................................................................... 18
4. Recreation & Conservation ..................................................................... 19
5. Education .................................................................................................. 19

C. Social and Economic Factors .................................................................. 20
1. Population ............................................................................................... 20

Table 1: Historical Population ..................................................................... 20

Figure 3: Population Chart ............................................................................ 20

Table 2: Population Growth since 1990 ......................................................... 21

Table 3: Racial Profile for Boone County, 1995 ............................................. 21

Table 4: Age Breakdown for Boone County, 1995 ....................................... 22
2. Housing ................................................................................................... 22

Table 5: Housing Unit Types, 1995 ............................................................... 22
3. Economic & Labor Force Characteristics .............................................. 23

Table 6: Economic & Labor Force Characteristics, 1990 ............................ 23
4. Population Projections ........................................................................... 24

Table 7: Population Projections ................................................................... 24
5. Summary ................................................................................................. 24

D. Existing Plans and Other Policy Factors .................................................... 25
1. Boone County ......................................................................................... 25
2. City of Belvidere ..................................................................................... 25
3. Villages of Capron, Caledonia, Poplar Grove, and Timberlane .......... 25
4. Townships .............................................................................................. 25
5. West Hills Neighborhood Plan ................................................................ 25
6. Rockford Area Transportation Study (RATS) & Boone Co. Area Transportation Study (BATS)26
7. Boone & Winnebago Regional Greenways Plan .................................. 26
8. Plans of Outlying Communities ............................................................ 26

Map 4: Jurisdictional Boundaries .................................................................. 27

III. DATA SYNTHESIS ..................................................................................... 28

A. Key Factors And Trends ......................................................................... 28
B. Key Planning Issues And Challenges ..................................................... 29
Boone County Comprehensive Plan

C. Community Vision Forum (April 1998) ......................................................... 29
   1. Key Community Vision Elements ......................................................... 30

IV. PLANNING POLICY FRAMEWORK ................................................................. 31
   A. Summary of Key Planning Issues and Challenges ................................. 31
   B. Planning Goals, Objectives and Policies ............................................. 32
      1. Issue: Community Identity .............................................................. 33
      2. Issue: Aesthetics ..................................................................... 35
      3. Issue: Environmental ................................................................. 36
      4. Issue: Agricultural Preservation ................................................. 37
      5. Issue: Land Use .................................................................. 38
      6. Issue: Transportation ............................................................... 39
      7. Issue: Market Responsiveness & Economic Development ............. 41
      8. Issue: Public Facilities & Services ............................................. 43
      9. Issue: Parks and Open Space ..................................................... 44
     10. Issue: Intergovernmental Relations ............................................ 45
     11. Issue: Fiscal Performance .......................................................... 46
     12. Issue: Administration .............................................................. 48

V. CONCEPTUAL DEVELOPMENT PLAN ............................................................. 50
   A. Overall Development Concept ......................................................... 50
   B. A Plan Based on Community Character .......................................... 50
      1. Boone County Community Character Plan ................................ 50
      2. General Theory and Pattern ....................................................... 50

Map 5: Community Character Planning Areas ................................................ 52

VI. ALTERNATIVE GENERAL PLANS ANALYSIS .................................................. 53
   A. Introduction: A Look at Potential Build-Out Future ......................... 53
   B. Overview of Three General Plan Alternatives .................................. 54
      1. “Metroplex” Alternative ............................................................ 54
      2. “Rural Pattern” Alternative ...................................................... 54
      3. “Rural Character” Alternative .................................................. 54
   C. Metroplex Alternative .................................................................. 55
      1. Overall Community Character Description: ............................... 55
      2. Key Features of this Alternative: ............................................. 55
      3. “Metroplex” Detailed Impacts .................................................. 55

Map 6a: Land Use Plan – Alternative 1 ............................................................. 57
D. Rural Pattern Alternative .................................................................................................................. 58
   1. Overall Community Character Description: ............................................................................ 58
   2. Key Features of this Alternative: ............................................................................................. 58
   3. Rural Pattern Detailed Impacts: .............................................................................................. 58

Map 6b: Land Use Plan – Alternatives 2 & 3 .................................................................................. 60

E. Rural Character Alternative ............................................................................................................. 61
   1. Overall Community Character Description: ............................................................................ 61
   2. Key Features of this Alternative: ............................................................................................. 61
   3. “Rural Character” Detailed Impacts: ....................................................................................... 61

F. Summary Comparison Between Plan Alternatives ......................................................................... 62

G. Selection of the Preferred Plan Alternative ................................................................................... 62

VII. BOONE COUNTY COMPREHENSIVE PLAN ........................................................................... 63

A. Overall County Plan ......................................................................................................................... 63
   1. Land Use / Community Character Plan .................................................................................... 63
   2. Transportation Plan ..................................................................................................................... 63
   3. Public Facilities Plan ................................................................................................................... 64
      A. Utilities ..................................................................................................................................... 64
      B. Recreation and Conservation ............................................................................................... 65
      C. Education ................................................................................................................................. 65
      D. Public Safety ............................................................................................................................ 65
   4. Economic Development Plan ...................................................................................................... 65

B. Rural Boone County .......................................................................................................................... 68
   1. Community Character Plan ......................................................................................................... 68
   2. Land Use Plan for Unincorporated Boone County ..................................................................... 68
      A. Agricultural Preservation Areas .......................................................................................... 68
      B. Spring Creek Neighborhood ............................................................................................... 69
      C. Loves Park Area .................................................................................................................... 69
   3. Transportation Plan for Unincorporated Boone County .............................................................. 69
   4. Public Facilities Plan ................................................................................................................... 70
      A. Utilities ..................................................................................................................................... 70
      B. Recreation and Conservation ............................................................................................... 70
      C. Education ................................................................................................................................. 71
      D. Public Safety ............................................................................................................................ 71

C. City of Belvidere .............................................................................................................................. 72
   1. Community Character Plan ......................................................................................................... 72
2. Land Use Plan ....................................................................................................................... 72
   A. Central Belvidere ................................................................................................................. 72
   B. Tollway Corridor ................................................................................................................ 73
   C. West Hills Neighborhood ................................................................................................. 75
   D. North Bypass Area ........................................................................................................... 75
3. Transportation Plan .............................................................................................................. 76
   A. Central Belvidere ................................................................................................................. 76
   B. Tollway Corridor ................................................................................................................ 76
   C. West Hills Neighborhood ................................................................................................. 76
   D. North Bypass Area ........................................................................................................... 76
4. Public Facilities Plan ........................................................................................................... 76
   A. Utilities ............................................................................................................................... 76
   B. Recreation and Conservation ......................................................................................... 77
   C. Education .......................................................................................................................... 77
   D. Public Safety ..................................................................................................................... 77
D. Village of Caledonia ........................................................................................................... 78
1. Community Character Plan ............................................................................................... 78
2. Land Use Plan ....................................................................................................................... 78
3. Transportation Plan ............................................................................................................ 78
4. Public Facilities Plan ......................................................................................................... 79
   A. Utilities ............................................................................................................................... 79
   B. Recreation and Conservation ......................................................................................... 79
   C. Education .......................................................................................................................... 79
   D. Public Safety ..................................................................................................................... 79
E. Village of Capron ................................................................................................................ 80
1. Community Character Plan ............................................................................................... 80
2. Land Use Plan ....................................................................................................................... 80
3. Transportation Plan ............................................................................................................ 80
4. Public Facilities Plan ......................................................................................................... 81
   A. Utilities ............................................................................................................................... 81
   B. Recreation and Conservation ......................................................................................... 81
   C. Education .......................................................................................................................... 81
   D. Public Safety ..................................................................................................................... 81
F. Village of Poplar Grove ....................................................................................................... 83
1. Community Character Plan ............................................................................................... 83
2. Land Use Plan ....................................................................................................................... 83
3. Transportation Plan ................................................................. 84
4. Public Facilities Plan .............................................................. 84
   A. Utilities ............................................................................. 84
   B. Recreation and Conservation ........................................... 84
   C. Education ........................................................................ 85
   D. Public Safety .................................................................... 85

G. Village of Timberlane ............................................................. 86
   1. Community Character Plan ................................................ 86
   2. Land Use Plan .................................................................. 86
   3. Transportation Plan .......................................................... 86
   4. Public Facilities Plan ........................................................ 86
      A. Utilities ........................................................................ 86
      B. Recreation and Conservation ........................................ 87
      C. Education ..................................................................... 87

H. Hamlet of Garden Prairie ....................................................... 88
   1. Community Character Plan ................................................ 88
   2. Land Use Plan .................................................................. 88
   3. Transportation Plan .......................................................... 88
   4. Public Facilities Plan ........................................................ 89
      A. Utilities ........................................................................ 89
      B. Recreation and Conservation ........................................ 89
      C. Education ..................................................................... 89

I. Candlewick Neighborhood ...................................................... 90
   1. Community Character Plan ................................................ 90
   2. Land Use Plan .................................................................. 90
   3. Public Facilities Plan ........................................................ 90
      A. Utilities ........................................................................ 90
      B. Education ..................................................................... 90

J. Community Separation Areas ................................................ 91
   1. Belvidere / Poplar Grove ................................................... 91
   2. Caledonia / Loves Park ..................................................... 92
   3. Timberlane / Loves Park ................................................... 92
   4. Caledonia / Poplar Grove – Candlewick -- Timberlane .......... 92
   5. Poplar Grove / Capron ..................................................... 92
   6. Belvidere / Garden Prairie ................................................ 92

K. Countywide Land Use Plan Impacts ....................................... 93
Table 8a: Land Use Acreage by Planning Area ................................................................. 94
Table 8b: Land Use Plan Impacts ..................................................................................... 95
Table 8c: Difference from Existing Land Use ................................................................. 96
Map 7a: Land Use Plan – Boone County ......................................................................... 97
Map 7b: Land Use Plan – Northern Boone County .......................................................... 98
Map 7c: Land Use Plan – Southern Boone County ......................................................... 99
Map 7d: Land Use Plan – Central Belvidere ................................................................. 100
Map 7e: Land Use Plan – Village Centers .................................................................. 101
Map 8a: Transportation Plan ......................................................................................... 102
Map 8b: Transportation Plan – City of Belvidere ........................................................ 103

VIII. PLAN IMPLEMENTATION .................................................................................... 104

A. Plan Adoption And Amendments ............................................................................. 104
   1. Plan Adoption ........................................................................................................ 104
   2. Plan Amendments ............................................................................................... 104
B. Additional Planning .................................................................................................. 104
   1. Neighborhood Plans ......................................................................................... 105
   2. Facility Plans ...................................................................................................... 105
C. Regulation ................................................................................................................ 105
   1. Zoning .............................................................................................................. 105
   2. Land Division ................................................................................................. 109
   3. Official Mapping ............................................................................................ 109
   4. Exactions ........................................................................................................ 109
D. Public Investment .................................................................................................... 110
   1. Public Lands and Partial Interests .................................................................... 110
   2. Utilities and Facilities ..................................................................................... 110
   3. Citizen Participation ...................................................................................... 110
E. Intergovernmental Coordination ............................................................................ 111
   1. Intergovernmental Planning ........................................................................... 111
   2. Boundary Agreements ................................................................................... 111
   3. Common Regulations .................................................................................... 111
   4. Shared Facilities ............................................................................................ 111
   5. Pooled Services .............................................................................................. 112

IX. CONCLUSION ..................................................................................................... 113

Appendix A: Public Hearing Schedule and Adoption .................................................... 114
TABLE OF GRAPHICS

Map 1: Planning Area Location........................................................................................................... 4
Figure 1: Boone Co. Elevations........................................................................................................... 5
Map 2: Natural Features .................................................................................................................... 9
Figure 2: Sand and Gravel Deposits ................................................................................................. 10
Map 3a: Existing Land Use – Boone County ...................................................................................... 15
Map 3b: Existing Land Use – Central Belvidere ................................................................................ 16
Map 3c: Existing Land Use – Village Centers .................................................................................... 17
Table 1: Historical Population ........................................................................................................... 20
Figure 3: Population Chart ............................................................................................................... 20
Table 2: Population Growth since 1990 ............................................................................................ 21
Table 3: Racial Profile for Boone County, 1995 ................................................................................ 21
Table 4: Age Breakdown for Boone County, 1995 .......................................................................... 22
Table 5: Housing Unit Types, 1995 .................................................................................................. 22
Table 6: Economic & Labor Force Characteristics, 1990 ................................................................. 23
Table 7: Population Projections ......................................................................................................... 24
Map 4: Jurisdictional Boundaries .................................................................................................... 27
Map 5: Community Character Planning Areas .................................................................................. 52
Map 6a: Land Use Plan – Alternative 1 ............................................................................................ 57
Map 6b: Land Use Plan – Alternatives 2 & 3 ................................................................................... 60
Table 8a: Land Use Acreage by Planning Area .................................................................................. 94
Table 8b: Land Use Plan Impacts ..................................................................................................... 95
Table 8c: Difference from Existing Land Use .................................................................................... 96
Map 7a: Land Use Plan – Boone County .......................................................................................... 97
Map 7b: Land Use Plan – Northern Boone County .......................................................................... 98
Map 7c: Land Use Plan – Southern Boone County .......................................................................... 99
Map 7d: Land Use Plan – Central Belvidere .................................................................................... 100
Map 7e: Land Use Plan – Village Centers ....................................................................................... 101
Map 8a: Transportation Plan ......................................................................................................... 102
Map 8b: Transportation Plan – City of Belvidere .......................................................................... 103
I. INTRODUCTION

Boone County now stands alone. In each direction, a combination of urban, suburban, exurban, and resort development has altered the once unequaled agricultural richness and rural integrity of the State Line area. Although large remnants of this natural and human heritage exist in parts of DeKalb, Winnebago, Rock, Waukesha, Walworth, Racine, Kenosha, Lake, McHenry, and Kane Counties, they remain as shrinking fragments – anchored most firmly on their Boone County borders. These changes have been strongly resisted in each of these counties, with comprehensive plans calling for agricultural preservation, environmental protection, and the enhancement of small community character since the 1950s. Progress on implementing these objectives has been uneven – with many failures, a few notable successes, and overall, a collection of evolving and critically unresolved challenges. Most of the key planning issues facing Boone County fall into this last category. In other words, what remains most valued in Boone County has not been permanently achieved, but instead has simply not yet faced the full challenge of metropolitan expansion.

Boone County residents have observed how their neighbors have addressed this challenge. As a whole, the people of Boone County are increasingly aware that the current balance between their quality of life and cost of living exists as an historical remnant under long-term threat. The citizens of Boone County recognize that fragile balances now exist between: historic community character and metropolitan convenience; between rampant sprawl and economic development; and between municipal self-determination and regional coordination. Ten years ago, the broad-based leadership of Boone County, its municipalities, its business community, and its agricultural community mutually determined that a pro-active approach to County development was essential to address the near-term preservation of these balances. That is the purpose of any County Comprehensive Plan, and the current County Plan has done a respectful job of addressing this challenge. However, in the face of more recent, telling trends, the citizenry of Boone County clearly now recognizes that the most appropriate planning approach must directly address the general end-state development pattern in the County. That very long-range perspective is the orientation of this new Comprehensive Plan for Boone County.

The current set of plans for Boone County and its sub-areas has established good and typical recommendations relating to agricultural preservation, the revitalization of downtown Belvidere, the consolidation of logical land use patterns in the villages and hamlets, the creation of a new, high-quality neighborhood in the West Hills area, an excellent active recreation system in the Belvidere area, and a strong county-wide passive recreation system embodying complementary environmental and recreational components. Strong planning programs exist in the City and Villages, as well as in the hamlet of Garden Prairie, the Candlewick community, the West Hills neighborhood, and in the Townships – particularly in Manchester, Caledonia, Bonus and Belvidere. These efforts, largely guided by the Regional Planning Commission as a unifying and coordinating force, have together provided the County with excellent guidance for implementing the current County Comprehensive Plan.

However, very critical shortcomings remain in the overall planning and development system. These problems are typical – in fact almost universal – rather than unique to Boone County. But unless they are directly addressed and overcome, Boone County will simply not be able to maintain its highly valued balance between its historic character and metropolitan growth. The key challenges (which are elaborated in Section IV.A. of this Plan) include:

1. No plan for, or commitment to, an end-state pattern of development
2. No fully integrated system of plan, development regulation, project review and monitoring
3. No comprehensive strategy and program to minimize intergovernmental conflict
4. Few instances of growth management related to quality of development, beyond locational control
5. No proven commitment to development patience in several key economic corridors and areas
6. No specific county-wide strategies to solve three critical plan implementation challenges:
   a. Intergovernmental boundary agreements – particularly around the Villages in central Boone County;
   b. Permanent agricultural preservation and community separation; and,
   c. Creation of highest and best use economic development opportunities

Such objectives have rarely been accomplished – anywhere. This elaboration of existing shortcomings is applicable throughout the region. However, they remain steadfastly in the way of preserving Boone County’s increasingly unique character. In recognition of these obstacles, Boone County embarked on its new Comprehensive Planning effort with vigor and commitment. The County Plan Steering Committee directed that a unique planning approach be developed that embodied the combination of four strong elements:

1. Plan objectives and priorities strongly driven by public input through a County-wide Community Forum, Plan Workshop, and multiple local planning sessions;
2. The development of a comprehensive general implementation strategy and mutually-supportive major plan objectives;
3. Site-specific mapping of existing land use, existing plans, and alternative future land uses through a Geographic Information System (GIS) – followed by a computerized development impact analysis for each plan alternative; and,
4. The identification of a full range of plan implementation elements, including innovative approaches to community character enhancement, economic development opportunity creation, agricultural preservation, and community separation.

This aggressive comprehensive approach to public participation, planning and implementation is the best hope for preserving and enhancing Boone County’s balance between the quality of life and the cost of living – not just over the next twenty years – but for the very long term. The ability to consider the recommendations necessary to accomplish such a program is a tribute to the philosophy of progressive conservatism we find throughout Boone County – in its people, and thus in its leadership and in its agencies. It is in this philosophy that our ability to forward the ambitious objectives of this Plan is grounded – with cautious confidence and realistic optimism.

B. PURPOSE OF THIS PLAN

This Comprehensive Master Plan is a blueprint for the short-range and long-range growth and development of Boone County, the City of Belvidere, the Villages of Caledonia, Capron, Poplar Grove, and Timberlane, and the Hamlet of Garden Prairie. It is designed to be used by County, City, and Village officials as a policy guide to direct community development decisions, to assist with community facility budgeting, and as a tool to focus and stimulate private housing, business, and industrial investment in the community.

In addition to providing sound public policy guidance, a Comprehensive Master Plan should incorporate an inclusive public participation process to ensure that its recommendations are as reflective of a broadly supported future vision. To be adopted, a Plan must go through the formal hearing and review process. After adoption, future changes or amendments to the Plan must be approved by the County and other affected jurisdictions (City/Villages). This formal, well-publicized process facilitates broad support of plan goals and activities.

Creating a Comprehensive Master Plan is just the first step in directing community growth. Subsequent planning efforts must focus on providing direct connections between the Plan’s recommendations and actual development. The most effective ways of accomplishing this are to adopt development regulations that directly implement planning policies, and then, for the
County/City/Village to evaluate all development related proposals (annexations, land divisions, rezonings, conditional uses, planned developments, and public investment and service decisions) based on their consistency with this Plan. Reference of decisions to Plan recommendations will help establish both their legal defensibility and their economic efficiency.

Finally, to be effective, this Plan should continue to be evaluated by community representatives and amended as needed to keep current with changes brought about by time. A five-year evaluation cycle is recommended.

C. GENERAL REGIONAL CONTEXT

Boone County is located in the north central part of Illinois. The County is bordered by the State of Wisconsin to the north, Winnebago County to the west, McHenry County to the east, and DeKalb County to the south. The County is at the boundary of two growing metropolitan regions. The Rockford Metropolitan area lies to the west and the greater Chicago Metropolitan area is to the east.

This location – the last remaining stronghold of true rural character and intact agricultural lands in the Chicago-Milwaukee-Madison-Rockford diamond – presents a myriad of opportunities and challenges for the future of the County.

(See Map 1: Planning Area Location on the following page.)
Map 1: Planning Area Location

[Map of the United States highlighting Boone County, Illinois]
II. EXISTING FACTORS

A. NATURAL FEATURES

The natural features of the County provide a basic framework for analysis and suggest possible locational advantages for particular land uses. The natural resource base, especially environmentally sensitive areas with respect to soils, environmental corridors, wetlands, and floodplains are critical factors in local planning decision making. Maintenance of these, and other environmentally sensitive natural features, is important for both the visual attractiveness of the community, as well as for the prevention of severe developmental or environmental problems that may be difficult and costly to correct in the future.

The history of Boone County is a function of the inter-relationship between the area’s natural context -- geology, topography, hydrology, soils and vegetation -- and the relation of that context to people and their actions. The future of Boone County will be determined by these same forces. These occur both at the local & regional level. Sound planning for the future must recognize this context, and take the best advantages of the possibilities that are created by this inter-relationship.

1. Landforms/Topography/Geology

Land surface elevations range from more than 1000 feet in northern Boone County to below 800 feet in the Kishwaukee River Valley (see Figure 1, below).

As glaciers advanced and retreated, the landscape was eroded, reshaped, and modified many times. Much of southern Boone County has been subjected to considerable glacial erosion, accounting for the patchy, irregularly exposed glacial deposit and shallow bedrock. The topography in this area is controlled primarily by the bedrock. In northern Boone County glacial drift on the uplands is often more than 100 feet thick, and the topography is primarily controlled by erosion.1

2. Hydrology

A. Rivers and Streams

The Kishwaukee River and its tributaries, Beaver Creek, Piscasaw Creek and Coon Creek, drain most of Boone County. The Kishwaukee River drains into the Rock River to the west in Winnebago County. North and South Kinnikinnick Creeks, in the northwest portion of the County, drain directly into the Rock River to the west. (See Map 2: Natural Features)

---

B. Floodplains

Flood hazard areas are located along the Kishwaukee River, Beaver Creek, Piscasaw Creek, Coon Creek, and their tributaries. These have been identified and mapped by the Federal Insurance Administration for risk management purposes. The 100 year flood area—where the flooding probability is greater than 1% in any given year—is generally restricted to no development. See Map 2: Natural Features for the general location of the 100 year and 500 year floodplains, as mapped by the State of Illinois State Water Survey. The Environmental Corridor land use category includes the 100 and 500 year floodplains. (See Map 2: Natural Features)


C. Wetlands

Wetland areas are located along streams and drainageways and in isolated low spots. These have been identified and mapped by the Illinois Department of Natural Resources. These areas are important for aquifer recharge, groundwater and surface water quality improvement, and wildlife habitat. Very significant wetland areas are located throughout the planning area. Generally, these areas are restricted to no development by Federal and State regulations. (See Map 2: Natural Features)

D. Groundwater

The water supply in Boone County is good. The deep glacial outwash and underlying Cambrian aquifers of the Rock and Kishwaukee River Valleys are the main sources of water for the larger industries and municipalities. They are capable of supplying much more water than is currently used. The sandstone aquifers of Ordovician age supply water to the smaller industries and cities. The shallow dolomitic limestone aquifers in the uplands supply water for domestic and livestock use.\(^2\) In areas of granular soils, these shallow aquifers are susceptible to contamination from both surface and subterranean sources. Deep aquifers in the County are generally of higher quality and considered substantially less susceptible to contamination.

3. General Soils Information

Soil suitability is a key factor in determining the best and most cost-effective locations for new urban growth. The northwest 2/3 of the County (north and west of the Kishwaukee and Piscasaw floodplains) is mostly made up of soils in the Flagg-Pecatonica class. These soils are deep and well-drained that formed in loess and the underlying glacial drift located on uplands. The southeast portion of the County (south and east of the Kishwaukee and Piscasaw floodplains) is made up of soils mostly in the Drummer-Parr class. These soils are deep soils that can be well-drained or poorly-drained that formed in loess and the underlying glacial till or outwash located on uplands. The floodplain areas of the Kishwaukee and Piscasaw contain a mixture of deep, well-drained soils that formed in loamy and sandy sediment underlain by sandy and gravelly sediment on high stream terraces, and deep, poorly-drained, nearly level soils that formed in recent alluvium or in outwash sediment on floodplains and low stream terraces.

Please refer to the U.S. Department of Agriculture Soil Conservation Service’s *Soil Survey of Winnebago and Boone Counties, Illinois* for more detailed soil information.

4. **Agriculture**

   **A. Prime Agricultural Soils**

   Agriculture is very important to the economy and culture of Boone County. According to a 1980 map of *Important Farmlands in Boone County*, 81% of the County (147,059 acres) were classified as Prime Farmland. With the exception of the hilly portions of the west-central area of the County, prime farmland soils predominate.

   **B. Farming**

   Land in farming, as well as the number of farms, has been shrinking. According to the U.S. Census Bureau’s Census of Agriculture, in 1978 there were 638 farms made up of 168,288 acres (93.4% of the county). By 1992 the number of farms were 500 totaling 135,163 acres (75.0% of the county). The average market value of farm land and buildings was $2,066 in 1992. This is down from the 1982 value of $2,315, but up from the 1987 value of $1,444.

5. **Sand And Gravel Resources**

   Sand and Gravel have been designated according to their potential as possible sources of large amounts of high quality sand and gravel. Deposit types are further classified into subtypes on the basis of variations in physical properties that affect the resource potential of the deposit. (See Figure 2 and accompanying legend) Please refer to the State Geologic Survey’s *Geology for Planning in Boone and Winnebago Counties* for more detailed geologic information.

6. **Other Sensitive Environmental Features**

   **A. Woodlands**

   Significant areas of wooded land are located throughout the County. These woodlands are generally located in areas of steep topography or along water features. Existing woodlands that have not been broken up by residential development are valuable contributors to the area’s character and beauty. As such, these remaining woodland areas should be preserved, and any development in and around them should take special care not to destroy these resources.

   **B. Steep Slopes**

   Generally, the County is predominated by gently rolling or flat areas. Steep slopes (exceeding 12%) occur very infrequently and only for very short runs. These areas are scattered throughout the County and are generally associated with either directly adjacent waterways or ridgetop systems. A concentration of these slopes is found in the west-central area of the County.

---

3 “Important Farmlands – Boone Co., Ill.”, US Department of Agriculture, Soil Conservation Service (May 1980)

C. Hilltops and Ridgelines

An important natural feature that is often overlooked in comprehensive planning efforts are hilltops and ridgelines. Hilltops and ridgelines serve to define the horizon—and perhaps provide a “natural edge” for a community. Large structures constructed on top of them (including homes) tend to be visually prominent—especially if not blending with the area’s rural-agricultural character in terms of color, material, or style. Significant hilltops and ridge lines are present in various areas throughout the County. An important ridge is located generally along the Bates Road and Huber Road corridors, while a second important ridge is found along the Orth Road corridor. These ridges tend to break the county into a northern, a central, and a southern viewshed region.

7. Environmental Corridors Analysis

A. Environmental Corridors

Environmental corridors are, in effect, a composite of the most important individual elements of the natural resource base occurring in a linear pattern on the landscape and have immeasurable environmental, ecological, and recreational value. These corridor areas normally include one or more of the following elements which are essential to the maintenance of an ecological balance and diversity, and the preservation of natural beauty in Boone County. Protection of environmental corridors from additional intrusion by incompatible land uses, and thereby from degradation and destruction, should be an essential planning objective for the preservation of open natural spaces. These corridors should be preserved and protected in essentially natural open uses. Environmental corridor features include:

1. surface waters and their undeveloped shorelands and floodplains
2. wetlands, woodlands, and wildlife habitats
3. rugged terrain and high relief topography

The corridors also contain the following additional elements, closely related to the natural resource base, having recreational, scenic, and historical value:

4. existing outdoor recreation sites
5. potential outdoor recreation sites
6. historic, archaeological, and other cultural sites
7. scenic areas and vistas
8. natural and scientific areas

Detailed analysis of landscapes throughout both Illinois and Wisconsin, pioneered by Professor Phil Lewis, have demonstrated that approximately 90% of the key environmental and cultural resources of a region are located within or adjacent to environmental corridor features. This overall pattern holds in Boone County. With this in mind, this Plan emphasizes the protection of environmental corridors and their constituent parts. This Plan also uses the two primary corridors of the County (the Kishwaukee River and Piscasaw Creek corridors) as important regional growth and community character determinants.

(See Map 2: Natural Features on the following page.)
Map 2: Natural Features

(11 x 17 - black & white)
Figure 2: Sand and Gravel Deposits

(8.5 x 11 - black & white)
Legend for Sand & Gravel

11x17 b&w
B. EXISTING DEVELOPMENT FACTORS

1. Land Use

A. Map Categories

This plan uses a detailed system of land use map categories that address both use and community character factors. Traditional land use classifications (such as agricultural, residential, commercial and industrial) are combined with modern community character classifications (such as rural, exurban, general, planned and neighborhood) to create a system of categories that initially provides for a higher level of description, and ultimately provides for a more detailed level of recommendation. These map categories include:

1. **Vacant**: undeveloped lands;
2. **Rural**: agricultural uses, farmsteads, other open lands, and single-family residential at or below 1 dwelling per 40 acres;
3. **Exurban Residential**: single-family residential development in rural subdivisions not served by public sewer and water at a density not to exceed 1 dwelling unit per 2 gross developable acres. Conservation subdivision development, used to help hide development from surrounding properties and adjacent roads, may be appropriate in these areas;
4. **Single Family Residential**: sewered single-family residential development at densities up to 5 dwelling units per acre;
5. **Two Family Residential**: two-family residential development at densities up to 8 dwelling units per acre;
6. **Mixed Residential**: a variety of residential units at densities above 8 dwelling units per acre;
7. **Planned Neighborhood**: a carefully planned mixture of predominantly single-family residential development (minimum of 60% of all dwelling units), combined with one or more of the following land use categories: neighborhood residential; two-family residential, multi-family residential, neighborhood office, neighborhood business, institutional, and active recreation;
8. **Traditional Neighborhood**: a carefully planned mixture of land uses arranged in a traditional urban grid or curvilinear grid pattern including predominantly single-family residential development (minimum of 60% of all dwelling units), combined with one or more of the following land use categories: neighborhood residential; two-family residential, multi-family residential, neighborhood office, neighborhood business, institutional, and active recreation;
9. **Neighborhood Office**: residential, institutional office, office-support commercial and personal service uses which preserve the residential character through building scale, building appearance, landscaping and signage;
10. **Planned Office**: high-quality office, institutional and office-support land uses with very generous landscaping and limited signage;
11. **Neighborhood Business**: residential, office, and neighborhood supporting institutional and commercial uses which preserve the residential character through building scale, building appearance, landscaping and signage;

*A range of market responsive housing values – from estate to affordable and low income housing, and tenure – including owner-occupied, condominium, and rental, are recommended to be represented throughout these areas.
12. **Planned Business**: high-quality indoor commercial, office and institutional land uses, with generous landscaping and limited signage;

13. **General Business**: indoor commercial, office, institutional, and controlled outdoor display land uses, with moderate landscaping and signage;

14. **Central Mixed Use**: pedestrian-orientated indoor commercial, office, institutional and residential uses with streetscaping and low-key signage;

15. **Planned Industrial**: high-quality indoor manufacturing, assemble and storage uses with generous landscaping and limited signage;

16. **General Industrial**: indoor industrial land uses and controlled outdoor storage areas, with moderate landscaping and signage;

17. **Special Industrial**: special land use category reserved for the Chrysler plant;

18. **Heavy Industrial**: carefully controlled heavy industrial; storage, and disposal land uses, with moderate landscaping and signage;

19. **Landfill**: sites used for burial of garbage;

20. **Extraction**: quarries, gravel pits, clay extraction, peat extraction and related land uses;

21. **Planned Mixed Use**: carefully controlled mixed institutional, commercial, office, residential and transit uses based on high-quality detailed plans;

22. **Institutional**: large-scale public buildings, hospitals, and special-care facilities. Small institutional uses may be permitted in other land use categories;

23. **Air Transportation**: area used for airports or rural landing strips and related uses;

24. **Active Recreation**: open space facilities generally devoted to playgrounds, play fields, play courts and related recreation activities;

25. **Passive Recreation**: open space facilities generally devoted to trails, picnic areas, gardens and related recreation activities;

26. **Environmental Corridor**: floodplains, wetlands, woodland and other sensitive environmental features; and

27. **Surface Water**: lakes, rivers and perennial streams.

**B. Traditional and Planned Neighborhood Developments**

The Traditional Neighborhood and Planned Neighborhood land use categories encourage a mix of predominantly Single-Family Residential development (minimum of 60% of the dwelling units) with well-designed, limited components of Two-Family Residential (maximum of 20% of the dwelling units), Mixed Residential (maximum of 20% of the dwelling units), Institutional, Active Recreation, Neighborhood Office, and Neighborhood Commercial land uses. Such plans require the use of complementary vehicle and pedestrian transportation networks, urban design strategies including the preservation and enhancement of vistas, neighborhood gathering places, and visual focal points. The ability to provide a sound design of such complexity will require the use of Detailed Neighborhood Plans.

The result of this detailed planning and design process will be new neighborhoods which capture much of the charm and unique character of the best historic neighborhoods in the county – with the added benefit of more completely coordinated land use, open space, and transportation patterns. Areas planned in this manner will be more marketable to a greater diversity of ages, incomes and lifestyles, and will typically appreciate in value faster than single-use neighborhoods which employ "cookie cutter" street patterns, lot sizes, and structures over very large areas that become indistinguishable from each other. The combination of a fine-grained land use pattern with careful
aesthetic planning is one of the critical factors in creating the lasting character that will distinguish County development from typical suburban development. This provides the County its best hope of retaining its character while still accommodating significant population and business growth.

Traditional neighborhoods are intended to provide a highly planned mix of residential dwelling units and density types; neighborhood-oriented shopping opportunities, such as a small grocery store, barber shop, bakery, or pharmacy; a range of employment opportunities (usually located on the edges of these neighborhoods); and educational facilities (usually elementary schools) for area residents. All development in this land use district should be in compliance with a detailed neighborhood development plan for the area and would be developed under the “planned development” provisions of the City, Village, and County zoning ordinances (PUD district in the County and Villages and the PCD district in the City of Belvidere). Such plans should specify land use mix, density, street layouts, open space, stormwater management, etc.

Traditional neighborhoods should be connected to other neighborhoods by a network of streets that discourage high travel speeds but still allow access to emergency and maintenance vehicles (e.g. fire trucks and snow plows).

Design elements commonly found in traditional neighborhoods include:

- reduced building setbacks that create a distinct sense of place and charming human scale by bringing buildings close to the sidewalk and street;
- use of picket fences, wrought iron fences, masonry walls, or hedgerows to define the outdoor space between the home and street and to create human scale spaces;
- use of front porches and stoops to encourage social interaction between neighborhood residents and to create visual interest in building facades;
- pulling back garages behind the front facade of the home as much as possible or placing the garage in the rear yard of the home with access from an alley, lane or parking court;
- use of public plazas, greens and squares to provide focal points for the neighborhood, create visual interest, and generate highly prominent building sites.

This concept can be implemented in several ways. The most effective approach would be to create a new zoning district that allows a mixture of residential, neighborhood scale commercial (including home occupations), service, office, public and semi-public uses. Another option is to use the Planned Development process to implement traditional neighborhood designs. This approach would rely heavily on the creative application of design and land use controls imposed on a customized basis for each planned development.

### C. Existing General Land Use Pattern

Higher density urban development is located predominantly within the City of Belvidere. Suburban development is located within the City of Belvidere, and to an extent, in the Villages of Capron and Poplar Grove and Candlewick. Small village-character development is located within Caledonia, Capron, Poplar Grove, Garden Prairie, and to some extent, Herbert. Exurban development is predominantly located within the triangle formed by US Business 20, Beloit Road, and the County Line. A few scattered rural subdivisions are located elsewhere in the rural areas of the County. The remainder – and the majority – of the County is agricultural, with areas of woodlands, floodplains, wetlands, prairie, and other open space.

(See Map 3a through 3c: Existing Land Use on the following pages.)
Map 3a: Existing Land Use – Boone County
(11 x 17 – color)
Map 3b: Existing Land Use – Central Belvidere

(11 x 17 – color)
Map 3c: Existing Land Use – Village Centers
(11 x 17 – color)
2. **Transportation**

Access is a key determinant of growth because it facilitates the flow of goods and people to the community. Boone County is very well connected to the region via road, air, and rail. Interstate 90, US Highway 20, and State Highways 76 and 173 serve as the primary road transportation routes in the County. The County is connected to the Rockford and Chicago metro areas by these routes.

The Tollway (Interstate 90) is a major interstate and intrastate transportation route. Currently the only access point from the Tollway is the Genoa Road interchange on the south edge of the City of Belvidere. However, the Illinois State Toll Highway Authority is studying the possibility of an interchange in the area of Irene Rd/Town Hall Rd/Stone Quarry Rd. Additional Tollway interchanges are located across the Winnebago County line to the west of Boone County at Business 20 and Rockton Road with an additional interchange being planned at Highway 173.

The Poplar Grove Airport on Highway 76 is a local airport serving the surrounding communities. Chicago's O'Hare Airport, a national and international hub, is located approximately 55 miles from the City of Belvidere on Interstate 90.

Freight rail service is provided by the C&NW on tracks crossing the County from east to west passing through Garden Prairie and the City of Belvidere. These tracks currently serve many of the major industrial areas in the City of Belvidere.

Passenger rail service is not currently available in the County. However, there is future potential service through Metra, the Chicago Metro commuter rail service, or as part of a Chicago to Madison, Wisconsin regional route.

The Long Prairie Trail is a recreational bicycle facility crossing the County east to west that passes through the Villages of Capron, Poplar Grove, and Caledonia. This paved trail is located on a former railroad right-of-way.

Sidewalks serve the transportation needs of pedestrians. Parts of the County, particularly residential neighborhoods within the City of Belvidere, are well served by a comprehensive system of sidewalks. In other parts of the County, particularly in the Villages and rural subdivisions, sidewalks are limited or non-existent.

3. **Utilities**

The City of Belvidere, the Villages of Capron and Poplar Grove, and the Candlewick development are all served by public or private sanitary sewer and water systems. The remainder of the County is served by private wells and septic systems.

A referendum was recently passed in the County to establish a Sanitary Sewer District serving the northern communities in the County.
4. **Recreation & Conservation**

Boone County has a good system of parklands and conservation areas. The conservation areas in the County are administered by the Boone County Conservation District. The Belvidere Park District serves the City of Belvidere and Belvidere Township. The Villages of Caledonia, Capron, and Poplar Grove also have parks within each community that are administered locally.

5. **Education**

Boone County has a quality education system. Most Boone County school-age children attend either the Belvidere School District or the North Boone School District. Small portions of the County are also served by the Harvard School District (in the northeast), the Rockford School District (west-central), and the Hiawatha School District (southwest). See *Map 4: Jurisdictional Boundaries* for the boundaries of these school districts.
C. SOCIAL AND ECONOMIC FACTORS

1. Population

Boone County has been experiencing rapid population growth, as shown in Table 1.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>15,322</td>
<td>15,078</td>
<td>15,202</td>
<td>17,070</td>
<td>20,326</td>
<td>25,440</td>
<td>28,630</td>
<td>30,806</td>
</tr>
<tr>
<td>Change</td>
<td>--</td>
<td>-1.59%</td>
<td>+0.82%</td>
<td>+12.29%</td>
<td>+19.07%</td>
<td>+25.16%</td>
<td>+12.54%</td>
<td>+7.60%</td>
</tr>
</tbody>
</table>

Source: US Census Bureau (www.census.gov)

Figure 2, below, shows how Boone County has grown in comparison with surrounding counties. The County’s apparently flat growth in this figure is partly a function of the low growth population numbers relative to the other counties. However, in terms of growth rate, Boone County is growing very fast. As the Chicago metropolitan areas continues its westward expansion, and as growth pressures from the Rockford metropolitan area continue eastward, Boone County is expected to experience an increase in the rate of population growth (as can be seen in the other counties shown in Figure 2).

Figure 3: Population Chart

Historical Population Growth (Selected Counties)
Table 2, below, shows population growth in Boone County municipalities since 1990. Note that data is not available for the Villages of Caledonia and Timberlane because these communities didn’t incorporate until 1995.

**Table 2: Population Growth since 1990**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Boone County Total</strong></td>
<td>30,806</td>
<td>35,620</td>
<td>37,488</td>
<td>+21.7%</td>
</tr>
<tr>
<td><strong>City of Belvidere</strong></td>
<td>15,958</td>
<td>17,722</td>
<td>18,381</td>
<td>+15.2%</td>
</tr>
<tr>
<td><strong>Village of Caledonia</strong></td>
<td>NA¹</td>
<td>NA¹</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td><strong>Village of Capron</strong></td>
<td>682</td>
<td>695</td>
<td>704²</td>
<td>+3.2%</td>
</tr>
<tr>
<td><strong>Village Poplar Grove</strong></td>
<td>743</td>
<td>759</td>
<td>829²</td>
<td>+11.6%</td>
</tr>
<tr>
<td><strong>Village of Timberlane</strong></td>
<td>NA¹</td>
<td>NA¹</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

¹ not applicable (community was not incorporated; Caledonia & Timberlane incorporated in 1995)
² 1996 data (most recent available)

Table 3, below, shows racial breakdown of the County.

**Table 3: Racial Profile for Boone County, 1995**

<table>
<thead>
<tr>
<th>Race</th>
<th>County Total</th>
<th>City of Belvidere</th>
<th>Village of Capron</th>
<th>Village of Poplar Grove</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Population</td>
<td>Percent</td>
<td>Population</td>
<td>Percent</td>
</tr>
<tr>
<td>White</td>
<td>34,047</td>
<td>95.6%</td>
<td>16,574</td>
<td>93.5%</td>
</tr>
<tr>
<td>Black</td>
<td>205</td>
<td>0.6%</td>
<td>157</td>
<td>0.9%</td>
</tr>
<tr>
<td>American Indian, Eskimo, or Aleut</td>
<td>86</td>
<td>0.25%</td>
<td>33</td>
<td>0.2%</td>
</tr>
<tr>
<td>Asian or Pacific Islander</td>
<td>161</td>
<td>0.45%</td>
<td>73</td>
<td>0.4%</td>
</tr>
<tr>
<td>Other Race</td>
<td>1,121</td>
<td>3.1%</td>
<td>885</td>
<td>5.0%</td>
</tr>
<tr>
<td>Hispanic Origin (any race)⁴</td>
<td>2,279</td>
<td>6.4%</td>
<td>2,152</td>
<td>12.1%</td>
</tr>
</tbody>
</table>

|                                   | Population   | Percent           | Population | Percent |
|                                   |              |                   | 38         | 5.5%    |
|                                   |              |                   | 16         | 2.1%    |

² 1996 data (most recent available)
⁴ “Hispanic Origin” is not a racial category by Census Bureau definition, rather it is a separate identifier. Persons of “hispanic origin” can be of any race.

Source: U.S. Census Bureau, 1995 Special Census of Boone County, Illinois
Note: The Villages of Caledonia and Timberlane were not incorporated at the time of the 1995 Special Census and therefore are not included
Table 4, below, shows the age breakdown for the County in 1995. The median age for Boone County is 34.0 years, in other words half of the County’s population is older than 34, and half is younger. This is higher than the 1990 median age of 33.1 and the 1980 median age of 29.5.

<table>
<thead>
<tr>
<th>Age Range</th>
<th>Population</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-9</td>
<td>5,831</td>
<td>16.4%</td>
</tr>
<tr>
<td>10-19</td>
<td>5,261</td>
<td>14.8%</td>
</tr>
<tr>
<td>20-29</td>
<td>4,344</td>
<td>12.2%</td>
</tr>
<tr>
<td>30-39</td>
<td>5,957</td>
<td>16.7%</td>
</tr>
<tr>
<td>40-49</td>
<td>5,201</td>
<td>14.6%</td>
</tr>
<tr>
<td>50-59</td>
<td>3,767</td>
<td>10.6%</td>
</tr>
<tr>
<td>60-69</td>
<td>2,504</td>
<td>7.0%</td>
</tr>
<tr>
<td>70-79</td>
<td>1,748</td>
<td>4.9%</td>
</tr>
<tr>
<td>80+</td>
<td>1,007</td>
<td>2.8%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 1995 Special Census of Boone County, Illinois

2. **Housing**

**Housing Characteristics**
The total number of housing units in the County in 1995 was 13,464. In the County as a whole, 95% of these housing units were occupied. For the incorporated municipalities in 1995, the residential occupancy rates were 96% for the City of Belvidere, 91% for the Village of Capron, and 97% for the Village of Poplar Grove. The residential occupancy rate for the unincorporated portion of the County was 94%. For the County as a whole, in 1995, 77% of occupied housing units were owner-occupied. The remaining 23% were renter-occupied.

<table>
<thead>
<tr>
<th>Type of Housing Unit</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>75.0%</td>
</tr>
<tr>
<td>Two Family</td>
<td>7.8%</td>
</tr>
<tr>
<td>3 – 4 units</td>
<td>2.9%</td>
</tr>
<tr>
<td>5 or more units</td>
<td>6.7%</td>
</tr>
<tr>
<td>Mobile Home</td>
<td>7.5%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 1995 Special Census of Boone County, Illinois
Persons per Household
The number of persons per household in the County in 1990 was 2.78. That number decreased slightly to 2.77 in the 1995 Special Census. Over the next 20 years and beyond, the County will most likely follow the national trend of decreasing household size. This will result in a need for an increased rate of housing provision per additional new resident.

Mobility
In 1990, about 59% of Boone County residents lived in the same house as they did in 1985; about 21% lived within the County, but in a different house; about 13% lived within Illinois, but in a different county; and the remaining 7% lived in a different state or in a foreign country.

Age of Housing Stock
Of the housing units in the County in 1990:

- 15% were built between 1980 and 1990
- 23% were built in the 1970s
- 19% were built in the 1960s
- 9% were built in the 1950s
- 34% were built before 1950

3. Economic & Labor Force Characteristics

<table>
<thead>
<tr>
<th>Table 6: Economic &amp; Labor Force Characteristics, 1990</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boone County</td>
</tr>
<tr>
<td>----------------</td>
</tr>
<tr>
<td>Median HH Income</td>
</tr>
<tr>
<td>Employed Labor Force</td>
</tr>
<tr>
<td>Unemployment Rate</td>
</tr>
<tr>
<td>% below Poverty</td>
</tr>
<tr>
<td>Mean Travel Time to Work</td>
</tr>
<tr>
<td>% H.S. Graduate or higher</td>
</tr>
<tr>
<td>% Bachelor’s Degree or higher</td>
</tr>
</tbody>
</table>

Source: US Census Bureau, 1990
4. **Population Projections**

The 1997 estimated population of Boone County is 37,488. This number is already above the State’s official population projection for 2005 (37,260) and is close to the 2010 projection (37,509). Therefore, new population projections were developed using recent growth trends (see Table 7, below).

<table>
<thead>
<tr>
<th>Year</th>
<th>Official State Projections</th>
<th>New Population Projections*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Total Boone</td>
</tr>
<tr>
<td>1990</td>
<td></td>
<td>--</td>
</tr>
<tr>
<td>1995</td>
<td></td>
<td>--</td>
</tr>
<tr>
<td>2000</td>
<td>36,832</td>
<td>--</td>
</tr>
<tr>
<td>2005</td>
<td>37,509</td>
<td>--</td>
</tr>
<tr>
<td>2010</td>
<td>37,509</td>
<td>--</td>
</tr>
<tr>
<td>2015</td>
<td></td>
<td>--</td>
</tr>
<tr>
<td>2020</td>
<td>38,279</td>
<td>--</td>
</tr>
<tr>
<td>2050</td>
<td></td>
<td>--</td>
</tr>
<tr>
<td>2100</td>
<td></td>
<td>--</td>
</tr>
</tbody>
</table>


*Using simple extrapolated rate technique. (Rates selected reflect average of 1990-1997 and 1995-1997 growth rates.)

5. **Summary**

It is clear that Boone County is beginning to fit the metropolitan pattern. Growth pressures are increasing both from the Rockford metro area to the west and the Chicago metro area to the east. The County is at the beginning of what could be the urbanization and suburbanization of the County. This has implications for the future character of the County and it is important for the County to consider a “Buildout Community Character” as part of this Plan. As the wave of urbanization hits the County with more force over the coming years, the County should be aware of the choices it faces in terms of population growth and its potential effects on community character.
D. EXISTING PLANS AND OTHER POLICY FACTORS

1. Boone County

Regional planning services for Boone County and the City of Belvidere are provided by the Belvidere-Boone County Regional Planning Commission. The integration of planning throughout the County by this agency is a unique advantage for implementing the recommendations of this Plan.

Growth Dimensions is the not-for-profit economic development agency for the Belvidere-Boone County area. Growth Dimensions’ mission is to help the City and County pursue sound community and economic development with a focus on industrial and commercial development.

2. City of Belvidere

The City of Belvidere is the county seat and the largest city in Boone County with a 1997 estimated population of 18,381. As Map 4 shows, the City is located in the southern half of the County.

The City has a long history of community planning—including recently adopted plans such as the West Hills Neighborhood Plan and the Kishwaukee Riverfront Plan.

The City of Belvidere’s extra-territorial jurisdiction (ETJ) extends 1½ miles from the city limits, except on the City’s west side where the ETJ abuts the City of Rockford’s ETJ.

3. Villages of Capron, Caledonia, Poplar Grove, and Timberlane

The Village of Capron is located along Highway 173 in the northeast portion of the County. The Village of Poplar Grove is also located along Highway 173 in the north-central portion of the County. The Village of Caledonia, which incorporated in 1995, is located on Highway 173 in the northwest portion of the County. The Village of Timberlane, also incorporated in 1995, is located just west of Highway 76 in the north-central portion of the County. These communities have been involved in planning through active Planning Commissions.

4. Townships

Boone County is split into 9 Townships: Manchester, LeRoy, Caledonia, Poplar Grove, Boone, Belvidere, Bonus, Flora, and Spring. The Hamlet of Garden Prairie, located on the eastern edge of the County along Highway 20 in Bonus Township, has been very active in planning efforts to retain the small-hamlet character of Garden Prairie. The Candlewick Lake subdivision is a private gated community located in the north-central portion of the County. Candlewick has an active community association that has been involved with planning issues related to the community. In addition, many of the Townships have been actively involved in encouraging the preservation of agricultural land.

5. West Hills Neighborhood Plan

The City of Belvidere adopted the West Hills Neighborhood Plan on July 22, 1997. This plan was created to address issues of growth and development on the western edge of Boone County, between the City of Belvidere and the County Line from the Kishwaukee River north to Squaw Prairie Road. The adopted plan
was based on input from residents and landowners in the planning area united in a common goal of high-quality development.

6. **Rockford Area Transportation Study (RATS) & Boone Co. Area Transportation Study (BATS)**

Portions of Boone County are within the Rockford Area Transportation Study (RATS) area. RATS is the metropolitan planning organization (MPO) for transportation planning in the Rockford Metropolitan Area. Boone County currently has a separate transportation model, the Boone County Area Transportation Study (BATS). Also see the Illinois Department of Transportation’s “US Business Route 20 Corridor Access Plan, Rockford to Belvidere (October 1996)”.

7. **Boone & Winnebago Regional Greenways Plan**

The Boone and Winnebago Regional Greenways Plan identifies and promotes the development of “greenways” – green corridors of open land connecting existing parks and open spaces – in the region. This document reviews existing area plans, identifies key parks, open spaces, existing paths, and other natural areas, promotes a vision of future greenways preservation, and outlines ways to implement the plan.

8. **Plans of Outlying Communities**

Many Winnebago County communities are expanding eastward and therefore have plans that include land within Boone County. This is particularly the case with the City of Rockford, the Village of Cherry Valley, and the Village of Loves Park. In fact, the Village of Loves Park has recently annexed into Boone County.

The City of Rockford’s plans include development of highway-oriented and “big box” commercial along the north side of US Business 20 from the County Line east to Beaver Valley Road.

The Village of Loves Park 1997 Comprehensive Plan includes plans for limited Traditional Neighborhood Development within Boone County. The remainder of the Loves Park 1½ mile ETJ is planned for low density single family development.

The Village of Cherry Valley amended their Plan map in 1995. This plan aggressively targets Boone County. The Village Plan Map plans for land uses up to the existing City of Belvidere municipal limits. This plan generally shows light industrial development along I-90 and US 20; public open space along the Kishwaukee River and Beaver Creek; urban residential between the County Line and the Kishwaukee/Beaver Creek Open Space Corridor; and commercial, retail, and office along the south side of US Business 20.

The Village of Machesney Park and the Village of Roscoe do not currently have plans within Boone County, but may in the future if these communities continue to grow to the east.

(See Map 4: Jurisdictional Boundaries on the following page.)
Map 4: Jurisdictional Boundaries

(11 x 17 – black & white)
III. DATA SYNTHESIS

A. KEY FACTORS AND TRENDS

Boone County is faced with the coming clash between very strong historic and future planning and development factors. These factors set the context in which planning and development conflicts have occurred in the past, and will more strongly occur in the future. These factors were identified in the Community Vision Forum in April 1998. The most important historic planning factors for Boone County are:

1. the continued predominance of very high quality agricultural soils throughout all of the County, except in the steep slopes of western Belvidere Township;
2. the continued very high quality of surface waters throughout the County – most notably the Piscasaw, the Kishwaukee, and Beaver Creek;
3. the continued high quality urban framework of downtown Belvidere;
4. the continued distinct small village and hamlet identity of Caledonia, Capron, Garden Prairie, and Poplar Grove – including in each instance, a distinguishable central area;
5. the continued relatively unspoiled beauty of the wooded, often hilly margins of the creek and river bottoms, where the plateau falls steeply to the floodplains;
6. the continued relatively unspoiled character of the major highway routes through the County – particularly IH-90; USH 20; USH Business 20; STH 173; STH 76; and much of the lands surrounding key interchanges and intersections of these roads; and,
7. the on-going decline of older central mixed use, urban strip commercial, urban industrial and older mixed residential areas of each community – particularly Belvidere;
8. the on-going trend of strong out-migration of young people from Boone County, particularly those with higher levels of educational attainment.

It is notable that all but the last two of these historic factors are positive and relatively unique attributes of the County – clearly emphasizing the notion that Boone County has much at stake in the future.

The most important future planning factors for Boone County are:

1. the on-coming wave of metropolitan growth approaching the County most strongly from the west and east, but also from the north and south, resulting in growth at a growing pace;
2. the increasing diversity of population in Boone County – most strongly focused on older neighborhoods of Belvidere;
3. the emergence of typical exurban and suburban metropolitan tendencies for leap-frog development patterns, characterless and low-quality commercial and industrial development in prominent locations, and bland homogeneous residential areas, rather than vital mixed use neighborhoods;
4. the beginnings of intergovernmental conflict – most notably with Winnebago County jurisdictions, but most importantly between Boone County jurisdictions – including the County and individual municipalities;
5. the noticeable degradation of certain environmental resources, including water quality in Beaver Creek;
6. the subtle, but on-going spread of development patterns into a central suburban mass, that will clearly make each of the now distinct communities in Boone County indistinguishable from one-another;
7. the growing interest and commitment to downtown revitalization – particularly in Belvidere, but also in Caledonia, Capron, Garden Prairie, and Poplar Grove;
8. the growing interest and efforts in proactive economic development – focused on Growth Dimensions; and,
9. the emerging progress in interagency coordination and cooperation as clearly evidenced in cooperative planning for Belvidere’s riverfront, and the West Hills Neighborhood Plan.

It is notable that all but the last three factors are negative factors affecting the County, that to a high degree, can be addressed by a continued commitment to the last three factors. Efforts are already underway in the County to reverse some of these negative trends and point the County in the right direction.

B. KEY PLANNING ISSUES AND CHALLENGES

These factors combine to present Boone County with a clear list of planning issues and challenges. Although these issues and challenges are not unique to Boone County in the region, Boone County’s generally undeveloped status provides a unique diversity of potential futures for the county. In other words, because only about 10% of Boone County is currently developed, the range of future community characters, lifestyles, economic opportunities, costs of living and quality of lives is very broad. These issues and challenges were identified in the Community Vision Forum in April 1998.

In summary – Boone County is clearly a place in which planning choices and implementation success or failure could make a very substantial difference.

Key issues and challenges for Boone County include:

1. How much of Boone County should ultimately develop? Should the current rural community character be preserved? How can large areas of rural Boone County be permanently preserved as undeveloped?
2. Should the now distinct villages and hamlets of Boone County maintain their distinct identity? How can this be accomplished?
3. How can the aging portions of Belvidere, and the villages and hamlets redevelop? To what extent is redevelopment dependent upon taxpayer support?
4. Should Boone County strive to protect its relatively pristine environmental resources? How can this be accomplished -- in both developed and undeveloped areas?
5. How can Boone County avoid the traffic congestion that typifies more developed exurban and suburban metropolitan areas? Is it possible to keep traffic flowing at a reasonable cost to the taxpayers?
6. How can utilities and other public facilities be extended into growth areas in the County in the most cost-effective manner?
7. What is the relationship between development and public services? In particular, how will the school districts, park districts and conservation district be affected be development?
8. How can Boone County guide its economic development efforts to best retain its promising youth and keep families together? Is it possible for Boone County to compete for “good jobs” within the region? How does Boone County address the traditional tension between economic development efforts aimed at new businesses, and the impact of such efforts on existing businesses?

C. COMMUNITY VISION FORUM (APRIL 1998)

These important community factors, trends, issues and challenges were addressed at length in a 12-hour Community Vision Forum in April 1998. The Forum provided an opportunity for community residents and leaders to share their perspectives on the County, its past, present and future. The first part of the Forum addressed the development of a common community history. The middle part of the Forum identified a
broad range of community concerns, and prioritized them. The final part of the Forum enabled participants to elaborate individual and group versions of the County’s future, present cohesive and/or focused vision statements, identify common community vision elements, and finally, to brainstorm on initial ideas for making progress on the key planning challenges. Specific results confirm and enhanced the technical analysis presented in subsections A. and B., above.

1. **Key Community Vision Elements**

The following Community Vision Elements and Implementation Strategies were identified at the Community Vision Forum in April 1998:

1. **Preservation of Ag Land** – concerns about the conversion of agricultural land for development, particularly high-quality farmland.
2. **Border Disputes** – concerns regarding expansion of Winnebago County municipalities into Boone County and potential problems and conflicts associated with this expansion, and the potential for similar problems to emerge between jurisdictions in central Boone County.
3. **Sanitary District** – concerns about sanitary sewer service in the County and the potential of creating a County-wide sewer district.
4. **Business Tax Base** – the desire to have business and industrial development in the County to enhance the County tax base.
5. **Intergovernmental Cooperation** – the desire for municipalities to work together with each other and the County to avoid intergovernmental conflict over issues such as annexation, development, and service provision.
6. **Improve Building Codes** – concerns regarding the quality of new construction and the maintenance of older buildings, including commercial, industrial, and residential.
7. **Downtown Revitalization** – the desire to encourage revitalization of downtown business districts, particularly in the City of Belvidere, but also within the Villages of Caledonia, Capron, and Poplar Grove.
8. **Greenspace** – the desire to preserve open space areas for recreation and environmental protection, and to preserve the historic rural character of most of the County.
9. **Tourism Development** – the desire to promote tourism within the County.
IV. PLANNING POLICY FRAMEWORK

A. SUMMARY OF KEY PLANNING ISSUES AND CHALLENGES

The essence of the need for a new Comprehensive Master Plan for Boone County is the uncertainty regarding future levels of regional and local population, land development activity and traffic, and the need to guide and accommodate growth in a manner which forwards the long-term objectives of the County. When used in combination with development regulations, public investments, and coordinated cross-jurisdictional planning efforts, comprehensive plans are very effective in achieving a future which best fulfills the desires of the community.

Within the County, key planning issues and challenges revolve around the issue of how, when and in which jurisdictions, new development is approved. This concern necessarily involves issues of the location, type, and quality of development; required public utilities, transportation and recreation facilities; and annexation. Community consensus on these issues is essential to maintaining the highest possible quality of life at the lowest possible cost of living. Intergovernmental consensus on these issues is becoming an increasingly important component of plan implementation.

Specific critical issues entail:

1. the need to enhance the unique identity of Boone County;
2. the need to ensure a top-quality appearance of development and ensure the upkeep of existing development;
3. the need to protect the broad range of environmental resources which contribute to the health and beauty of the area;
4. the need to preserve agricultural land in the County;
5. the need for logical, efficient, complementary and predictable land use patterns;
6. the need for efficient transportation facilities and services which are closely coordinated with development patterns, uses and site designs;
7. the need to respond efficiently to market demand in a manner which complements the overall planning and development strategy and to promote economic development within the County;
8. the need to provide efficient and effective public facilities;
9. the need to provide sufficient parks and open space for County residents;
10. the need to recognize the importance of intergovernmental coordination and to contribute positively and proactively to such efforts;
11. the need to ensure efficient and predictable fiscal performance into the future; and,
12. the need to facilitate the administration of planning and development so as to best respond to these general needs while balancing overall community objectives with the site specific desires of individuals and neighborhoods.

The following set of planning goals, objectives and policies is designed to establish the comprehensive policy framework necessary to effectively respond to these challenges.
B. PLANNING GOALS, OBJECTIVES AND POLICIES

The recommendations of this Plan occur at two levels. First, it presents a policy framework that applies throughout the County. Second, through a series of planning maps presented later in this document, it identifies site specific land use and transportation recommendations. This part of the Plan presents the County’s planning and development policy framework.

The development of a comprehensive policy framework is necessary to ensure that the small steps taken by the County, and the various municipalities within the County, (in terms of public investments in infrastructure, private sector and public sector project approvals, and intergovernmental relations) are complementary, rather than contradictory. This consistency of purpose and the actions to back it up are the key to effectively and efficiently achieving long-term community desires.

The development of goals, objectives, and policies is an important step in the planning process because these statements represent the basic values and needs of the community, in addition to serving as a strategic guide for plan realization. The planning goals, objectives, and policies of this Plan were developed as a collaboration between the Boone County Comprehensive Plan Steering Committee, the Belvidere-Boone County Regional Planning Commission, and Vandewalle & Associates. The critical issues listed on the previous page and the goals, objectives, and policies that follow were based, in part, on the results of the identification of community vision elements at the Boone County Community Forum. This analysis also reflects the issues identified by the County in existing planning documents, but provides a revised and more fully elaborated set of general planning goals and more specific objectives. These goals, objectives and policies should guide both the preparation and implementation of this Plan.

Community goals are broad statements that express public preferences for the long-term, in this case 20-50 years or more. They specifically address key issues, opportunities and problems that affect the community. Objectives are narrower than goals and are usually attainable through direct action and strategic planning. The accomplishment of objectives contributes to the fulfillment of a goal. Policies are specific activities or regulatory actions which should be considered for implementation by the County or the municipalities within the County, which are intended to accomplish goals and objectives—thereby ensuring plan implementation.
1. **Issue: Community Identity**

A. **Goal: Protect and enhance the unique identity of Boone County**

1. **Objective: Protect and enhance the unique functional qualities of special areas within the County, including:**
   1. Downtown Belvidere
   2. Villages of Poplar Grove, Capron, Caledonia, and Timberlane
   3. Hamlets of Garden Prairie, Herbert, and Irene
   4. Agricultural areas throughout the County
   5. The Long Prairie Trail corridor
   6. Community Entryways as shown on the Community Character Planning Areas Map.
   7. Key Community Corridors as shown on the Community Character Planning Areas Map.
   8. Historic Districts and Sites throughout the County
   9. Scenic views and overlooks

**Policies:**

1. Provide a Central Business and a Neighborhood Commercial zoning district in the City of Belvidere and the Villages of Caledonia, Capron, and Poplar Grove that include unique sets of mixed permitted uses, customized building setbacks, sign requirements, and architectural standards;
2. Provide for a Central Business and Neighborhood Commercial zoning district for application in Garden Prairie to preserve character and limit the potential for strip development;
3. Adopt overlay zoning districts along key community corridors and at important community entryways;
4. Establish sound historic preservation policies throughout the County and emphasize historic preservation in school curricula;
5. Provide for a comprehensive agricultural preservation implementation system that includes the participation of the entire County – including the City and Villages;
6. Continue using the LESA system to effectively control land use change in the County; and
7. Continue using the residential density concept as defined in the Boone County and Belvidere Zoning Ordinances.

2. **Objective: Protect and enhance the economic independence of the community, particularly in terms of the variety of available goods and services.**

**Policies:**

1. Provide a diverse range of development sites and opportunities through flexible zoning strategies, guided public improvements, and business development incentives.
3. **Objective:** Provide opportunities for all cultural groups present in Boone County.

*Policies:*

1. Encourage participation of all cultural groups in community decision-making processes;
2. Provide support for the promotion of neighborhood and multi-cultural events and programs;
3. Establish multi-cultural liaisons between public decision-making bodies and under-represented cultural groups.
2. **Issue: Aesthetics**

   **A. Goal: Preserve and reestablish visually attractive development.**

   1. **Objective:** Preserve and reestablish attractive entryways into, and passageways through, the County and its various municipalities;

      **Policies:**
      1. Use overlay “community entryway” zoning districts to require high quality site design, landscaping and signage in key locations identified on the Community Character Plan Map.

   2. **Objective:** Implement community-wide aesthetics for development via requirements for landscaping, signage, lighting, screening, outdoor storage and display, and building exteriors

      **Policies:**
      1. Adopt minimum landscape surface ratios;
      2. Adopt minimum, flexible, landscape planting requirements for all development except single-family residential or agricultural-related land uses—for yards, street frontages, paved areas and building foundations;
      3. Adopt building exterior materials standards for new development;
      4. Require the use of a minimum number of base housing unit types in each phase of a subdivision or project;
      5. Encourage use of natural landscaping;
      6. Require site plan review for projects not subject to plat review;
      7. Provide density/intensity bonuses for projects demonstrating an extraordinary quality of design;
      8. Require traffic impact studies for major developments to ensure that both on-site and off-site traffic flows will not be adversely effected by either the intensity of the proposed project or by its site design;
      9. Provide a density-based system of residential intensity regulation versus a lot size based system;
      10. Include a time line for development.
3. **Issue: Environmental**

A. **Goal: Protect natural resources and unique physical features.**

1. **Objective: Protect the water quality of both surface and subterranean resources;**

   **Policies:**
   1. Create a Boone County Watershed Management Commission and direct the Commission to undertake a Boone County Water Quality and Waterway Protection Plan;
   2. Use a required site plan review process to ensure effective environmental protection techniques are employed;
   3. Use subdivision regulations to require the dedication or preservation of lands adjacent to waterways;
   4. Use overlay zoning, in conjunction with cluster development options, to protect floodplains, wetlands, drainageways, steep slopes and woodlands;
   5. Use large lot zoning in sensitive environmental areas;
   6. Use maximum impervious surface ratios (ISR) or minimum landscape surface ratios (LSR) to regulate the intensity of all new development;
   7. Base the regulation of residential development intensity on gross density;
   8. The rate of surface runoff after development shall not be greater than the rate of surface runoff before development;
   9. Encourage the cleanup of contaminated sites that threaten the public health, safety, and welfare.

2. **Objective: Protect air quality;**

   **Policies:**
   1. Use performance standards which control air emissions;
   2. Require the provision of significant landscape materials in industrial areas;
   3. Provide for efficient travel patterns to reduce emissions.

3. **Objective: Protect sensitive environmental areas, including wetlands, floodplains, wooded areas, steep slopes, drainageways, and habitat areas;**

   **Policies:**
   1. See the policies in 3.1;
   2. Use public acquisition, dedication, or conservation easement in areas of critical environmental importance;
   3. Allow and promote cluster development regulated by gross density to reduce financial impact on property owners within sensitive areas;
   4. Preserve designated environmental corridors;
   5. Use public acquisition, dedication, or conservation easement in critical areas.
4. **Issue: Agricultural Preservation**

   A. **Goal: Protect the economic viability of agriculture in the County by preserving agricultural land in key areas.**

   1. **Objective: Protect prime agricultural land from premature development;**

   **Policies:**

   1. Areas of prime agricultural land not designated by this Plan for development should not be developed;
   2. In areas designated for the future development served by public sanitary sewer and public water systems, use a holding zone strategy which allows only agricultural or very low density residential development. Such areas would not be rezoned until public sanitary sewer and public water utilities become available; or shall be developed on private well and septic in a manner that enables the future extension of public water and sewer service;
   3. Continue using the LESA system to effectively control land use change in the County;
   4. Continue implementation of various “right-to-farm” regulations and educational programs;
   5. Adopt programs and procedures designed to provide permanent protection of prime farmland and rural character areas throughout the Agriculture Preservation Areas of northern, eastern, and southern Boone County. Consideration should be given to approaches designed to acquire development rights or agricultural conservation easements in these areas.
5. **Issue: Land Use**

A. **Goal: Ensure land use compatibility.**

1. **Objective:** Ensure that conflicts between neighboring land uses are minimized;  

   **Policies:**
   1. Use required buffer yards at all zoning district boundaries;
   2. Require strict adherence to the Comprehensive Plan when rezoning;
   3. Minimize the number of variances granted by requiring true hardships;
   4. Require site plan review of all proposed development (except subdivisions which have received final subdivision plat approval); and
   5. Where appropriate, employ deed restrictions and/or conditional rezoning to supplement the development requirements of zoning and subdivision ordinances.

2. **Objective:** Ensure that a desirable balance of land uses is achieved;

   **Policies:**
   1. Require that all rezonings occur in compliance with a schedule of approval based upon maintaining the desired land use balance;
   2. Provide zoning standards that protect outlying agricultural areas from significant levels of suburban development.

3. **Objective:** Ensure that adequate development areas are reserved for location-sensitive land uses;  

   **Policies:**
   1. Require that such development is located in areas consistent with the Comprehensive Plan.

4. **Objective:** Ensure that energy-efficient land use patterns evolve.  

   **Policies:**
   1. Ensure that all development complies with the Comprehensive Plan;
   2. In areas designated for the future development served by public sanitary sewer and public water systems, use a holding zone strategy which allows only agricultural or very low density residential development. Such areas would not be rezoned until public sanitary sewer and public water utilities become available;
   3. Refuse certain utility extension requests into areas where development in addition to the proposed project is unlikely in the near future;
   4. Permit certain development in outlying areas only on a conditional use basis in order to ensure control over potentially inefficient development;
   5. Promote infill development and locate new housing units in areas that have convenient access to shopping, schools, churches, parks, and transit facilities.
6. **Issue: Transportation**

   **A. Goal:** Provide for a safe, convenient, and efficient multi-modal transportation system.

   **1. Objective:** Provide for adequate road capacities and road quality;

   **Policies:**
   1. Require that all rezonings comply with the Comprehensive Plan;
   2. Use a required site plan review process to ensure that all development complies with identified future rights-of-way;
   3. Implement the Boone County portion of the regional transportation plan.

   **2. Objective:** Provide for adequate parking facilities;

   **Policies:**
   1. Require adherence to Zoning Ordinance parking requirements;
   2. Require site plan review for all multi-family residential, commercial, industrial, and institutional uses.

   **3. Objective:** Provide for community-wide non-motorized travel;

   **Policies:**
   1. Use a required site plan review process to ensure that all development complies with the Community Facility Plan Map which identifies areas suitable for such facilities (bikeways, pedestrian paths, etc.);
   2. Provide safe and convenient pedestrian and bicycle routes within and between residential areas, schools, shopping areas, parks, medical facilities, employment centers, and mass transit facilities. All neighborhoods should be designed to meet the needs of the pedestrian.

   **4. Objective:** Provide for flexible, future transportation needs, services and facilities;

   **Policies:**
   1. Work with the Illinois Department of Transportation, RATS, and METRA (or related groups) to coordinate transit, para-transit and transportation demand management efforts;
   2. Require all new development along potential transit corridors (bus and passenger rail) to be designed so that it can be easily and conveniently served by a transit system;
   3. Encourage land use densities that make transit service feasible;
   4. Require all new development projects to accommodate the needs of pedestrians, bicyclists, transit riders, and the physically challenged;
   5. Identify and reserve key sites for passenger rail stations, future freeway interchanges, multi-modal transfer points (such as Park-n-Ride lots) throughout the County, and in coordination with IDOT, RATS, and METRA.
5. **Objective:** Provide for the minimization of transportation facility disruption by land uses and the minimization of land use disruption by transportation;

**Policies:**

1. Require that rezonings adhere to Comprehensive Plan recommendations;
2. Link the County’s transportation system with the regional transportation system through coordinated long-range transportation and land use planning;
3. Require site plan review for all plats and all multi-family, commercial, industrial and institutional projects;
4. Require traffic impact studies for certain developments which have the potential to create on-site and/or off-site traffic problems;
5. Reduce the number of driveways and local road connections to the “mile road” system by continuing to use the Boone County Access Policy (CoDap);
6. Increase the paved shoulder width on select roadways to reduce conflicts between cars and agricultural equipment;
7. Use entryway throat depth requirements, parking lot, loading area, and access drive design standards per the Institute of Transportation Engineers (ITE).
7. **Issue: Market Responsiveness & Economic Development**

   **A. Goal:** Facilitate the ability of the market to respond to emerging community needs within Boone County.

   **1. Objective:** Facilitate the provision of an adequate supply and diverse range of developable property within Boone County;

   **Policies:**
   1. Conduct a review of the Comprehensive Plan in five years;
   2. Provide for a much wider variety of dwelling unit types within each zoning district through the conditional use process, with detailed standards for setbacks, required open space, and landscaped buffers in rear and side yards for types of units which are not typical to the zoning district;
   3. Use a gross density-based system of limiting the intensity of residential development, versus a lot size based system;
   4. Adhere to the Comprehensive Plan for limits on the location and density of development;
   5. Put strong emphasis on ensuring the continuous provision of high-quality industrial and commercial sites along the US 20 and I-90 corridors within the City of Belvidere, and to a lesser extent in Caledonia, Capron, Poplar Grove, and Garden Prairie.

   **2. Objective:** Facilitate the provision of a diverse range of housing;

   **Policies:**
   1. See the policies in 7.1;
   2. Promote the development of affordable housing in all of the County’s communities;
   3. Promote mixed housing neighborhoods that provide a range of housing types, densities, and costs.

   **3. Objective:** Facilitate the provision of balancing community-wide needs with local concerns;

   **Policies:**
   1. Adhere to the Comprehensive Plan for all land use decisions;
   2. Require all rezoning requests to comply with the Comprehensive Plan;
   3. Regulate public uses as well as private property under County and Municipal Zoning Ordinances.

   **4. Objective:** Facilitate the ability to accommodate new types of land uses and/or new forms of development in an effective and expeditious manner within Boone County.

   **Policies:**
   1. Adopt an approach to reviewing development proposals (including rezonings) which expedites the review process and gives petitioners an opportunity to adjust proposals per staff comments prior to review by local boards;
2. Adopt development regulations that stress acceptance of creative development and directly provide built-in flexibility in terms of types of uses that are permitted within certain zoning districts.

5. **Objective:** Facilitate the development of tourism opportunities within the County.

*Policies:*

1. Work to continue to host the Northern Illinois Tourism Office in Belvidere;
2. Promote the unique rural character and small community character of the County, City, Villages, and hamlets as increasingly unique in the region;
3. Link tourism sites within the County along protected community character corridors and through both auto and bicycle/pedestrian trail networks;
4. Promote the use of the Long Prairie Trail, and future trails in the County;
5. See policies in 10.5

6. *(Reserved for potential inclusion of economic development recommendations from the Growth Dimensions Economic Development planning effort.)*
8. **Issue: Public Facilities & Services**

A. **Goal: Provide for diverse and efficient public facilities.**

1. **Objective: Provide for adequate and convenient school sites;**

   **Policies:**
   1. Ensure that all development complies with the Land Use Plan and Transportation Plan Maps;
   2. Coordinate neighborhood planning with the Boone County School Districts.

2. **Objective: Provide for the continuous availability of public utility capacity;**

   **Policies:**
   1. Adopt an “Adequate Public Facilities Ordinance”;
   2. Employ an active Capital Improvements Program (CIP) process.

3. **Objective: Provide for a more diverse range of cultural opportunities;**

   **Policies:**
   1. Support a strong future for the Boone County Fair;
   2. Support the development of visual and performance art centers and activities in the County;
   3. Support community outreach educational efforts, particularly those oriented to youth, elderly, family, and minority populations.

4. **Objective: Provide for adequate and convenient child care facility sites;**

   **Policies:**
   1. Allow childcare facilities in residential and employment areas under carefully controlled conditions.
9. **Issue: Parks and Open Space**

A. **Goal: Provide for sufficient parks and open space for all County residents.**

1. **Objective:** Provide for adequate and convenient park sites;

   **Policies:**
   
   1. Adopt resource protection standards and coordinate subdivision review (including the location of proposed park areas) with the location of permanently protected environmental features;
   2. Require park land dedication or fee-in-lieu-of-dedication as part of the land division process;
   3. Adopt a Community Facilities Plan Map which identifies future community park sites, located in conjunction with planned residential growth areas on the Land Use Plan Map;
   4. Coordinate neighborhood planning with the Park District and the Conservation District;
   5. Ensure that all park, recreation, and open space facilities are accessible to residents of all ages and abilities;
   6. See policies in 10.3.

2. **Objective:** Provide for a more diverse range of recreational opportunities.

   **Policies:**
   
   1. Implement the long range plans for public parks, greenways, and other recreation facilities; adopt a Capital Improvements Program that addresses the need for more diverse recreational opportunities such as the development of bike trails and walking trails.
10. **Issue: Intergovernmental Relations**

   A. *Goal: Establish mutually beneficial intergovernmental relations with other jurisdictions, both within and outside the County.*

   1. **Objective:** Establish effective intergovernmental land use policies within the ETJ areas of the various municipalities;

      **Policies:**
      1. Encourage the adoption of intergovernmental land use plans and boundary agreements among adjacent communities;
      2. Establish overlay zoning districts that require high quality site design along key community entryways.

   2. **Objective:** Establish more effective environmental protection policies.

      **Policies:**
      1. Encourage the adoption of common environmental protection standards between jurisdictions.

   3. **Objective:** Establish more effective regional recreational facilities;

      **Policies:**
      1. Adopt recreation elements in the County’s plans and local plans that reflect the recreation system recommendations of the *Boone and Winnebago Regional Greenways Plan*, Boone County Conservation District Plans, and Belvidere Park District Plans;
      2. Encourage intergovernmental agreements among neighboring municipalities regarding the mutual provision of recreation facilities and services;
      3. Adhere to the Comprehensive Plan.

   4. **Objective:** Explore opportunities for sharing services between Boone County and Boone County municipalities.

      **Policies:**
      1. The County, the City of Belvidere, and the Villages of Poplar Grove, Capron, Caledonia, and Timberlane should work to develop arrangements for sharing of service provision, when possible.

   5. **Objective:** Establish more effective economic development efforts through regional marketing.

      **Policies:**
      1. The County and it’s communities should coordinate marketing efforts;
      2. Use development regulations to protect the unique character of the region.
11. **Issue: Fiscal Performance**

   **A. Goal: Promote the County’s fiscal well being.**

   1. **Objective: Promote infill development;**

      **Policies:**
      
      1. Create a substantial difference in the maximum permitted density/intensity of development in the areas of the City of Belvidere where infill development and/or property reinvestment needs to be encouraged;
      2. Permit a wider range of uses in limited portions of the City of Belvidere, and strategic parcels within Villages and Hamlets, where infill development and/or property reinvestment needs to be encouraged;
      3. Focus infill efforts on areas identified on the Community Character Map;
      4. Provide for a flexible infill development overlay zoning district.

   2. **Objective: Promote the prevention of premature development;**

      **Policies:**
      
      1. Use the LESA system to prevent premature development;
      2. See the policies in 5.1 - 5.4.

   3. **Objective: Promote the concept of development “paying its own way”;**

      **Policies:**
      
      1. Ensure that the impact fee system meets State regulations;
      2. Require site plan review and traffic impact studies to ensure proposed development does not adversely affect adjacent development or traffic flows;
      3. Develop necessary utilities to support new development.

   4. **Objective: Promote the diversification of the local economy;**

      **Policies:**
      
      1. Require site plan review and traffic impact identification studies for projects generating more than 100 trips during the peak hour;
      2. Develop necessary utilities to support new development.

   5. **Objective: Promote the expansion of the non-residential tax base;**

      **Policies:**
      
      1. Implement the Land Use Plan Map;
      2. Maintain an adequate supply of non-residential development sites;
      3. Focus large site facilities along the US 20 and I-90 corridors.
6. **Objective:** Promote the on-going maintenance of existing development;

*Policies:*

1. Adopt strong property maintenance codes and implement an on-going enforcement program;
2. Adopt development regulations that stress the acceptance of creative development and directly provide flexibility in terms of types of uses that are permitted within certain zoning districts.

7. **Objective:** Promote the image of Boone County as a good place to do business;

*Policies:*

1. Educate property owners throughout the planning area about the Comprehensive Plan;
2. Educate property owners throughout the planning area about the Plan implementation tools, particularly Zoning Ordinances, Land Division Ordinances, Transportation Plans, and Capital Improvements Programs;
3. Provide development regulations that identify requirements as soon as possible.
12. **Issue: Administration**

A. **Goal: Implement effective and responsive administrative practices.**

1. **Objective: Implement the Comprehensive Plan;**

   **Policies:**
   1. Conduct an update review of the Comprehensive Plan in five years;
   2. Revise the County and Municipal Zoning Ordinances and Land Division Ordinances to be consistent with the recommendations of this Plan;
   3. Adopt overlay zoning regulations for the environmentally sensitive areas and community entryways of the County;
   4. Develop a Geographic Information System for the County to aid administration and implementation of the Plan;
   5. This Plan should be consulted by the County and Municipal decision-making bodies including Planning Commissions, City Council, Village and Town Boards, Zoning Board of Appeals, other units of government, and the private sector before any decisions related to community development or redevelopment are made.

2. **Objective: Implement administrative flexibility;**

   **Policies:**
   1. Adopt zoning standards which allow cluster development thereby giving land owners maximum flexibility in developing their land while at the same time protecting sensitive natural features;
   2. Provide for creative land development techniques such as mixed use developments, planned developments, and cluster developments;
   3. Provide for a flexible infill development overlay zoning district.

3. **Objective: Implement public awareness;**

   **Policies:**
   1. Hold well-publicized Plan Commission working sessions to periodically review the adopted Master Plan and Neighborhood Plans, and make necessary amendments as changing conditions warrant;
   2. Coordinate community planning-related education efforts with local schools, the media and private organizations to publicize on-going planning projects and plan implementation projects in the County;
   3. Provide explicit public notification procedures and requirements in revised ordinances.
4. **Objective:** Implement timely responsiveness and efficient enforcement.

*Policies:*

1. See the policies in 12.3;
2. Provide clear, concise application and procedural requirements for zoning, land division and other community development related activities;
3. Adopt zoning regulations with explicit performance criteria which provides petitioners with clear cut site design requirements, and provides staff with clear cut site design review criteria;
4. Provide clear enforcement procedures for zoning and subdivision ordinance enforcement and ensure that these procedures are enforced.
V. CONCEPTUAL DEVELOPMENT PLAN

A. OVERALL DEVELOPMENT CONCEPT

A strong and highly valued attribute of Boone County is the presence of clear community character types throughout the County. With the exception of the evolving development located along USH Business 20 in the West Hills area, and the scattered pattern of development along the STH 76 and STH 173 corridors in Poplar Grove, each area of Boone County presents a clear, and high-quality rural, exurban, suburban, or urban character. The Plan for the West Hills Neighborhood is designed to guide development in that area toward particular and complementary community character types. This Plan for Boone County, is designed to accomplish the same purposes for the County as a whole, and for each sub-area within the County.

B. A PLAN BASED ON COMMUNITY CHARACTER

This objective is accomplished through the development of a clear community character plan, that forms the conceptual basis for all other plan elements, including land use, transportation, utilities, community facilities and economic development. This approach uses a time-tested set of community character based land use classifications, in combination with the identification of other key community character components including community separation areas, community character corridors, community character gateways, key vista locations, and special areas and features.

1. Boone County Community Character Plan

The Plan for Community Character in Boone County is based on the enhancement and protection of the character types most valued by the people of Boone County, as elaborated at the Community Vision Forum in April 1998, as considered and recommended by the County Plan Steering Committee in July 1998, and as confirmed by the public at the Community Planning Workshop in October 1998. These include an emphasis on “planned” urban and suburban development forms or “rural” agricultural preservation and environmental corridor areas. This Community Character Plan forms the basis of the recommended Boone County Comprehensive Plan for 2020 and beyond, and is designed to accommodate the 2020 growth projection, with a flexibility factor of 100 percent. In other words, the areas designated for development in the Community Character Plan contain twice as much development area as will be needed to actually accommodate the projected amount of 2020 development. This flexibility factor recognizes that the demand for a specific parcel of land, for its best-planned purpose, rarely coincides directly with its availability within the market. The 100 percent flexibility factor is commonly used to address this slippage, so as to not overly constrain the area available for development within the 2020 planning period.

2. General Theory and Pattern

The Community Character Plan is based on accommodating the continued controlled growth of all urban and suburban centers in the County, including Belvidere, Caledonia, Capron, Garden Prairie and Poplar Grove. These are designed to be physically separated from one-another by a series of undeveloped community separation areas – generally located along ridgelines or wide floodplain areas. In this manner, the distinct identity of each city, village and hamlet will be preserved. The expansion of Loves Park into Boone County is also physically separated from other Boone County suburban areas to the east. Two large areas of exurban character of development are proposed – in the rolling and partially wooded west-central area of the County. Finally, substantial amounts of non-residential economic development oriented growth is proposed to be accommodated along the Tollway Corridor. To a very high degree, the location of these proposed growth areas extends the
growth areas recommended by the previous Comprehensive Plan. The remainder of the County – comprising approximately 75 percent of all remaining undeveloped land in Boone County, and approximately 90 percent of the prime farmland, is proposed for a Rural community character – focused on agricultural preservation strategies.

(See Map 5: Community Character Planning Areas, on the following page.)
Map 5: Community Character Planning Areas

(11 x 17 – black & white)
VI. ALTERNATIVE GENERAL PLANS ANALYSIS

In addressing the key factors, trends, issues and challenges facing Boone County, the key underlying decisions relate to the ultimate extent of development in the County, and the character of that development. To more fully explore these two most basic issues, a series of three General Development Plan Alternatives was elaborated.

A. INTRODUCTION: A LOOK AT POTENTIAL BUILD-OUT FUTURE

This section of the Plan looks at three alternative future growth scenarios for the development of the County. Although this Plan is ultimately intended to guide the growth and development decisions through the year 2020, this alternatives analysis uses a longer planning horizon. In fact, rather than selecting a specific future date for these alternative scenarios, these alternatives are intended to represent a “build-out” time frame. Current population trends, as presented on page 22 of this Plan, project this buildout condition to be realized in about 100 years – in the year 2100. Three alternative policy paths are presented: the “Metroplex” Alternative, the “Rural Pattern” Alternative, and the “Rural Character” Alternative. These alternatives attempt to indicate the land use pattern and associated character of the County based on each of the alternative scenarios upon full development of the County (i.e., when no additional land is available for development).
B. **OVERVIEW OF THREE GENERAL PLAN ALTERNATIVES**

1. **“Metroplex” Alternative:**
   a. Plan Philosophy: Efficiently develop the entire county
   b. Market is fully accommodated, with development locations and use types strongly guided by the Plan
   c. Build-out character is suburban with many small urban centers like Arlington Heights/Vernon Hills or in DuPage County, and will be indistinguishable from adjacent metropolitan counties
   d. See Map 6a: Land Use Plan - Alternative 1

2. **“Rural Pattern” Alternative:**
   a. Plan Philosophy: Preserve the current quality of life in the County
   b. Market is accommodated over about 50 years, with development locations and use types strongly guided by the Plan, and large rural areas are permanently saved
   c. Build-out is unique – like McHenry Co. is now without the long-range trend to a DuPage County character – with Boone County having high-quality and distinct small city, villages, and hamlets in a permanent rural setting surrounded by metropolitan counties
   d. The main distinction from Alternative 3 is in the quality of development in terms of architecture, site planning, and neighborhood design.
   e. See Map 6b: Land Use Plan – Alternatives 2 & 3

3. **“Rural Character” Alternative:**
   a. Plan Philosophy: Improve upon the current quality of life in the County
   b. Market is accommodated over about 50 years, with development locations, use types, and development quality strongly guided by the Plan, and large rural areas are permanently saved
   c. Build-out is unique – high quality development in distinct City, Villages, and hamlets in a permanent rural setting surrounded by adjacent metropolitan counties
   d. The main distinction from Alternative 2 is an emphasis on high quality development in terms of architecture, site planning, and neighborhood design.
   e. See Map 6b: Land Use Plan – Alternatives 2 & 3
C. **METROPLEX ALTERNATIVE**

1. **Overall Community Character Description:**

This alternative results from the standard approach to planning. Farmland may be preserved in the short-term through regulatory “phasing” of growth. However, without achieving permanent agricultural preservation the County will ultimately become fully developed, as depicted in the “Metroplex” Alternative.

2. **Key Features of this Alternative:**

Rural areas transition to typical metropolitan suburban areas, as found in northern Cook County or DuPage County. Virtually all of the existing rural/agricultural land in the County would ultimately be developed under this alternative.

**Build-Out Population:** approximately 850,000 people in 350,000 dwelling units by the year 2100 and beyond.

**Land Use at Build-out:**
- <.1% Rural
- 7.8% Environmental Corridor
- 69.2% Residential
- 5.6% Industrial
- 7.5% Commercial and Office
- 2.4% Other

**Community Character:** Suburban / Big City / Metropolitan Sprawl

**Community With Similar Character:** Du Page County, Illinois

3. **“Metroplex” Detailed Impacts:**

**Residential Breakdown (of 350,000 dwelling units):**
- 60% Single-Family Detached
- 18% Attached Single-Family
- 22% Multi-Family

**Non-Residential Breakdown (of 275,000,000 sq. ft.):**
- 25% Commercial
- 33% Mixed Office & Commercial
- 42% Industrial & Office

**Estimated Tax Base Breakdown:**
- $1.5 Trillion in Property Taxes
- $50 Million in Annual Sales Taxes

**Estimated Transportation Impacts:**
- 3.1 Million Average Daily Trips (ADT)
- 36 Million Miles of Average Daily Travel on County & Town Roads
- 3,774 County & Town Lane Miles Needed @ $1.9 Trillion
Estimated School Impacts (per State Attendance Averages):
266,000 students in primary & secondary schools
331 Elementary, 85 Middle, 39 High Schools required

Utilities Impacts:
86.0 Million Gallons/Day in public water/sewer flow
11,000 Cubic Yards / Day in solid waste
37,000 ac.ft. of stormwater storage capacity (100 yr.)

Park & Recreation Impacts:
4700 acres of Active Recreation space demand
5600 acres of Passive Recreation space demand
Map 6a: Land Use Plan – Alternative 1

(11 x 17 – color)

Countywide map only!
D. **RURAL PATTERN ALTERNATIVE**

1. **Overall Community Character Description:**

   This alternative results from a standard approach to planning, combined with a strong commitment to agricultural preservation.

2. **Key Features of this Alternative:**

   Rural area preservation with typical transition to mid-quality development focused on existing city and village centers. Approximately 75% of the existing rural/agricultural land in the County would be preserved under this alternative.

   **Build-Out Population:** approximately 200,000 people in 85,000 dwelling units by the year 2050 and beyond

   **Land Use at Build-out:**
   - 64.6% Rural
   - 7.8% Environmental Corridor
   - 21.1% Residential
   - 1.8% Industrial
   - 2.3% Commercial and Office
   - 2.4% Other

   **Community Character:** Rural / City / Village / Distinct Communities and County surrounded by Metropolitan Sprawl

   **Community With Similar Character:** McHenry County, Ill. (in its current state)

3. **Rural Pattern Detailed Impacts:**

   **Residential Breakdown (of 85,000 dwelling units):**
   - 60% Single-Family Detached
   - 18% Attached Single-Family
   - 22% Multi-Family

   **Non-Residential Breakdown (of 117,000,000 sq. ft.):**
   - 25% Commercial
   - 33% Mixed Office & Commercial
   - 42% Industrial & Office

   **Estimated Tax Base Breakdown:**
   - $505 Million in Property Taxes
   - $14 Million in Annual Sales Taxes

   **Estimated Transportation Impacts:**
   - 1.0 Million Average Daily Trips (ADT)
   - 12 Million Miles of Average Daily Travel on County & Town Roads
   - 453 County & Town Lane Miles Needed @ $228 Million
Estimated School Impacts (per State Attendance Averages):
64,000 students in primary & secondary schools
76 Elementary, 21 Middle, 10 High Schools

Utilities Impacts:
20.3 Million Gallons/Day in public water/sewer flow
2,600 Cubic Yards / Day in solid waste flow
11,900 ac.ft. of stormwater storage capacity (100 yr.)

Park & Recreation Impacts:
1,120 acres of Active Recreation space demand
1,325 acres of Passive Recreation space demand
Map 6b: Land Use Plan – Alternatives 2 & 3
(11 x 17 – color)

Countywide map only!
E. **RURAL CHARACTER ALTERNATIVE**

1. **Overall Community Character Description:**

This alternative results from a successful commitment to agricultural preservation and carefully guiding the location of development done to best standards. Approximately 75% of the existing rural/agricultural land in the County would be preserved under this alternative.

2. **Key Features of this Alternative:**

Rural area preservation with carefully controlled transition to higher-quality developed focused on existing city and village centers.

**Build-Out Population:** approximately 200,000 people in 85,000 dwelling units by the year 2050 and beyond

**Land Use at Build-out:**
- 64.6% Rural
- 7.8% Environmental Corridor
- 21.1% Residential
- 1.8% Industrial
- 2.3% Commercial and Office
- 2.4% Other

**Community Character:** Rural / Vital City / Charming Village / Distinct Communities and County surrounded by Metropolitan Sprawl

**Community With Similar Character:** McHenry County, Ill. (w. quality upgrades)

3. **“Rural Character” Detailed Impacts:**

Measurable Impacts are identical to “Rural Pattern” Alternative

Key differences relate to the gradual improvement of the character of the community related to strong standards and aggressive programs for:

1. Aesthetics (architecture, landscaping, signage, views)
2. Development Form (building, parking, streetscape)
3. Fine-Grained Land Use Pattern (mix & connections)
4. Pedestrianism (sidewalks, bike trails, plazas)
5. Ruralism (hide development, vistas to open space)
6. Community Center Redevelopment
7. Strip Commercial Redevelopment
8. Brownfield Redevelopment
9. Historic Preservation
10. Environmental Protection & Restoration
11. Neighborhood Empowerment
F. SUMMARY COMPARISON BETWEEN PLAN ALTERNATIVES

The three General Development Plan Alternatives vary in the extent of development at full build-out – and thus in both their ultimate population and the timing of build-out, and in their control over the detailed character of development. These three alternatives were explicitly selected, with the guidance of the County Plan Steering Committee, to explore both the impacts of the extent of development, and the much more subtle impacts of specific community character strategies. As such, the three alternatives vary substantially in both their quantitative and qualitative impacts, and also vary significantly in the range of implementation mechanisms necessary for their accomplishment.

Essentially, Alternative One (the “Metroplex” Alternative) represents the least amount of regulatory effort necessary for implementation, but the highest degree of per capita public finance and related support – while Alternative Three (the Rural Character Alternative) represents the greatest amount of regulatory effort, in relation to farmland preservation and development aesthetics, but a lower amount of per capita public finance. Alternative Two (the Rural Pattern Alternative) represents a moderately high amount of regulatory effort – most notably in farmland preservation, but not in regulations related to aesthetics, and a lower amount of per capita public finance.

G. SELECTION OF THE PREFERRED PLAN ALTERNATIVE

At the Countywide Workshop held on October 10, 1998, the overwhelming general consensus was the preference of the “Rural Character” Alternative. This preference was confirmed by the Comprehensive Plan Steering Committee and by County staff at an interagency meeting held on January 7, 1998.

It was strongly held that the Rural Character Alternative most fully and appropriately addressed the key factors and trends facing Boone County (see pp. 20-21), and provided the most effective alternative implementation mechanisms for addressing the key planning issues and challenges facing the County (see p. 21).

In essence, the general public, Comprehensive Plan Steering Committee, County Plan Commission, and County Staff concurred that the Rural Character Alternative embodied the consensus vision for the County emerging from the Spring 1998 Community Vision Forum. This consensus was particularly strong related to most for the key issues facing the County, including:

♦ maintaining physically distinct communities within the County, as well as a physical distinction from adjacent counties and municipalities;

♦ preserving rural, small city, village and hamlet character;

♦ retaining manageable levels of traffic and school congestion;

♦ preserving and enhancing environmental resources and corridors;

♦ preserving prime agricultural lands and a family farming lifestyle;

♦ revitalizing central Belvidere and aging portions of Capron, Poplar Grove and peripheral Belvidere;

♦ enhancing economic development opportunities and employment choices; and,

♦ strengthening Boone County’s reputation and reality as a distinctive high-quality place.
VII. **BOONE COUNTY COMPREHENSIVE PLAN**

This section is organized by Planning Areas within the County. Each Planning Area represents a particular community within the County (Boone County, City of Belvidere, Village of Caledonia, Village of Capron, Village of Poplar Grove, Village of Timberlane, Hamlet of Garden Prairie, and the Candlewick Neighborhood). There is also an introductory County-wide discussion of issues. The land use recommendations are presented by County Planning Area (See Map 5: Community Character Planning Areas for locations of these Planning Areas).

A. **OVERALL COUNTY PLAN**

This section highlights the general recommendations for the County as a whole. More detailed recommendations for each planning area are located in the following sections.

1. **Land Use / Community Character Plan**

This Plan reflects overwhelming community support for the County to retain its mostly rural character, with growth and development occurring primarily within, and adjacent to, the existing Villages and the City of Belvidere. The City of Belvidere is the urban center of the County and should retain its small city character. The Villages of Caledonia, Capron, and Poplar Grove will retain their village character. The Village of Timberlane will continue to develop as a predominantly single-family community. Also refer to the Goals, Objectives, and Policies in Section IV, particularly regarding Issue 1: Community Identity and Issue 2: Aesthetics.

2. **Transportation Plan**

Although this Plan presents land use recommendations that would permanently preserve ¾ of the County’s now-undeveloped land as agriculture, significant growth and development will be accommodated in the planned growth areas. This growth will bring increased automobile traffic to the County, as well as an increase in use of other transportation modes. Therefore, it is important to plan for the future transportation system of the County and to integrate the planning for autos, trucks, bicyclists and pedestrians, freight and passenger rail, and airplanes. More detailed transportation system recommendations are made in the sections below for each community. Also refer to the Goals, Objectives, and Policies in Section IV, particularly regarding Issue 6: Transportation.

More detailed transportation recommendations are included below for each Planning Area.
3. **Public Facilities Plan**

This plan makes general recommendations related to a variety of public facilities, including utilities, recreation and conservation, education, and public safety. More detailed recommendations are discussed later in this plan for each planning area.

### A. Utilities

1. **Sanitary Sewer**

   This plan recommends that the great majority of future development within the County be located in compact development areas served by sanitary sewer systems. This holds true for all portions of the County recommended for future development except for the extreme west central portion of the County designated in the Community Character Plan Map for the exurban Spring Creek Neighborhood, and the northern edges of the West Hills Neighborhood. All development within Central Belvidere, the Tollway Corridor, Capron, Garden Prairie, the North Bypass Area, the Loves Park Area, Caledonia, and the Central Suburban Area of Poplar Grove, Timberlane and Candlewick are recommended for development on sanitary sewer service. The recommended method of providing service into these growth areas is from central treatment systems, including the Belvidere Treatment Plant (for areas generally located south of Woodstock Road) and the Candlewick Treatment Plant (as part of a consolidated system for areas generally north of Woodstock Road). A variety of conveyance system components (including strategically located lift stations and force mains) and pre-treatment approaches may be appropriate.

2. **Public Water**

   This plan recommends the provision of public water systems in all areas planned to be served by sanitary sewer. Where public health issues may arise related to drinking water quality, it may be prudent and economically feasible to extend public water supplies into established growth areas with water quality problems, well in advance of the extension of sanitary sewer service.

3. **Stormwater**

   Surface and groundwater quality is very high in Boone County – particularly in Piscasaw Creek, the Kishwaukee River, and Beaver Creek. Water quality has declined in Beaver Creek recently – with sedimentation associated with land disturbance from residential construction being the primary suspect. This plan recommends the implementation of a county-wide approach to effective stormwater management on both quantity (the historic concern related to downstream flooding and erosion) and quality (the emerging concern related to pollutants and sediments). Each growth area of the county will need to implement plans for a comprehensive network of appropriately designed facilities to address both quantity and quality concerns. Detention, retention, infiltration, and filtration strategies will need to be used in combination with sound on-site management practices. The detailed plan for the West Hills Neighborhood provides an example of more detailed stormwater management planning, with a final level of detail required as specific development proposals are brought forward.
B. Recreation and Conservation

This plan recommends the full development of a county-wide trail network, and a county-wide system of environmental corridor protection. The planned trail network (see the Transportation Plan Maps) is designed to provide for a full variety of hiking and bicycling experiences – from urban to rural and from flat to hilly terrain. Throughout the county, the planned trail network is designed to link all urban, suburban and exurban areas along safe travel corridors.

The planned conservation system is designed to protect all environmental corridors in the county as development occurs. These areas are most effectively protected in developing areas through conservation easements on private property and through open space dedications as platting, zoning and annexation decisions are made. The Boone County Conservation District, as well as potentially emerging local conservation groups or agencies, should play a major role in holding such lands or easements in a permanently protected state.

C. Education

The future population growth projected for Boone County in this Plan will inevitably produce the need for additional school facilities. Each jurisdiction represented by this Plan should work in conjunction with the Boone County School Districts to jointly plan for future schools and recreational facilities that will be necessary.

The proposed Land Use Plan responds to the economic power of the tollway and rail line corridors, and is designed to direct a high proportion of tax base development into south-central Boone County, while both north-central and south-central Boone County are designated for substantial residential development. In an exurban/suburban county like Boone, residential development will always precede tax base development. These market realities will exacerbate school district stress on District 100 in the short term, and on District 200 throughout the planning horizon.

More detailed school recommendations are included below for each Planning Area.

D. Public Safety

As the County continues to grow, current public safety (Fire/EMS, Police, etc.) provision will need to be expanded to serve the growing population. Additionally, the pattern and density of future development have a very important impact on the cost of maintaining adequate service and meeting expected service standards. Many of the policy recommendations of this Plan focus on the concept of development “paying its own way”. When making future decision about the land use and transportation systems and the future growth and development of the County, policy-makers should keep in mind the public safety service needs of the community and the cost of providing these services. In addition, each jurisdiction represented by this Plan should work in conjunction with public safety agencies to understand how service provision relates to future development patterns and to coordinate future public safety facility locations.

4. Economic Development Plan

Given its position at the fringe of several metropolitan growth edges, Boone County could take a non-active role in economic development and still experience significant amounts of job growth and tax base expansion. However, given the well-coordinated efforts of other counties and communities around the State Line region, it is clear that such a nonchalant effort would result in a predominance of job growth in low wage sectors,
and an expansion of tax base that would not keep good pace with public service and facility demands. Therefore, a critical part of maintaining a most favorable balance between the quality of life and the cost of living for future Boone County is the development and implementation of an economic development strategy that is comprehensive in scope, and is also is both proactive in outreach and aggressive in full implementation with land use, transportation and public facilities planning. As such, a strong economic development plan for Boone County must strive to make the most of the County’s relative economic development strengths, and minimize its weaknesses. In this light, the watchword of quality over quantity, which forms the basis of the land use strategy, also strongly applies here. In fact, the implementation of the recommended economic development strategy for the county is directly dependent upon the successful implementation of the recommended land use strategy in terms of affecting both the location and type of development, and the character of development.

The following is from the Economic Development Strategic Action Plan Report recently prepared for Growth Dimensions, the non-profit economic development agency serving Boone County:

In the course of developing a strategic action plan for economic development in Boone County, the Consultants conducted interviews with local individuals, state agencies and economic development consultants familiar with the region. Much of the information gathered through the course of these interviews was incorporated into the findings and recommendations found in this report. The following is a summary of general findings.

1. **Area Residents and Officials**

   Over 30 individuals from the Boone and Winnebago County area were interviewed concerning economic development problems and potentials in the area. Below is a brief description of the major issues and potentials identified by these individuals.

   1. Boone County has an economic development heritage that includes both agriculture and industrial development. Both types of development should be incorporated into future development plans.
   2. Environmental concerns are important throughout Boone County. Future development plans need to incorporate these concerns in terms of industries targeted, assistance provided, comprehensive county plans, and so forth.
   3. There is little interest in “big box” development that has been observed in neighboring counties.
   4. Local fiscal resources are scarce and future economic development plans need to address the issue of how to finance such efforts.
   5. Citizens, in general, support further economic development of Boone County, but believe it should be targeted to “appropriate” areas within the County.
   6. There is some sentiment that economic development planning efforts in the County are spread too thinly through the various agencies and groups active in the County, resulting in limited resources for each group and uncoordinated overall efforts.

2. **Economic Development Specialists**

   Location specialists in eight Mid-West economic development firms were interviewed concerning their views of the Belvidere-Boone County area. Below is a brief description of the issues and potentials identified by these specialists.
1. Boone County has excellent access to an important (Chicago) market. This is a strong marketing asset for the County.

2. The County has access to a comprehensive, multi-modal transportation network. The County’s proximity to O’Hare airport is an especially strong attribute.

3. Industrial/commercial land prices are below market average for comparable properties throughout the region.

4. There appears to be good industrial/commercial land availability throughout the County, with an apparent ability to assemble appropriate land parcels.

5. Because of the history and location of Boone County, there appears to be good, established input-output linkages to the agriculture sector, with appropriate agricultural infrastructure in place.

6. The Boone County area has a “good neighbor” image (e.g. clean, relatively low crime, etc.). At the same time, some specialists thought the County also carried a “bland” or “unexciting” image.

7. The relative wage bill for industrial workers in the County appears to be reasonable in comparison to other counties in northern Illinois and southern Wisconsin.

8. The demographic dynamic within the County appears to be shifting to a younger, more affluent structure.

9. The economic development “structure” within the County and its various municipalities was not immediately clear to several of the specialists. For example, it was not clear who the “deal makers” were or what the “package” might be for the County.

10. It appears that qualified labor is in short supply throughout the County. It is not clear, for example, that a 100+ employee new firm could be staffed without significant wage incentives, transportation schemes, and so forth. All specialists, however, acknowledged that this is not a problem unique to Boone County.

11. The ability for science-based firms to draw scientists to the area may be difficult. Connections to various universities and research functions may need to be established.
B.  **RURAL BOONE COUNTY**

1. **Community Character Plan**

The unincorporated areas of Boone County are planned to remain mostly rural, with growth directed to particular areas in which a pattern of development has already been established. These areas are described below and can be seen on the *Community Character Planning Areas* (Map 5) and on the *Land Use Plan* maps (Maps 7a – 7e).

2. **Land Use Plan for Unincorporated Boone County**

   A. **Agricultural Preservation Areas**

   One of the key goals in this Plan is to “protect the economic viability of agriculture in the County by preserving agricultural land in key areas.” Three large areas of the County have been identified for long-term agricultural preservation. These areas are intended to preserve the viability of farming and related agricultural industry and services. Large contiguous areas reserved for agriculture and related uses are necessary to retain this economic viability. For this reason, these three Agricultural Preservation Areas should be preserved and non-agricultural development should be prohibited in these areas. (See *Section VII: Plan Implementation* for more information on potential programs for implementing agricultural preservation.)

   The *South County Planning Area* is located south of the City of Belvidere encompassing most of Flora and Spring Townships. The *East County Area* is located north of the Kishwaukee River, east of the Piscasaw, and south of the Capron growth area. The *North County Area* is located in the northern portion of the County, encompassing all of LeRoy and Manchester Townships and the northern 1/3 of Caledonia and Poplar Grove Townships.

   A few areas within the Agricultural Preservation Areas are shown for *Potential Extraction* uses. The delineation of these areas is based on two factors: 1) the location of mineral resources and 2) proximity to developed areas or areas planned for future development. The location of mineral resources located at the surface or less than 20 feet from the surface are based on mapped information from the State Geologic Survey (Figure 21, *Geology for Planning in Boone and Winnebago Counties*, Illinois State Geologic Survey, 1984). Areas with significant existing development or planned future development have been excluded in order to reduce potential land use conflicts. Individual proposals for extraction uses within these areas should be reviewed in detail by the County to ensure that land use conflicts are avoided and additional public health, safety, and welfare considerations are fully addressed. Future or expanded extraction activities are not recommended in areas not shown for Potential Extraction on the Natural Features map. Sand and Gravel Resources are located in Figure 2, taken from Figure 21, *Geology for Planning in Boone and Winnebago Counties*, Illinois State Geologic Survey, 1984.

   Throughout the 100 year development horizon of this Plan, agricultural exclusive zoning, combined with an effective LESA evaluation system, is the key Plan implementation tool. However, the County should begin to explore and implement supplemental implementation tools that are more effective at achieving permanent preservation. Specifically, tools that financially compensate agricultural land owners for not developing, such as a purchase of development rights (PDR) or transfer of development rights (TDR) programs, should be aggressively explored as soon as possible.
B. Spring Creek Neighborhood

The Spring Creek Neighborhood, located north of Squaw Prairie Road, west of Beloit Road, and east of the County Line, is planned for a continuation of the existing pattern of Exurban Residential development at similar densities. New residential development in this area should be planned to detract as little as possible from the rural/countryside character that currently exists. Cluster development, conservation subdivisions, vegetative screening, berming, and other techniques to “hide” development are critical for retaining a rural character in this area.

Development in this area should be phased, rather than opening the entire area for development immediately after adoption of this Plan. Specifically, areas in the Orth Road corridor and adjacent to or near Winnebago County, should be the first to be phased for rezoning and development.

C. Loves Park Area

The planned land use for the Loves Park Area reflects the recommendations of the City of Loves Park Comprehensive Plan (adopted August 18, 1997). This area extends approximately ½ mile into Boone County from the west, from just north of Highway 173 to just south of Orth Road. The City of Loves Park plans two areas of Traditional Neighborhood development, with an area of low-density residential, or Exurban Residential, separating them.

See Section J, below, for details about the Community Separation Areas affecting the County.

See Section K, below, for detailed planned land use breakdown and impacts analysis.

3. Transportation Plan for Unincorporated Boone County

The transportation element of this Plan is designed to facilitate the implementation of safe and efficient multi-modal traffic by guiding reservation of future rights-of-way and by guiding urban development towards transit-friendly land use patterns, development intensities, and site designs.

The Transportation Plan Maps show future rights-of-way to be reserved for all of the major roads in the County. All of the primary routes within the County are planned for a future right-of-way of 120’, or per a detailed corridor plan. Other secondary county roads are planned for a future right-of-way of 100’.

The Transportation Plan Maps also show future additions to the roadway network in the County. Most of these improvements have been adopted as part of the Rockford Area Transportation Study (RATS) Long-Range Transportation Plan. Below is a list of these recommended improvements:

1. **Graham Road extension**: connect Graham and Fern Hill Rd between Stone Quarry Road and Genoa Road.
2. **I-90 Interchange**: build a new Tollway interchange between Irene Road and Town Hall Road. By building the new interchange away from existing Tollway crossings, the existing crossings are maintained with the interchange creating an additional crossing. This will also reduce the total cost of the project by eliminating the need to tear down one of the existing crossings.
3. **Town Hall Road extension**: connect Town Hall Road with the proposed new I-90 interchange and Graham Road from Business Route 20 across the Kishwaukee River (using the existing right-of-way north of the river).
4. **Woodstock Road**: re-route Woodstock Road to approximately ¼ mile to the north between Highway 76 and Poplar Grove Road.
5. **Dawson Lake Road extension:** connect Dawson Lake Road west from Beloit Road to connect with Harlem Road in Winnebago County at Argyle Road.

It is likely that Metra, Chicago’s commuter rail system, will extend service into Boone County some time within the next 20 years. Also other regional rail proposals have been discussed that could bring regional rail transit through Belvidere, for example a Chicago to Rockford to Madison, Wisconsin rail. This Plan has identified three potential rail stop locations. The land use recommendations of this Plan are complementary by targeting transit-friendly, transit-oriented development around these future potential rail stops. These proposed rail stations are:

1. **Garden Prairie:** this station would be located approximately ¼ to ½ mile west of Garden Prairie Road. This station would be “small village” in character, with large amounts of permanently preserved open space planned to the north and south, and would not need significant Park-and-Ride facilities.

2. **Downtown Belvidere:** this station would be located near downtown about two blocks off State Street, between Main St. and Caswell St. This station should enhance the City’s downtown, should be integrally linked with the downtown, and should be pedestrian friendly. Significant Park-and-Ride facilities may be required, particularly if the Town Hall Road extension is not constructed.

3. **West Belvidere:** this station would be located north of the proposed new interchange on I-90 between Irene Road and Town Hall Road. This area around this station is planned for a high-density transit-oriented mixed use center. This location would also provide Park-and-Ride facilities serving Belvidere and Boone County, particularly with the Town Hall Road extension.

4. **Public Facilities Plan**

   **A. Utilities**

   Public utilities would not be required in the rural and exurban areas of the County.

   **B. Recreation and Conservation**

   A number of future trails are planned for the unincorporated areas of the County (see Map 8a and 8b: Transportation Plan; also see the Winnebago and Boone Counties Greenway Plan). Most of these planned trails are within the floodplains of the Kishwaukee River, Piscasaw Creek, and Beaver Creek and are intended for recreational use for pedestrians and bicycles. Other trails are located along major roads and are intended to provide pedestrian and bicycle access throughout the County.

   The County should preserve, whenever possible, public access to the water and floodplain areas of the Kishwaukee River, Piscasaw Creek, and Beaver Creek. When future subdivisions occur in areas located along these waterways, the County should require the landowner to dedicate the water frontage to the public.

   Additional park and recreation facilities will be needed to serve the future residents of the areas planned for development in the unincorporated areas of the County. Whenever possible, these new facilities should be located in strategic locations, such as within the Community Separation Areas.
C. **Education**

Based on the projected growth in school enrollment projected by the SAVES analysis performed as part of this Plan, and using State attendance averages, the Spring Creek Neighborhood will need a total of 4 elementary schools, 1 middle school, and 1 high school; the Loves Park Area will need a total of 3 elementary schools and 1 middle school. The County and Loves Park should work in conjunction with the School District to plan the locations of future school sites.

No additional rural area schools would be needed in the Agricultural Preservation Areas, providing cost savings to the County.

D. **Public Safety**

There will be limited additional need for public safety services within the unincorporated areas of the County planned for development.
C. CITY OF BELVIDERE

1. Community Character Plan

The City of Belvidere serves as the county seat and the urban center of the County. This Plan recognizes the City’s role as the cultural and economic center of activity for the County. The recommendations of this Plan recognize that the City should retain and enhance this unique urban center role in the future.

As a growing central city, the City of Belvidere is made up of various neighborhoods with varying characters: including the urban downtown, older traditional neighborhoods, newer suburban neighborhoods, highway-oriented commercial areas, smaller-scale neighborhood office and commercial areas, and everything from light to heavy industrial areas. This Plan provides recommendations to encourage the continuation of such diverse neighborhood areas within the City, while at the same time recognizing the City’s overall character as a central city.

2. Land Use Plan

A. Central Belvidere

The Central Belvidere Planning Area represents the currently developed portion of the City of Belvidere. This area is generally bounded by the Highway 20 Bypass on the north and east, by north Appleton and south Appleton Roads on the west, and by US Highway 20 on the south.

The recommended land use for the Central Area of Belvidere continues recommendations of the 1991 Plan, but with more attention to detailed distinction between the general land use categories used in that Plan. Specifically, both Plans recommend a transition from Central Mixed Use development along State Street to Neighborhood Business and Neighborhood Office uses along north State Street and along Logan Avenue. The Neighborhood Business category is intended to preserve smaller scale buildings in these areas, while the Neighborhood Office designation is designed to preserve actual existing residences and front yards.

This new Plan strongly emphasizes the desirability of true mixed-use development in the Downtown area, including a heavy emphasis on general, elite riverfront, and senior housing convenient to specialty shopping, personal services, and cultural and recreational amenities. The continued use and support of the City’s Main Street program is strongly advised. The City and Main Street program should consider the employment of a downtown revitalization/implementation specialist to forward their planning objectives in this most-important and unique existing development area in the County.

The State Street corridor in the northwest part of the City, between the Bypass and the Highway 76 intersection, and the Logan Avenue corridor around the Highway 20 Bypass on the east side of the City are planned for the General Business category typified by modest amounts of landscaping and signage. This designation varies from the Planned Business designation used in the Big Thunder and Little Thunder areas, which are typified by substantial landscaping and modest amounts of signage. The theory behind the use of these two different land use categories is to provide the older strip commercial areas of State Street and Logan Avenue with a slight competitive advantage in relation to higher achievable floor area ratios (0.3 vs. 0.25), slightly larger amounts of permitted sign area, and reduced development costs associated with landscaping.
On the north side of the City, east of McKinley Avenue, the Plan recommends eastward expansion of the heavy industrial area and northward expansion of Planned Neighborhood development out to the Bypass.

In other portions of the central Belvidere area, the Plan repeats the land use recommendations of the 1991 land use plan and generally reflects the existing pattern of zoning and actual land use. Within these older neighborhoods, commercial, and industrial areas, the key plan implementation recommendation is for the preservation of long-term property values through strict building and property maintenance code enforcement. Although such programs are at times a political and/or staffing burden, they have proved highly effective at maintaining the health and long-term viability of older areas. Throughout the central Belvidere area, small-scale adjustments to the boundaries of these land use designations should be considered as potentially appropriate on a case-by-case basis.

In the near-term future, the City should consider the development and adoption of more detailed planning for several key sub-areas within this central area. Most importantly, a detailed plan is needed for the central Downtown area from the Community Center northwestward to the Bypass and from the Kishwaukee River southeastward to the State Street - Logan Avenue intersection.

Within this smaller central Downtown planning area, this detailed Plan should make strong recommendations for the redevelopment of the industrial riverfront on the Kishwaukee River (including comprehensive clean-up and redevelopment of the salvage yard and foundry areas) a new passenger rail stop — probably on the northeast side of the Downtown near Main Street — and for the rail corridor southwest of the Downtown. Detailed redevelopment implementation strategies for these three areas should be use to forward and elaborate the adopted aesthetic and recreational plans for the Downtown area.

The extension of the Kishwaukee River trail network from the Conservation District headquarters in the west, along the Kishwaukee River, to east of the USH 20 Bypass should be fully provided for in future detailed planning. Strong pedestrian connections should be provided along this corridor to existing and planned school sites, the County Fairgrounds, and, ultimately, the regional mall and office park sites along the Tollway. Connections should also be provided northward to Poplar Grove along both STH 76 and Piscasaw Creek, eastward to Garden Prairie (potentially along the old electric interurban right-of-way), and westward into the West Hills neighborhood along both the Kishwaukee River and the Kishwaukee River Parkway as elaborated in the detailed West Hills Neighborhood Plan.

B. Tollway Corridor

The Tollway Corridor Planning Area is the County’s primary future economic development corridor. This corridor parallels the Tollway (I-90) and US Highway 20 from the County Line on the west to the Mosquito Creek environmental corridor on the east, and from the Kishwaukee River on the north to approximately one mile south of I-90. Due to this corridor’s access to and visibility from both US Highway 20 and the Tollway, land uses in the corridor should be of high-quality to allow Belvidere and Boone County to realize the greatest long-term economic development potential of this corridor.

High-quality Planned Office development is planned for both ends of this corridor. The lands on the west end of the corridor, south of the Tollway, are in a good location for high-quality office development based on this area’s visibility from the Tollway, accessibility to US Highway 20, and proximity to a future potential tollway interchange between Irene and Town Hall Roads. The lands on the east end of the corridor and south of the Tollway (from Tripp Road on the west to the
Mosquito Creek on the east) are also in a good location for high-quality office development due to this area’s visibility from the Tollway and proximity to the existing Genoa Road interchange. These two areas also represent the “entryways” into Belvidere from the Tollway. The development of high-quality office uses in these areas would create attractive entryways into the community. To be viable office park sites, these key areas must be absolutely reserved for only high-quality office development. This strategy will likely take decades to implement.

An area of Planned Business is planned for the lands between US 20 and the Tollway from Tripp Road to Johnson Road. This area’s visibility from and accessibility to the Tollway and US 20 make it suitable for large-scale regional-oriented commercial land uses. Lands in this area should be absolutely reserved for future high-quality, large-site commercial development, such as a regional shopping mall. This strategy will likely take several decades to implement, and timing will be strongly based on population growth in Boone County.

The undeveloped eastern portion of this area is planned as a Traditional Neighborhood with a mixture of mostly single-family homes with the possibility for some neighborhood-oriented commercial and/or office uses. The Logan Avenue corridor is planned for limited, infill General Business uses fronting the roadway around the existing commercial uses. These commercial uses should not be allowed farther east on Logan Avenue than the existing commercial uses in the area. The intent of this Plan is to allow limited additional commercial development along Logan Avenue that is compatible with the surrounding, emerging neighborhood, and to avoid “stripping out” the entire Logan Avenue corridor with commercial development. This area also contains an old landfill site that is planned for Passive Recreation uses. A small area of Mixed Residential is planned as a buffer between the high-intensity commercial uses fronting Logan Avenue and the developing neighborhood to the north. The remaining lands in this area are planned for Single Family Residential compatible with the existing developing neighborhood.

Most of the area to the west of Belvidere, between the Kishwaukee River and the Tollway is planned for Planned Industrial or General Industrial uses. The area to the north and northeast of the existing Chrysler plant, south of the railroad tracks, is planned for the more intense General Industrial. The area to the north of the railroad tracks, south of Newburg Road and the area west of Irene Road, north of US 20/I-90 is planned for lighter office and industrial uses in the Planned Industrial land use category. The area north of Newburg Road, to the east and west of the existing mobile home park, is planned for Single Family Residential uses.

The area south of the Tollway between Town Hall Road and Tripp Road is shown on the Land Use Plan Map under the Planned Mixed Use category. This area should be reserved for large site “special uses”.

Another area of Planned Mixed Use is planned for the area from Graham Road to the railroad, roughly between Town Hall Road and Irene Road. This area’s accessibility to Highway 20, the future potential interchange on the Tollway, the potential extension of Town Hall Road across the Kishwaukee River, and the future potential West Belvidere rail station combine to make this area an ideal location for a high-density mixed-use transit-oriented development. The City and County should be careful not to prematurely approve development in this area that, although desirable in
the short-term, would limit future long-term development opportunities in this area that take
advantage of the area’s various unique qualities. The City and/or County should consider
developing a detailed neighborhood plan for this area, similar in scope to the West Hills
Neighborhood Plan.

C. West Hills Neighborhood

The City of Belvidere adopted the West Hills Neighborhood Plan on July 22, 1997.

The West Hills Neighborhood is located north of the Kishwaukee and south of Squaw Prairie Road
from the Winnebago County line to the developed edge of the City of Belvidere. The adopted plan
for this area recommends a Village Center with predominantly Single Family Residential to the
south of Business 20 and Exurban Residential to the north of Business 20 with clusters of multi-
family and non-residential development and firmly rejects an extension of “Big Box” development
eastward from the Winnebago County Line. For more detailed information, refer to the West Hills
Neighborhood Plan.

D. North Bypass Area

The North Bypass Area is the northern growth area for the City of Belvidere. This area is located
north of the U.S. Business Rt. 20 Bypass, west of Piscasaw Creek, east of Beloit Road, and south of
Woodstock Road, as relocated (see Map 8a and 8b: Transportation Plan).

This area is planned to provide a significant share of the City’s projected residential growth. The
area between McKinley Road and Poplar Grove Road is planned as a Traditional Neighborhood
development with mostly mixed-density single-family residential, but also with neighborhood-
compatible office, commercial, institutional, and small-scale multi-family residential uses. The area
east of Poplar Grove Road to the Piscasaw Creek is planned for Single Family Residential. The
area north and east of the cemetery at Squaw Prairie Road and Highway 76 is planned for Single
Family Residential.

An area of Planned Business is planned for the area between Beloit Road and Highway 76, along
the U.S. Business Rt. 20 Bypass. This is a planned continuation of the existing commercial
development in the area (e.g., Big Thunder). The lands north of this commercial area are planned as
a Planned Neighborhood developed around a future High School that will be located in this area.
A large area east of Highway 76, between the Bypass and Squaw Prairie Road, is planned for future
expansion of the County Fairgrounds and is indicated on the map by the Passive Recreation land
use category.

The planned relocation northward of Woodstock Road east of STH 76 is designed to eliminate jogs
in the travel corridor, and to provide for a more unified development pattern in the neighborhood
planned on the south side of the Road. The relocated alignment will also serve to provide a better
trail corridor and more visually prominent community separation area to the north of the historic
road corridor.

See Section J, below, for details about the Community Separation Areas affecting the City.

See Section K, below, for detailed planned land use breakdown and impacts analysis.
3. **Transportation Plan**

See *Map 8a and 8b: Transportation Plan* for Transportation System recommendations.

Sidewalks should be required in all new residential and commercial developments.

A. **Central Belvidere**

The primary transportation recommendation for the Central Belvidere Planning Area is the connection of Stone Quarry and north Appleton Roads at Lincoln Ave. The planning for this transportation improvement is currently underway.

B. **Tollway Corridor**

A number of transportation system changes are planned for the Tollway Corridor.

1. A connection of Graham Road to Fern Hill Road between Stone Quarry Road and Genoa Road is planned south of the Tollway. This connection will create a new arterial road that will parallel the Tollway ½ mile to the south.

2. A new Tollway interchange is planned halfway between Irene Road and Town Hall Road. By creating a new interchange apart from existing Tollway crossings, the cost of demolishing the existing bridge and building the new interchange is reduced to only the cost of building the new interchange. In addition, the transportation system is enhanced by adding an additional crossing of the Tollway.

3. A new north-south road is planned from Newburg Road south across US Highway 20 to the new Tollway interchange. This road would continue south of the new interchange to connect to Graham Road. This new road would connect to the south end of the proposed Town Hall Road extension across the Kishwaukee River from US Business 20 to Newburg Road.

C. **West Hills Neighborhood**

This plan recommends the extension of Town Hall Road south along the existing right-of-way from US Business 20 to Newburg Road.

D. **North Bypass Area**

The primary transportation recommendation in the North Bypass Area is the relocation of Woodstock Road to the north.

4. **Public Facilities Plan**

A. **Utilities**

1. **Sanitary Sewer & Public Water**

This plan recommends that the great majority of future development in the City of Belvidere be located in compact development areas served by sanitary sewer systems. The City is currently
developing a plan for the City’s sanitary sewer and water system, with the assistance of the engineering firm of Baxter & Woodman.

This plan recommends the provision of public water systems in all areas planned to be served by sanitary sewer. Where public health issues may arise related to drinking water quality, it may be prudent and economically feasible to extend public water supplies into established growth areas with water quality problems, well in advance of the extension of sanitary sewer service.

2. Stormwater

The City should develop a system-wide stormwater plan addressing both stormwater quantity and quality issues. The City should ensure that future development has adequate stormwater protection measures in place to avoid runoff of stormwater that would reduce the water quality of the Kishwaukee River, Piscasaw Creek, Beaver Creek, and their tributaries.

B. Recreation and Conservation

A number of future trails are planned within the City of Belvidere (see Map 8a and 8b: Transportation Plan; also see the Winnebago and Boone Counties Greenway Plan). Most of these planned trails are along Kishwaukee River, Piscasaw Creek, and Beaver Creek and are intended for recreational use for pedestrians and bicycles. Other trails are located along major roads and are intended to provide pedestrian and bicycle access throughout the City and County.

The City should preserve, whenever possible, public access to the water and floodplain areas of the Kishwaukee River, Piscasaw Creek, and Beaver Creek. When future subdivisions occur in areas located along these waterways, the City should require the landowner to dedicate the 100 year flood plain to the public. Additional park and recreation facilities will be needed to serve the future residents of the areas planned for development in the City. Whenever possible, these new facilities should be located in strategic locations, such as within the Community Separation Areas.

C. Education

Based on the projected growth in school enrollment projected by the SAVES analysis performed as part of this Plan, and using State attendance averages, the City of Belvidere will need a total of 25 elementary schools, 7 middle schools, and 4 high schools. The City should work in conjunction with the School District to plan the locations of future school sites.

D. Public Safety

As the City continues to grow, current public safety (Fire/EMS, Police, etc.) provision will need to be expanded to serve the growing population. Additionally, the pattern and density of future development have a very important impact on the cost of maintaining adequate service and meeting expected service standards. Many of the policy recommendations of this Plan focus on the concept of development “paying its own way”. When making future decision about the land use and transportation systems and the future growth and development of the City, policy-makers should keep in mind the public safety service needs of the community and the cost of providing these services. In addition, the City should work in conjunction with public safety agencies to understand how service provision relates to future development patterns and to coordinate future public safety facility locations.
D. VILLAGE OF CALEDONIA

1. Community Character Plan

The Village of Caledonia wants to retain its character as a small-village. Future development in the Village should be architecturally compatible with historic development in the community. The scale of new non-residential development should be compatible with a small-village character. Large-scale commercial and industrial uses should either be discouraged in favor of smaller-scale uses, or alternatively, site design requirements should be in place for larger scale developments in order to ensure that they are compatible with a small-village character.

2. Land Use Plan

Most of the future development in the Village of Caledonia is planned for Traditional Neighborhood development. This land use category represents a mixture of uses with mostly single-family residential development and a mixture of neighborhood-compatible commercial, office, and institutional uses. This Plan calls for new residential development in the Village to be compatible with the existing residential areas of the Village.

An area of Planned Business is planned for the northeast, northwest, and southwest quadrants of the Highway 173/Caledonia Road intersection. An area of smaller-scale Neighborhood Business is planned along the north side of Highway 173, east of the Long Prairie Trail. Additionally, a two square block area has been identified for Central Mixed Use development and redevelopment. Development in this central part of the community should be of a “small downtown” character. The proximity of these three commercial areas to the Long Prairie Trail makes them ideal for bicycle/recreational-oriented commercial establishments. Because of this, new development in the area, even if not oriented to the Bike Trail, should be bicycle and pedestrian friendly.

See Section J, below, for details about the Community Separation Areas affecting the Village.

See Section K, below, for detailed planned land use breakdown and impacts analysis.

3. Transportation Plan

As Boone and Winnebago Counties grow, traffic will increase on the communities primary roads: Highway 173 and Caledonia Road. State Highway 173 and Caledonia Road south of the highway should have 120’ reserved rights-of-way to accommodate future expansion of these roadways. Caledonia Road to the north of Highway 173 should have a 100’ reserved right-of-way.

Sidewalks should be required in all new residential and commercial developments.
4. **Public Facilities Plan**

   A. **Utilities**

      1. **Sanitary Sewer & Public Water**

         This plan recommends that future development within the Village be located near existing development and that development should occur compactly in order to be most efficiently served by sanitary sewer systems. This plan recommends the provision of public water systems in all areas planned to be served by sanitary sewer. Where public health issues may arise related to drinking water quality, it may be prudent and economically feasible to extend public water supplies into established growth areas with water quality problems, well in advance of the extension of sanitary sewer service. Several options exist for providing these services. Generally, in the long run, utility systems with a larger customer base are more cost-effective than smaller districts.

      2. **Stormwater**

         The Village should ensure that future development has adequate stormwater protection measures in place to avoid runoff of stormwater that would reduce the water quality of area streams.

   B. **Recreation and Conservation**

      Neighborhood parks should be developed concurrently with new residential neighborhoods as the Village grows. Neighborhood parks should be safely and easily accessible by pedestrians and bicyclists. A neighborhood park is usually 1 to 5 acres and serves people within a ¼ to ½ mile radius. The Villages of Caledonia, Capron, and Poplar Grove should consider developing a joint park district to serve the three communities in order to save on costs associated with park development and maintenance. The Village should help implement the trail recommendations shown on Maps 8a and 8b and the recommendations of the Winnebago and Boone Greenway Plan.

   C. **Education**

      Based on the projected growth in school enrollment projected by the SAVES analysis performed as part of this Plan, and using State attendance averages, Caledonia will need a total of 3 elementary schools and 1 middle school. The Village should work in conjunction with the School District to plan the locations of future school sites.

   D. **Public Safety**

      As the Village grows, public safety (Fire/EMS, Police, etc.) provision will need to be established or expanded to serve the growing population. Additionally, the pattern and density of future development have a very important impact on the cost of maintaining adequate service and meeting expected service standards. Many of the policy recommendations of this Plan focus on the concept of development “paying its own way”. When making future decision about the land use and transportation systems and the future growth and development of the Village, policy-makers should keep in mind the public safety service needs of the community and the cost of providing these services. In addition, the Village should work in conjunction with public safety agencies to understand how service provision relates to future development patterns and to coordinate future public safety facility locations.
E. VILLAGE OF CAPRON

1. Community Character Plan

The Village of Capron wants to retain its village character. Future development in the Village should be architecturally compatible with historic development in the community. New residential development should be based on developing integrated, mixed-use neighborhoods that retain the existing village character of Capron. Future non-residential development should also reflect this village character.

2. Land Use Plan

Most of the future development in the Village of Capron is planned for mixed-use neighborhood development in the Traditional Neighborhood and Planned Neighborhood categories. These land use categories represent a mixture of uses with mostly single-family residential development and a mixture of neighborhood-compatible commercial, office, and institutional uses. Single Family Residential uses are planned for areas where significant development of single-family homes has already occurred to the south of the Village on Capron Road and to the southeast of the Village along Cemetery Road. This Plan calls for new residential development in the Village to be compatible with the village character of existing residential areas of the Village.

An area of Planned Business is planned for the west edge of the community, at the first curve on Highway 173. The eastern edge of this Planned Business abuts the Long Prairie Trail. Commercial uses on the east side of Highway 173 could be oriented towards the bike trail and should be bicycle and pedestrian-friendly. An area of smaller-scale Neighborhood Business is planned on the east edge of the community along Highway 173. Another small area of Neighborhood Business is planned for the southeast quadrant of Capron Road and Wange Road, at the end of Russelville Road.

Additionally, an area of Central Mixed Use development and redevelopment has been identified for two-and-a-half blocks along Main Street from 6th Street to just past 4th Street. Development in this central part of the community should be of a “small downtown” character. Buildings in this area should be located up to the sidewalk with off-street parking located to the side or, preferably, to the rear of the building.

South of the downtown are areas planned for a continuation of the General Industrial and Planned Industrial uses already present.

See Section J, below, for details about the Community Separation Areas affecting the Village.

See Section K, below, for detailed planned land use breakdown and impacts analysis.

3. Transportation Plan

As Boone and surrounding counties continue to grow and urbanize, Highway 173 will continue to increase in importance as a region-serving transportation route. This will be particularly true when the Highway 173 Tollway interchange is constructed to the west in Winnebago County. Future detailed planning in the Village should recognize the role of Highway 173 as a major thoroughfare serving regional through traffic.

Outside the existing village boundaries, Highway 173 should be officially mapped with a 120’ future right-of-way and Capron Road should be officially mapped with a 100’ future right-of-way.

Sidewalks should be required in all new residential and commercial developments.
4. **Public Facilities Plan**

**A. Utilities**

1. **Sanitary Sewer & Public Water**

   The Village’s sewage treatment facilities are near capacity. Any significant new development in the Village will prompt the need for sewage treatment facility expansion. Public water should be extended to all new development within the Capron growth area. Scattered development not connected to the public water system should not be allowed within the Village’s future growth area.

2. **Stormwater**

   There are some significant stormwater management issues in the Village of Capron. Several locations throughout the community have problems with ponding. The community should develop a system-wide stormwater plan addressing both stormwater quantity and quality issues.

**B. Recreation and Conservation**

This Plan proposes two future Community Park locations. One is on the west side of Wooster Street, between Main Street and the Long Prairie Trail. The other is located along the Trail in the planned neighborhood to the northeast of the Village. Community Parks should be at least 5 acres in size and are intended to serve neighborhoods in a 1 to 2 mile radius.

   Neighborhood parks should also be developed concurrently with new residential neighborhoods as the Village grows. Neighborhood parks should be safely and easily accessible by pedestrians and bicyclists. A neighborhood park is usually 1 to 5 acres and serves people within a ¼ to ½ mile radius. The Villages of Caledonia, Capron, and Poplar Grove should consider developing a joint park district to serve the three communities in order to save on costs associated with park development and maintenance.

   The Village should help implement the trail recommendations shown on Maps 8a and 8b and the recommendations of the Winnebago and Boone Greenway Plan.

**C. Education**

Additional school sites will probably be necessary as the area continues to approach the recommended build-out scenario. Based on State attendance averages and the projected school enrollment from the SAVES analysis performed as part of this Plan, Capron is projected to need a total of 16 elementary schools, 4 middle schools, and 2 high schools.

**D. Public Safety**

As the Village grows, public safety (Fire/EMS, Police, etc.) provision will need to be established or expanded to serve the growing population. Additionally, the pattern and density of future development have a very important impact on the cost of maintaining adequate service and meeting expected service standards. Many of the policy recommendations of this Plan focus on the concept of development “paying its own way”. When making future decision about the land use and
transportation systems and the future growth and development of the Village, policy-makers should keep in mind the public safety service needs of the community and the cost of providing these services. In addition, the Village should work in conjunction with public safety agencies to understand how service provision relates to future development patterns and to coordinate future public safety facility locations.
F. VILLAGE OF POPLAR GROVE

1. Community Character Plan

Poplar Grove currently has the character of a small village. However, Poplar Grove may be rapidly transitioning to a more typical suburban community. The scale and character of future development should be compatible with the small village character desired by Poplar Grove. Site design requirements should be put in place for larger scale developments in order to ensure that they are compatible with the desired character of the community.

2. Land Use Plan

Most of the future development in the Village of Poplar Grove is planned for Single Family Residential development and mixed-use neighborhood development in the Traditional Neighborhood and Planned Neighborhood categories. These latter land use categories represent a mixture of uses with mostly single-family residential development and a mixture of neighborhood-compatible commercial, office, and institutional uses.

An area of small scale, village-oriented Neighborhood Business is planned for the northside of Highway 173 on both sides of the Poplar Grove Road intersection. This development should be pedestrian and bicycle-friendly and serve the retail and service needs of the surrounding neighborhoods, rather than being automobile serving, highway-oriented commercial.

Areas of larger scale Planned Business are planned for the following three locations: around the intersection of Highways 173 and 76 (particularly to the east along 173); across from the Candlewick entrance, south of Whiting Road on Highway 76; and around the Highway 76 and Orth Road intersection, north of the airport. These areas should develop as high-quality commercial clusters with attractive buildings and generous landscaping. Highways 173 and 76 should not be allowed to develop with continuous low-quality “strip commercial” development.

Additionally, a small area of Central Mixed Use development and redevelopment has been identified along Poplar Grove Road in the vicinity of the Long Prairie Trail. Development in this central part of the community should be of a “small downtown” character. Buildings in this area should be located up to the sidewalk with off-street parking located to the side or, preferably, to the rear of the building.

An area of General Industrial is planned in Poplar Grove, south of the Long Prairie Trail and east of Poplar Grove Road. Any future industrial uses locating along the bike trail should be adequately buffered from the trail. Industrial uses that are adjacent to planned neighborhoods should also provide a buffer zone between the two. Two areas of higher quality Planned Industrial development are planned: along Highway 173, east of the planned commercial area at the Highway 76 intersection; and at the northeast quadrant of the intersection of Highway 76 and Orth Road (excluding the area of planned commercial at the corner). The industrial areas should be planned as high quality, attractive, and well-landscaped industrial parks.

See Section J, below, for details about the Community Separation Areas affecting the Village.

See Section K, below, for detailed planned land use breakdown and impacts analysis.
3. **Transportation Plan**

As Boone and surrounding counties continue to grow and urbanize, Highways 173 and 76 will continue to increase in importance as region-serving transportation routes. This will be particularly true when the Highway 173 Tollway interchange is constructed to the west in Winnebago County. Future detailed planning in the Village should recognize the roles of Highway 173 and 76 as major thoroughfares serving regional through traffic.

Highways 173 and 76 should be officially mapped with a 120’ future right-of-way. Poplar Grove Road and Quail Trap Road should be officially mapped with a 100’ future right-of-way.

Sidewalks should be required in all new residential and commercial developments.

4. **Public Facilities Plan**

   A. **Utilities**

      1. **Sanitary Sewer & Public Water**

         The Village should continue to develop on a central public sewer system. Public water should be extended to all new development within the Poplar Grove growth area. Scattered development not connected to the public water system should not be allowed within the Village’s future growth area.

      2. **Stormwater**

         The Village should develop stormwater basins to intercept stormwater to help protect the water quality of Piscasaw and Beaver Creeks.

   B. **Recreation and Conservation**

      This Plan proposes two future Community Park locations. One is located along the east side of Highway 76, south of the Long Prairie Trail. The other is located along the Trail in the planned neighborhood on the east side of the Village. Other Community Parks should be developed as growth warrants. Community Parks should be at least 5 acres in size and are intended to serve neighborhoods in a 1 to 2 mile radius.

      Neighborhood parks should be developed concurrently with new residential neighborhoods as the Village grows. Neighborhood parks should be safely and easily accessible by pedestrians and bicyclists. A neighborhood park is usually 1 to 5 acres and serves people within a ¼ to ½ mile radius. The Villages of Caledonia, Capron, and Poplar Grove should consider developing a joint park district to serve the three communities in order to save on costs associated with park development and maintenance.

      The Village should help implement the trail recommendations shown on Maps 8a and 8b and the recommendations of the Winnebago and Boone Greenway Plan.
C.  Education

Additional school sites will be necessary as the area continues to approach the recommended build-out scenario. Based on State attendance averages and the projected school enrollment from the SAVES analysis performed as part of this Plan, the “Central Suburban Planning Area”, which includes the Village of Poplar Grove, Timberlane, and Candlewick, is projected to need a total of 21 elementary schools, 6 middle schools, and 3 high schools.

D.  Public Safety

As the Village grows, public safety (Fire/EMS, Police, etc.) provision will need to be established or expanded to serve the growing population. Additionally, the pattern and density of future development have a very important impact on the cost of maintaining adequate service and meeting expected service standards. Many of the policy recommendations of this Plan focus on the concept of development “paying its own way”. When making future decision about the land use and transportation systems and the future growth and development of the Village, policy-makers should keep in mind the public safety service needs of the community and the cost of providing these services. In addition, the Village should work in conjunction with public safety agencies to understand how service provision relates to future development patterns and to coordinate future public safety facility locations.
G. **VILLAGE OF TIMBERLANE**

1. **Community Character Plan**

Although this Plan recommends some limited non-residential development for the Village of Timberlane, it is the Village desire to retain its character as a rural/exurban residential area.

2. **Land Use Plan**

Most of the future development in the Village of Timberlane is planned for *Exurban Residential* development. A small area of *Planned Business* is planned around the intersection of Orth Road and Highway 76 (across from similarly planned development for the Village of Poplar Grove). The commercial development in this area should be of high-quality and portray a “village center” character. If at some point in the future the Village decided to build a Village Hall, within this “village center” commercial area would make a good location.

In the long-range, the Village may expand westward to beyond the Olson Road corridor. In this area, consensus with Loves Park will be essential in implementing the desired community separation area to the west.

*See Section J, below, for details about the Community Separation Areas affecting the Village.*

*See Section K, below, for detailed planned land use breakdown and impacts analysis.*

3. **Transportation Plan**

In addition to the general transportation policy recommendations made in Section IV, other transportation recommendations affecting the Village are the proposed future right-of-way of 120’ for Highway 76 and Caledonia Road, and the proposed future right-of-way of 100’ for Orth Road.

4. **Public Facilities Plan**

A. **Utilities**

1. **Sanitary Sewer & Public Water**

   Planned development within the Village is not planned to be on public sewer and water. However, the Village should require that future development be designed in such a way to make retrofitting of public sewer and water systems feasible in the future.

2. **Stormwater**

   The Village should ensure that future development has adequate stormwater protection measures in place to avoid runoff of stormwater that would reduce the water quality of Beaver Creek.
B. Recreation and Conservation

Neighborhood parks should also be developed concurrently with new residential neighborhoods as the Village grows. Neighborhood parks should be safely and easily accessible by pedestrians and bicyclists. A neighborhood park is usually 1 to 5 acres and serves people within a ¼ to ½ mile radius.

The Village should help implement the trail recommendations shown on Maps 8a and 8b and the recommendations of the Winnebago and Boone Greenway Plan.

C. Education

Additional school sites will probably be necessary in the central part of the County as the area continues to approach the recommended build-out scenario. Based on State attendance averages and the projected school enrollment from the SAVES analysis performed as part of this Plan, the “Central Suburban Planning Area”, which includes the Village of Poplar Grove, Timberlane, and Candlewick, is projected to need a total of 21 elementary schools, 6 middle schools, and 3 high schools.
H. HAMLET OF GARDEN PRAIRIE

1. Community Character Plan

The Garden Prairie community is a small hamlet. The community has expressed a strong interest in maintaining this hamlet character. Future development in the Village should be architecturally compatible with historic development in the community and promote the small “rural hamlet” character desired for the area. New residential development should be based on developing integrated, mixed-use neighborhoods that allow for moderate population growth but retain the existing hamlet character of Garden Prairie. Future non-residential development should not be large-scale development that would change the character of the community. However, the community must understand that achieving this character can only be attained through diligent adherence to the goals of this Plan.

2. Land Use Plan

The central core of Garden Prairie is planned for Central Mixed Use development. This category allows a mixture of “downtown”-type commercial and institutional uses, as well as residential uses. The community should encourage development and redevelopment in this central location. The community should not allow “strip commercial” development to occur along the Highway 20 corridor, as this would detract significantly from the Village’s character.

Most of the future development in Garden Prairie is planned for mixed-use neighborhood development in the Traditional Neighborhood and Planned Neighborhood categories, essentially encouraging future development on the periphery of the community to reflect the same traditional design and character as the existing neighborhoods in the community. These land use categories represent a mixture of uses with mostly single-family residential development and a mixture of neighborhood-compatible commercial, office, and institutional uses.

An area of Planned Industrial expansion is located north of the railroad tracks and west of Garden Prairie Road. Areas of residential development are planned to the north and east, therefore industrial uses allowed in this area should be compatible with nearby residential neighborhoods and adequate buffers should be provided between neighboring residential and industrial uses.

See Section J, below, for details about the Community Separation Areas affecting Garden Prairie.

See Section K, below, for detailed planned land use breakdown and impacts analysis.

3. Transportation Plan

Garden Prairie is in an ideal location to take advantage of future passenger-rail transit opportunities when it comes to Boone County. Future passenger rail transit is likely, either through Metra, Chicago’s commuter rail system, or other regional rail service. A Garden Prairie transit station has been proposed along the railroad tracks approximately ¼ to ½ mile west of Garden Prairie Road. The County should consider reserving this location, and the area around it, for a future transit station and surrounding transit-oriented development. Development approved in the near future for this area should be transit-friendly, or at least be designed in such a way as to not limit future conversion to transit-oriented development. This station would be “small village” in character and would not have significant Park-and-Ride facilities. This recommendation is based on logical station location criteria.
US Highway 20 is a primary arterial serving both County residents and regional through-traffic. As both the Rockford and Chicago metro areas continue to grow towards and into Boone County, this Highway will play an increasingly significant role in transporting high volumes of traffic. Garden Prairie should recognize this role of Highway 20 and plan future developments to both take advantage of this access, but also to buffer future developments in the Highway 20 corridor from the negative effects of such a highly traveled highway. This is particularly important for maintaining the community’s hamlet character.

Sidewalks should be required in all new residential and commercial developments within the Garden Prairie growth area.

4. **Public Facilities Plan**

A. **Utilities**

1. **Sanitary Sewer & Public Water**

   Garden Prairie is currently served by private wells and septic systems. However, Garden Prairie residents should encourage the County to require that future development be designed in such a way to make retrofitting of public sewer and water systems feasible in the future.

2. **Stormwater**

   Garden Prairie residents should encourage the County to ensure that future development has adequate stormwater protection measures in place to avoid runoff of stormwater that would reduce the water quality of the Kishwaukee River and Coon Creek.

B. **Recreation and Conservation**

   This Plan proposes a future Community Park northeast of the community along the Kishwaukee River. This Community Park is intended to serve the whole community. Also smaller neighborhood parks should be developed concurrently with new residential neighborhoods as the community grows. Neighborhood parks should be safely and easily accessible by pedestrians and bicyclists. A neighborhood park is usually 1 to 5 acres and serves people within a ¼ to ½ mile radius.

   The residents of Garden Prairie should help implement the trail recommendations shown on Maps 8a and 8b and the recommendations of the Winnebago and Boone Greenway Plan.

C. **Education**

   The projected school enrollment of the Garden Prairie area at build-out based on the SAVES analysis performed as part of this Plan, indicates that, based on State attendance averages, 1 elementary school will be sufficient to serve the area’s school population.
I. CANDLEWICK NEIGHBORHOOD

1. Community Character Plan

Candlewick is a small lake-oriented community surrounding Candlewick Lake in northern Boone County between Highway 76 and Caledonia Road. This is a private gated community of single family homes. The Candlewick Neighborhood is mostly developed with little room for additional growth. Community efforts should be focused on preserving the existing character of the community.

2. Land Use Plan

The Candlewick Neighborhood is mostly developed. Additional Single Family Residential growth is planned for the currently undeveloped lots within the community and an area of expansion is shown to the northeast along Highway 76.

See Section J, below, for details about the Community Separation Areas affecting Candlewick.

See Section K, below, for detailed planned land use breakdown and impacts analysis.

3. Public Facilities Plan

A. Utilities

1. Sanitary Sewer & Public Water

All future development in the Candlewick Area should by served by sanitary sewer and public water.

2. Stormwater

Candlewick residents work with the County to ensure that future development has adequate stormwater protection measures in place to avoid runoff of stormwater that would reduce the water quality of area streams.

B. Education

Additional school sites will probably be necessary in the central part of the County as the area continues to approach the recommended build-out scenario. Based on State attendance averages and the projected school enrollment from the SAVES analysis performed as part of this Plan, the “Central Suburban Planning Area”, which includes the Village of Poplar Grove, Timberlane, and Candlewick, is projected to need a total of 21 elementary schools, 6 middle schools, and 3 high schools.
J. COMMUNITY SEPARATION AREAS

Boone County has a number of freestanding communities that would like to retain their uniqueness and individuality. As development spreads outward from the existing Villages and City, there will be the potential for these communities to grow into one another and create the all too common situation of neighboring communities being indistinguishable from one another. Therefore, this Plan is recommending areas of “community separation” to provide a buffer between the developed areas in these communities. This will allow the communities to remain separate and distinct from their neighbors. These mutually agreed upon boundaries also reduce the potential for intergovernmental conflict by reducing or eliminating areas of overlapping jurisdictional interest. (Refer to the Land Use Plan maps for the locations of these community separation areas.)

These areas may evolve as a number of different land uses. Virtually the full range of agricultural uses are compatible with this concept – with the exception of intensive agricultural processing, equipment sales, maintenance and storage or other land uses that are dominated by structures and paved areas. All outdoor recreational uses are also compatible with this concept, although intensive night lighting should be very carefully controlled. Very low density residential and institutional development are also generally compatible with this concept below the range of one dwelling per twenty acres or floor area ratios of less than one percent.

The implementation of this concept will rely on a carefully coordinated sequence of rural land use plan designation, followed by a maintenance of agricultural preservation zoning, and ultimately followed by the purchase of land in fee simple by an appropriate open-space oriented end user, or by the purchase of development rights by a conservation organization or public entity. Numerous examples of successful implementation of such community separation areas exist throughout the Midwest and nation as a whole.

The following community separation areas are presented below in order of priority for preservation and acquisition. This ranking is related to the contribution of the area in terms of community character objectives, and in relation to the threat from development.

1. Belvidere / Poplar Grove

The most important community separation area for achieving the preservation of a rural / small city / suburban community character for Boone County is the area between the City of Belvidere and the Village of Poplar Grove proposed to generally locate along Woodstock Road. This area is approximately four miles long east to west and one-quarter to one-half mile wide. It extends from the Piscasaw Creek environmental corridor on its east end to the Beaver Creek environmental corridor on its west end. Because of these connection points, and the fact that it intersects with the STH 76 bike/pedestrian path, this community separation area has strong potential to serve as a major recreational and pedestrian travel corridor. Its proximity to the Belvidere Sports Core complex and the County Fairgrounds adds to this role. This area is generally located along high ground, and will serve to provide a strong community separation between the two largest population centers in the county – Belvidere and the central suburban area. If this area is not preserved in open space uses, the central area of the county will develop as one large area – a community of over 150,000 persons per the recommended Land Use Plan Map. This large, unbroken mass of development will seriously affect the desired low intensity community character of the county as a whole.
2. **Caledonia / Loves Park**

The second most important community separation area for the preservation of the desired community character is the area between the Village of Caledonia and Loves Park. This Plan recommends the preservation of a one-quarter mile to one-half mile wide corridor located along a range of hilltops approximately one-mile east of the Boone County – Winnebago County line. This area corresponds to a series of park areas recommended in the Loves Park Comprehensive Plan. This area approaches the Long Prairie Trail corridor in the north. If this area is not preserved in open space uses, it will be impossible to clearly distinguish between Boone County and the Greater Rockford / Winnebago County urban area – particularly along a crucial gateway to Boone County – STH 173, and secondary gateway at Beloit Road.

3. **Timberlane / Loves Park**

The third most important community separation area for the preservation of the desired community character is the area between the Village of Timberlane and Loves Park. This Plan recommends the preservation of a one-quarter mile to one-half mile wide corridor located along a northeast trending ridgeline. This area approaches branches of the Beaver Creek environmental corridor in the south. If this area is not preserved in open space uses, it will be impossible to clearly distinguish between Boone County and the Greater Rockford / Winnebago County urban area – particularly along a secondary county gateway at Beloit Riverside Road.

4. **Caledonia / Poplar Grove – Candlewick -- Timberlane**

The fourth most important community separation area for preservation of the desired community character is the area between the Village of Caledonia and the central suburban area of Poplar Grove, Candlewick and Timberlane. This Plan recommends the preservation of a one-quarter to one-half mile wide corridor located along a northeast trending ridgeline. This ridgeline is an extension of the ridgeline dividing Timberlane from Loves Park. This area stretches from the Long Prairie Trail in the north to Beloit Road. If this area is not preserved in open space uses, it will be impossible to distinguish Caledonia from the central suburban area of the County – particularly along the important travel corridors of STH 173, Caledonia Road, and Beloit Road.

5. **Poplar Grove / Capron**

The fifth most important community separation area for preservation of the desired community character is the area between the Village of Poplar Grove and the Village of Capron. This Plan recommends the preservation of a one-mile to two-mile wide corridor located along either side of the Beaver Creek environmental corridor. This lowland area must be substantially wider than the highland community separation areas discussed above, because vegetation and distance, rather than topography, will form the main visual buffering mechanism. This area stretches from the North County Agricultural Preservation Area to the East County Agricultural Preservation Area and straddles the Long Prairie Trail at STH 173. If this area is not preserved in open space uses, it will be impossible to distinguish Capron from the central suburban area of the County – particularly along the important travel corridor of STH 173, and the minor roadways of Centerville Road, Russellville Road and Edison Road.

6. **Belvidere / Garden Prairie**

The sixth and final community separation area for preservation of the desired community character is the area between the City of Belvidere and Garden Prairie. This Plan recommends the preservation of a one-mile to two-mile wide corridor located along the Coon Creek environmental corridor, and supplemented by the
Piscawsaw Creek, Kishwaukee River, Mosquito Creek and Mud Creek environmental corridors. This lowland area must be substantially wider than the highland community separation areas discussed above, because vegetation and distance, rather than topography, will form the main visual buffering mechanism. The key central portion of this area stretches from the East County Agricultural Preservation Area to the South County Agricultural Preservation Area between the Kishwaukee River and Coon Creek. If this area is not preserved in open space uses, it will be impossible to distinguish Garden Prairie from the Belvidere and Tollway urban areas of the County – particularly along the important travel corridor of USH 20, and the minor roadways of Spring Road.

**K. COUNTYWIDE LAND USE PLAN IMPACTS**

The tables on the following page show the acreage of planned land uses by Planning Area and detailed estimated impacts of this Land Use Plan based on the SAVES model, run by Lane Kendig, Inc. Please note that these are rough estimates based on certain inputs that have been estimated based either on existing trends in Boone County or information from similar counties in the region. These estimates are intended to show “order of magnitude” impacts and should not be used for capital facilities planning and other such detailed planning.
**Table 8a:** Land Use Acreage by Planning Area

---

**Table 8a:**

<table>
<thead>
<tr>
<th>Planning Area</th>
<th>Land Use Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---
**Table 8b: Land Use Plan Impacts**
Table 8c: Difference from Existing Land Use
Map 7a: Land Use Plan – Boone County
(11 x 17 – color)
Map 7b: Land Use Plan – Northern Boone County
(11 x 17 – color)
Map 7c: Land Use Plan – Southern Boone County

(11 x 17 – color)
Map 7d: Land Use Plan – Central Belvidere

(11 x 17 – color)
Map 7e: Land Use Plan – Village Centers

(11 x 17 – color)
Map 8a: Transportation Plan

(11 x 17 – black & white)
Map 8b: Transportation Plan – City of Belvidere
(11 x 17 – black & white)
VIII. PLAN IMPLEMENTATION

A wide variety of plan implementation tools are required to fully forward the recommendations of this Comprehensive Plan. A Plan that is more strongly oriented to accommodating any and all development, at any and all locations, at any potential impact to the community character, environment, economy, cost of living or quality of life would be much easier to implement.

A. PLAN ADOPTION AND AMENDMENTS

1. Plan Adoption

To become effective, this Plan must be adopted by Boone County, and by each of its constituent municipalities under the process outlined by State Statutes. The County should adopt the Plan in its entirety. Each municipality should adopt the entire Plan Sections I.-VI and VIII.-IX., plus the portion of Section VIII pertaining to its Planning Area or Areas.

2. Plan Amendments

Amendments to the Plan are a key part of keeping it vital. Generally, the location of development, and the implementation of both community character and quality of development standards, should be considered as far more important than recommendations for a particular land use. However, the avoidance of strip commercial or industrial development patterns along arterial routes, and the avoidance of over-concentrations of heavy industrial or multi-family development, are important planning strategies that pertain to land use. In general, all proposed development should be made to conform with the adopted Plan. Where logical amendments to the Plan are proposed, the Plan should be amended by both the affected local jurisdictions, and by the County, prior to development approval. Although more time consuming, this more rigorous approach will ensure that the Plan remains both vital and coordinated throughout the County.

The County should hold an annual or semi-annual “Growth Congress” to gauge progress on the Plan and to review Plan recommendations for logical amendments based on changes in conditions within the County. A more detailed review and update of the Plan should be performed every five years.

B. ADDITIONAL PLANNING

By necessity, a Comprehensive Plan (particularly one for a County) is by nature a general document. Planning experience over the last 100 years has conclusively demonstrated that the most effective implementation of comprehensive plans occurs where detailed planning efforts are directed at both growth and redevelopment areas. Such Neighborhood Plans are substantially more detailed in relation to specific areas, land uses and community character, and specific public facilities and services. A second type of more detailed planning, essential to strong comprehensive plan implementation involves system plans for utilities and public facilities, and detailed plans for specific public projects.
1. **Neighborhood Plans**

Neighborhood Plans and other Small Area Plans provide the key link between the general land use, community character and facility network recommendations of a comprehensive plan, and the combination of private and public real estate development and/or redevelopment projects. Many more aspects of planning, that directly address the cost of living and quality of life balance that is the general focus of all planning, can be examined at this scale. This is particularly true of the efforts needed to coordinate multiple jurisdictions and agencies at this level. Here, the full implications of land use and community character transitions can be fleshed out, as can opportunities for the sharing and complementing of various public facilities and services. In this regard, Boone County has good examples in the West Hills Neighborhood Plan, and in the Riverfront Plan.

Detailed plans will be critical in the implementation of downtown revitalization of Belvidere, and for the enhancement of central place in Caledonia, Capron, Garden Prairie and Poplar Grove. Detailed plans will be essential for the smart development of the Tollway Corridor – particularly in the office park, regional commercial center, and mixed use areas. Detailed plans will be necessary for the implementation of each of the planned community separation areas. Finally, implementation of the agricultural preservation program will require a detailed plan, or plans, that identify priority areas and specify preservation area boundaries on a site specific basis.

2. **Facility Plans**

A wide range of detailed facility plans will be necessary to support the implementation of this Comprehensive Plan. These range from school facility plans, to utility plans, to public service delivery plans. These also include the very detailed plans for site specific public facilities and services. As such, this Comprehensive Plan should provide an excellent general basis for long-range facility planning of all sorts. In this light, amendments to the Comprehensive Plan – particularly those that involve changes in development areas, land use, and development character or intensity, must be judged in light of their impact on other service providers – particularly roads, schools and utilities.

C. **REGULATION**

Development regulation is the most cost-effective method of implementing a comprehensive or neighborhood plan. It must be remembered that a community generally develops one real estate project at a time – whether it is a subdivision, shopping center, office building or fast food restaurant. Where development regulations are carefully designed to directly implement the objectives of a comprehensive plan – particularly in relation to land use, community character, site design, and public impact issues – plan implementation is by-in-large automatic. In a sense, every development project brings the Plan closer to full implementation. Where development regulations are generic, and/or poorly enforced, plan implementation is impossible. In a sense, every development project takes reality further from the planned future.

1. **Zoning**

Zoning regulations control the location, type, character, and design of development on individual properties. They are the basic mechanism of cost effective plan implementation. As such, proper zoning ordinances use a system of zoning districts that are directly related to community character objectives, and development intensity, bulk and aesthetic regulations that forward such objectives in a detailed manner. With the exception of the overlay zoning for North State Street in Belvidere,
and the agricultural zoning/LESA system for Boone County, zoning regulations within the County are currently insufficient to implement this Plan. It must be noted here, that zoning is an effective long-term tool for protecting sensitive environmental features – particularly in combination with land division regulations, but that zoning has proven to be only an interim tool for accomplishing the long-term preservation of farmland. The implementation of the agricultural preservation recommendations of this Plan will need to rely on the combination of short-term and mid-term zoning and zoning map amendment phasing in the Exurban Residential areas, with an on-going strategy of public investment in the acquisition of agricultural lands or partial interests such as development rights or preservation easements.

Specific new zoning districts and standards that will be needed to implement this Plan include:

♦ Neighborhood Office District in Belvidere to enable the mix and transition of residential to office uses in residential structures located along busy roads – such as North State Street and Logan Avenue. Very strong architectural, landscaping, signage and land use controls are necessary in such a district.

♦ Neighborhood Commercial District in Poplar Grove, Capron and Caledonia to ensure that small scale commercial structures and neighborhood-compatible commercial uses evolve in designated neighborhood commercial areas – rather than strip commercial development. Strong architectural, landscaping and signage controls are essential in such a district.

♦ Planned Office District in Belvidere to ensure that key office park sites are truly reserved for office and office-support land uses. Very strong architectural, landscaping, signage and use controls are needed in such a district.

♦ Planned Commercial District in Poplar Grove, Capron and Caledonia to ensure that new commercial development is of a high quality in terms of building and site design. Strong architectural, landscaping, and signage controls are essential in such a district.

♦ Planned Industrial District in Belvidere, Capron, Caledonia and Poplar Grove to ensure that new industrial development is of high quality in terms of building and site design. Strong architectural, landscaping, screening, and signage controls are necessary in such a district.

♦ Planned Development District in Belvidere, Capron, Caledonia and Poplar Grove. This district would entail an upgrade to existing planned unit development regulations where in place in these communities. Modern planned development ordinances ensure that the public benefit of flexible zoning regulations matches up with the benefits to the developer. Modern planned development regulations also provide for the staged development of such projects, sunset clauses on unfinished or unstarted planned developments, and clear submittal and procedural requirements.

♦ Modern signage, landscaping, site design, and architectural design requirements in all jurisdictions to ensure the high quality of design and review necessary to implement this Plan.

♦ More comprehensive and stringent special use regulations and procedures in all jurisdictions to ensure that all tricky land use types are adequately regulated with pre-identified standards, and the ability to choose to deny altogether if necessary to achieve the public purposes of this Plan.
Specific zoning approaches include:

1. The purposes of this plan will be most effectively forwarded by a common set of zoning standards adopted in all jurisdictions of the County. This approach will ensure that jurisdictional “shopping” is minimized, and that the high quality of non-residential development and multi-family development advocated by all communities achieves a baseline level throughout the County. To accomplish this, Boone County should adopt a new zoning ordinance that serves as the baseline model for city and village ordinances as well. Because it would serve all of Boone County, this baseline County ordinance will be, by necessity, more broad-ranging in terms of the zoning districts and standards it needs to include.

2. The baseline zoning ordinance should include a set of zoning districts that corresponds directly with the categories of land uses depicted in this Plan. This would include a more comprehensive set of office, commercial and industrial districts than is now present in either the County or the City of Belvidere.

3. The baseline zoning ordinance should include detailed land use description and regulation based on the general type of land use and impact, rather than on specific types of land use. This approach will ensure that the Zoning Ordinance remains vital and effective as the economy changes and new forms of land use emerge. (For example, no zoning ordinance written twenty years ago would include a zoning land use category for used compact disk and video game sales.) Using general land use categories such as “indoor sales and service” will be a much more effective approach, and will improve the legal defensibility of the Ordinance. The following lists of land use categories is suggested:
   a. Copy list of land uses from plan
   b. 

4. The baseline ordinance should include a much more comprehensive set of land uses regulated as “Special Uses,” including detailed pre-identified special use development standards, specific to each special use category. This approach will ensure that special uses are regulated in a consistent manner that addresses substantive due process concerns, and provides developers with advance insight into appropriate site design and conditions of operation. The following lists of land use should be regulated as Special Uses:
   a. Copy list of land uses from plan
   b. 

5. The baseline ordinance should include detailed and comprehensive performance standards for cost effective site design and nuisance control and mitigation. Included should be, at minimum, standards for access control, parking lot and loading area design, lighting standards, noise standards, vibration standards, fencing, and architectural materials. To accomplish the objectives to this, spillover lighting should be limited to no more than 1.0 foot-candle at the property line in general commercial and industrial districts, and to no more than 0.5 foot-candies in institutional, office, planned, neighborhood and residential districts. Noise standards should establish noise limits over ambient conditions, with adjustments for time of day, duration of noise, type of noise.

6. The baseline ordinance should include detailed architectural and urban design standards to cost-effectively implement comprehensive plan recommendations and detailed plan recommendations to preserve and enhance the historic and aesthetic characters of downtown Belvidere and the historic village centers of Caledonia, Capron, and Poplar Grove. Similar standards have been adopted by most villages and cities in the Boone County market area, and will be essential in implementing comprehensive plan recommendations. These standards must address building placement, building configuration, building materials, placement and design of
windows, customer entrances and building appurtenances, and must provide standards for exterior lighting, signage, awnings, and pedestrian and loading vehicle accommodation.

7. The baseline ordinance should include a new set of sign regulations distinguished by zoning districts that forward the community aesthetic objectives of the Comprehensive Plan. Sign regulations are by far and away the most cost-effective avenue to forward community character concerns. A County-wide approach to signage will help individual jurisdictions keep signage to an effective level without providing competitive advantages or disadvantages to competing businesses in other jurisdictions. Generally, effective sign regulation relates the amount of wall signage to building size, and the amount of free-standing signage to street frontage. A ratio of one square foot of signage for every one foot of building frontage is recommended. A ratio of one square foot of free-standing sign area to one foot of street frontage, and a maximum sign height of eight (8) feet is recommended. Roof signs, pylon signs, flashing signs and billboards should be prohibited.

8. The baseline ordinance should include a comprehensive set of landscaping requirements for non-residential and multi-family development. The most effective approaches for landscaping include requirements for landscaping, along building foundations, parking lot interiors and perimeters, and street frontages. As with signage, a County-wide approach will help ensure strong levels of landscaping and equal treatment in all jurisdictions.

9. The baseline ordinance should include a chapter providing regulations to protect sensitive natural areas, including wetlands, floodplains, steep slopes, and other sensitive environmental areas. These provisions should include the ability, under special use provisions, to employ cluster development and other conservation development techniques to help reward developers for protecting the environment.

10. The baseline ordinance should include a detailed set of zoning procedure standards and submittal requirements for all zoning processes. Again, such common standards will provide uniform treatment to all development in the County.

Such a baseline ordinance will ensure that development in the County forwards the objectives of the Comprehensive Plan. Where zoning standards are used that not intentionally designed to forward Plan objectives, each new development project will tend to take the County and its communities away from Comprehensive Plan recommendations. Particularly in a county like Boone, which currently enjoys an excellent balance between the quality of life and the cost of living, failure to employ this most cost-effective approach to comprehensive plan implementation will be missing a golden opportunity, which cannot be overcome or cost-effectively corrected by public expenditure. This approach is particularly crucial in downtown Belvidere, the village centers of Caledonia, Capron and Poplar Grove and, most importantly, along I-90, U.S. 20, U.S. Business 20, State Highway 76, and State Highway 173. Without the adoption of such standards, these critical community corridors will clearly become filled with unattractive and poorly designed strip commercial developments that are indistinguishable from similar strips in Winnebago County and the Chicago suburbs, that the general public and community officials throughout Boone County have emphasized repeatedly that they want to avoid at all costs.
2. **Land Division**

Land division regulations control the design of public facilities, and the layout of lots, blocks and local streets and utilities. Although not nearly as important as zoning to ensure the implementation of this Plan, they are nevertheless essential for keeping public costs as low as possible. That is because most development exactions, and the provisions of Official Mapping are most commonly applied in the land division process, and because most detailed utility planning occurs during the land division process as well. Critical environmental protection objectives are also often addressed in this process – particularly as related to keeping development out of environmental corridors and other sensitive areas, and in terms of detailed planning for grading and erosion control. Most land division regulations in Boone County are somewhat outdated in relationship to the most up-to-date development design theories, but are generally sufficient to implement this Plan. The strongest benefit of updating these regulations would be to ensure that the costs of development are borne by the developer and lot buyers, to the fullest extent possible, rather than by the general public.

A uniform set of subdivision regulations adopted by all jurisdictions within the County, will help to ensure that developers face a predictable and uniform set of public improvement standards and costs.

1. The subdivision regulations should include mandatory requirements for dedicating public rights-of-way and trail corridors identified in the Comprehensive Plan.
2. The subdivision ordinance should include mandatory requirements to protect environmental corridors with conservation easements.
3. The subdivision ordinance should include requirements which ensure the provision of stormwater quality management as well as stormwater quantity management.

3. **Official Mapping**

Official mapping remains a critical tool for cost effective plan implementation, because of its ability to reserve sites and corridors for essential public facilities. As detailed public facility planning is done in response to this Comprehensive Plan, Official Mapping throughout the County should be updated. This may be particularly true to secure appropriate utility corridors, road extension rights-of-way, and the community separation areas.

4. **Exactions**

Development exactions can be imposed during either the land division or zoning process, and can also occur in relation to public processes in relation to special assessment approaches. Generally, communities in Boone County are in a relatively strong position on exactions, versus other forms of regulation – particularly zoning. However, the one critical exception may be in relation to implementing the agricultural preservation component of this Plan – where exactions in the form of a development impact fee or related method may be one of the most promising methods of securing funding to pay for the acquisition of agricultural preservation easements (purchase of development rights) or lands in fee simple. Exactions are already a key component of school and recreation facility development in Boone County.
D. PUBLIC INVESTMENT

In communities with poorly developed planning and regulatory implementation programs, public investment remains the most common method of plan implementation. Unfortunately, such approaches are generally limited to correcting basic planning and regulatory mistakes, and then, often, only to a very limited degree and at a high public expense. These kinds of public investments are often critically needed, but are frequently highly resented, because it is often clear that public expenditures are merely being used to correct a problem that the unit of governments somehow allowed to happen. In contrast, in communities with strong planning and regulatory implementation programs, public investment becomes a strong supplemental plan implementation device – typically limited to enhancing the quality of life with uniquely public facilities and services. For this reason, jurisdictions with the strongest planning and regulatory implementation programs are most frequently involved in public investment projects that substantively improve the local quality of life, rather than expending similar financial resources on correcting evolving public problems.

1. Public Lands and Partial Interests

This Plan calls for the permanent preservation of substantial areas of sensitive environmental corridor features, recreation areas, and agricultural areas. Where regulations and/or exactions are not used, or are not sufficient, public investment will be needed to implement the Plan. Assuming that Boone County, and its jurisdictions, take the cost effective approach and make substantial upgrades to regulations, the most critical role for public investment in public lands and partial interests will likely be focused on the acquisition of farmlands and open space – in fee simple or development rights – as the heart of a permanent on-going strategy for agricultural preservation and community separation. The assembly of public trail right-of-way or easements, environmentally sensitive areas, and park and recreation areas will also be critical in ensuring the implementation of this Plan.

2. Utilities and Facilities

With appropriate land division and exaction tools, public investment in utility networks and facilities can be effectively reduced to focus on providing up-front funding for utility extensions or redevelopment projects. This role is particularly critical when timing of development and annexation issues are paramount. Exaction mechanisms and regulations can recapture this investment as subsequent development occurs. This approach may be called for to implement the recommendations of this Plan in the Tollway Corridor area to lure and capture very desirable, high-value, and high-quality development, and along the western suburban and exurban margins of the County, so as to compete effectively with the expansion plans of Winnebago County jurisdictions.

3. Citizen Participation

A final form of important public investment relates to the need for on-going citizen participation efforts. These should be directed at general planning issues to ensure that the Comprehensive Plan for the County or a municipality reflects both short-term and long-term public objectives. These efforts should also be directed at project-specific plans to ensure that the ultimately selected design best meets the public’s needs. Effective public participation is an essential method for keeping a project or plan on target, and for building public support for the planning program as a whole. Boone County and its agencies and municipalities have enjoyed notable recent successes in terms of public participation beyond the approach used for this Plan – most notably on the Regional Greenways Plan and the West Hills Neighborhood Plan.
E. INTERGOVERNMENTAL COORDINATION

Strong intergovernmental coordination is absolutely essential to the implementation of this Plan. The goals of this Plan related to agricultural preservation, community separation and community character are fully dependent upon effective intergovernmental coordination.

1. Intergovernmental Planning

Strong efforts should be made to ensure that this Plan is adopted by each municipality in the County. The planning process was designed to ensure strong coordination with each City, Village and Hamlet. As municipal planning objectives evolve, local plans should be amended in concert with the County Plan to ensure the most complete possible coordination. Where local plans may undermine the objectives of this Plan, an devotion to intergovernmental planning, under the auspices of the County or Regional Planning Commission, is called for. This is of particular concern in relation to objectives related to community separation, agricultural preservation, environmental protection, and quality of development.

2. Boundary Agreements

Binding boundary agreements are critical to the success of the community separation and agricultural preservation components of this Plan. Although the issue of Loves Park, Rockford and Cherry Valley annexations into Boone County are currently most pressing, in the long-run, the commitment of Caledonia, Capron, Garden Prairie, Timberlane and especially Poplar Grove and Belvidere, to remain true to the expansion limits proposed by this Plan will be absolutely crucial. Both sets of agreements should be among the first aspects of plan implementation pursued by the County and its municipalities.

3. Common Regulations

Common zoning and land division regulations, as well as common development exaction standards and formulas, can help forward the recommendations of this Plan by significantly reducing the pressures for “approval shopping”. This will, in turn, be critical to the success of the community separation and agricultural preservation elements of this Plan. It would be most cost- and time-effective to prepare a universal Boone County Zoning and Land Division Ordinance with sufficient range of zoning categories and public improvement standards to be adopted by the County, and each of the jurisdictions within the County. This approach would provide critically needed modern ordinances in the most cost effective manner, while at the same time providing a level “playing field” in relation to the cost, design, and quality of development within each jurisdiction.

4. Shared Facilities

Public investments are stretched when more than one jurisdiction or agency can take advantage of the facility. The sharing of meeting space, assembly rooms, parking facilities, kitchens, rest rooms or recreation areas between municipalities, schools, and neighborhoods is a clear benefit to all parties. This Plan should be used as the basis, in conjunction with more detailed small area plans, to consider the possibilities for future shared facilities throughout the County. These would be particularly cost-effective if located within (for recreation and open space facilities) or adjacent to the community separation areas identified in this Plan.
5.  *Pooled Services*

In a similar manner, a long-range look at development patterns may open the door for the consideration of pooled services – particularly as either an interim or permanent method of extending services into a new area. This approach broadens the tax base paying for such services, while at the same time providing an educational period for the new service area. Evolving examples include the provision of recreation programs in the growing suburban communities of the County, and the contracted use of Boone County and/or City of Belvidere staff and equipment (including the Planning staff) throughout the County.
IX. CONCLUSION

The people of Boone County have directed that this Plan provide a proactive vision for a long-term Boone County that retains virtually all of the treasured historical attributes of the County, while still encouraging the advantages of modern development and redevelopment over the next fifty years.

In 1999, Boone County is a special (and increasingly rare) place in the booming Chicago-Milwaukee-Madison-Rockford area. If regional development trends hold true, it will be much easier for the special character of the County, its high quality of life, and its low cost of living to be degraded rather than improved. Therefore, the adoption, and more importantly the on-going implementation, of this Plan is essential.

If implemented, this Plan will preserve the rural character of the County as a whole, will protect and enhance the individual and freestanding identities of the cities, villages and hamlets in the County, and will guide public and private investment into the revitalization of aging downtown, strip commercial, industrial, and residential areas.

This Plan is designed to take full advantage of the Tollway Corridor through the County, by pre-identifying a series of key sites for strategic economic development purposes. At the same time, this Plan provides strong recommendations for enhancing the long-term character of the County along the Tollway, as well as all other key travel routes.

This Plan is designed to stretch public dollars to the maximum possible extent by providing a land use pattern that minimizes necessary public investment, while maximizing private property and sales tax base throughout the County as a whole. This is done by concentrating key regional shopping and office centers at carefully preserved locations that will serve out-of-county visitors, as well as in-county residents and workers. In the same vein, industrial facilities are also located at strategic, high-accessibility locations.

This Plan anticipates the continued dominance of the Interstate network, as supplemented by US, State and County highways. However, this Plan also calls for the extension of passenger rail through the County, with targeted station sites at Garden Prairie, downtown Belvidere, and a West Kishwaukee multi-modal transfer node. Furthermore, this Plan seeks to protect and enhance the integrity of the airport, in its current central county location.

A broad and deep combination of implementation mechanisms is required to make this Plan a reality, including the consideration of innovative approaches to community separation and agricultural preservation. If implemented, all cities, villages, and hamlets in the County will remain physically distinct, and approximately 90 percent of the prime farmland that currently remains undeveloped in the County will be permanently protected. As this occurs, aging development areas, including downtown Belvidere, will experience revitalization as a more diverse and substantially larger population seeks a wider variety of living, working, and playing environments.

If Boone County were already substantially developed, or if Boone County was plagued by widespread urban or rural blight, or if Boone County were not located outside of the largest population growth area between the two coasts, or if the general population and leadership of Boone County were apathetic or reactionary or cynical, this level of planning and implementation effort would not be needed. However, that is not the case. Boone County is a very special place, and that fact is not lost on either its residents or its decision-makers. This is a strong Plan for the strongly desired future of a strong Boone County.
## APPENDIX A: PUBLIC HEARING SCHEDULE AND ADOPTION

**Boone County Comprehensive Plan**

<table>
<thead>
<tr>
<th>Location</th>
<th>Public Hearing</th>
<th>Adoption</th>
<th>Ordinance #</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Belvidere</td>
<td>May 26, 1999</td>
<td>July 19, 1999</td>
<td>295G</td>
</tr>
<tr>
<td>Village of Poplar Grove</td>
<td>July 26, 1999</td>
<td>August 9, 1999</td>
<td>502</td>
</tr>
<tr>
<td>Village of Timberlane</td>
<td>August 19, 1999</td>
<td>August 19, 1999</td>
<td>099-231-1</td>
</tr>
<tr>
<td>Village of Capron</td>
<td>August 30, 1999</td>
<td>October 25, 1999</td>
<td></td>
</tr>
<tr>
<td>Village of Caledonia</td>
<td>October 27, 1999</td>
<td>November 16, 1999</td>
<td>1999-11-1</td>
</tr>
<tr>
<td>Boone County</td>
<td>September 8, 1999</td>
<td>November 10, 1999</td>
<td>99-49</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location</th>
<th>Public Meeting</th>
<th>Approval</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unincorporated Areas</td>
<td>August 3, 1999</td>
<td>August 3, 1999</td>
</tr>
<tr>
<td>Garden Prairie*</td>
<td>September 2, 1999</td>
<td>October 14, 1999</td>
</tr>
</tbody>
</table>

*Bonus Township Planning Commission and Board