

COMPREHENSIVE PLAN and ROUTE 25 SUB-AREA PLAN

VILLAGE OF WAYNE, IL



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

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Village Staff

Harlan J. Spiroff, Village Attorney

Patricia Engstrom, Village Clerk

HNTB Corporation

Phil Hanegraaf, AICP, Associate Vice President

Swasti Shah, AICP, Planner

Diane Gormely-Barnes, AICP, Senior Planner

Kane County Development Department

Philip S. Bus, Executive Director

Karen Miller, Planner

Chapter I Introduction

VILLAGE OF WAYNE, IL

COMPREHENSIVE PLAN and ROUTE 25 SUB-AREA PLAN

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

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

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

A. NEED FOR AN UPDATED COMPREHENSIVE PLAN

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

The last comprehensive planning effort was undertaken by the Village in 1991. Since then, the region has changed significantly, creating new opportunities

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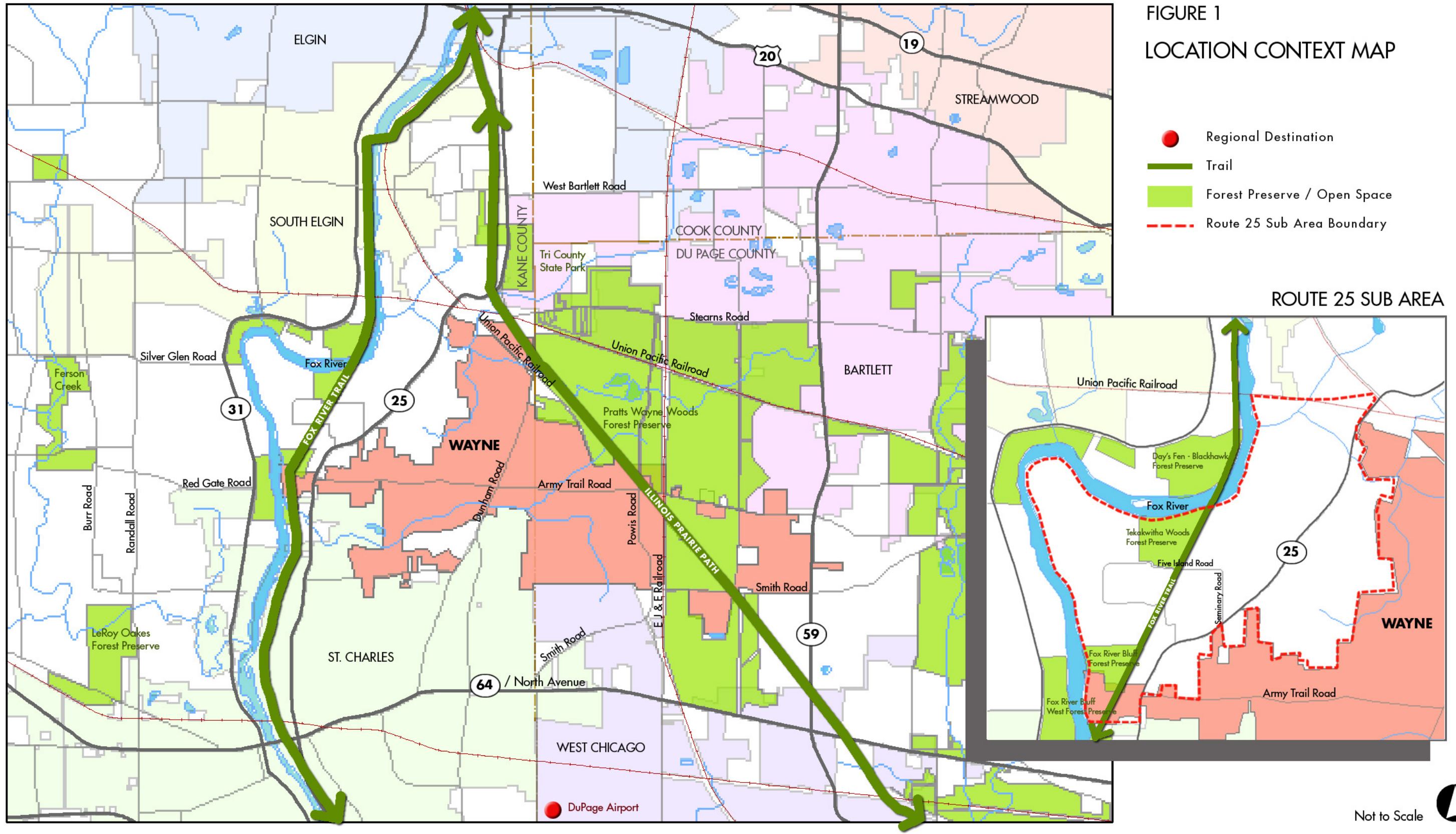
and posing new challenges for the Village in the future. Thus, it is important for Wayne to update its plan to adjust polices and initiatives to continue to ensure the overall spaciousness and quality of life in the community.

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

B. THE PLANNING PROCESS

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

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



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

C. A JOINT LAND USE MANAGEMENT PLAN

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

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

1. Agricultural Preservation
2. Air and Land Resource Quality
3. Archaeological, Cultural, and Historic Places

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4. Areas Subject to Natural Disasters and Hazards
5. Economy of the Area
6. Energy Conservation
7. Forest Lands
8. Governmental Cooperation
9. Housing
10. Natural Resources
11. Open Spaces
12. Public Facilities and Services
13. Recreational Needs
14. Transportation
15. Urban Design
16. Water
17. Citizen Involvement and,
18. Data Collection

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

Chapter II

A Vision for Wayne

VILLAGE OF WAYNE, IL

COMPREHENSIVE PLAN and ROUTE 25 SUB-AREA PLAN

A. COMMUNITY VISION

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

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

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

B. KEY COMMUNITY INVOLVEMENT CONSIDERATIONS

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

Primary Assets and Advantages

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

Most Significant Issues

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

Projects or Improvements to Complete within the Next Ten Years

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

Chapter III

Planning Framework

VILLAGE OF WAYNE, IL

COMPREHENSIVE PLAN and ROUTE 25 SUB-AREA PLAN

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

A. EXISTING LAND USE

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

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

Although Wayne is largely developed, there are several parcels in its planning area which may be subject to development or redevelopment in the future. Within the Village limits, the Hoffman property located west of Powis Road and south of Army Trail Road is the largest vacant property. Outside the Village, a large area just west of the Village boundary is vacant. Smaller

PLANNING FRAMEWORK

vacant lots are scattered in the unincorporated area west of Route 25. While the vacant parcels might attract new development in the near future, several parcels in the unincorporated area west of Route 25 could undergo redevelopment impacting the character of the Village. These issues are discussed in detail in the following sections.

B. PLANNING INFLUENCES

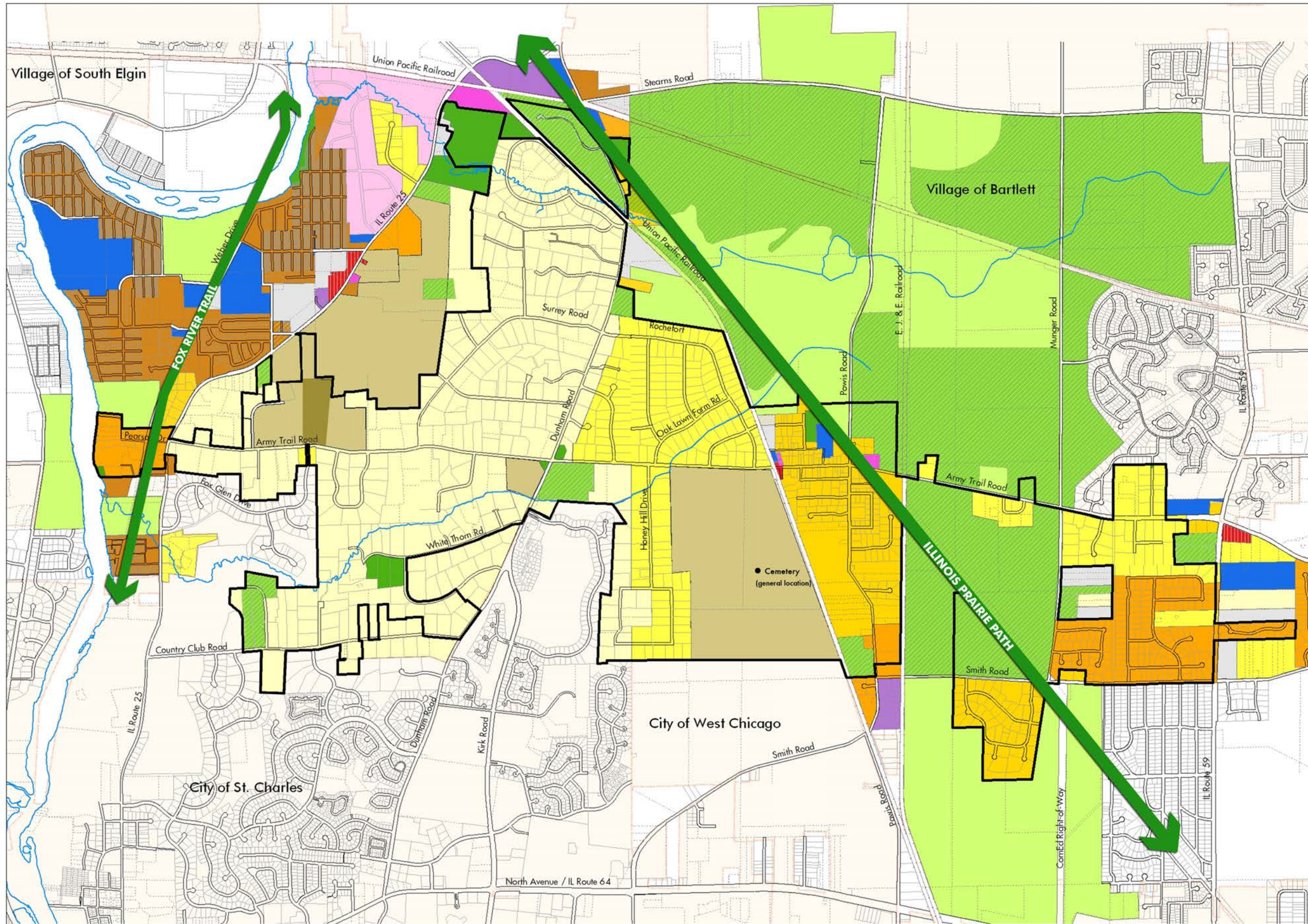
Wayne is an integral part of the urban ecosystem in the Fox River Valley and is affected by planning and development activities not only within its own boundaries but also in its neighboring areas. *Figure 3: Planning Influences* represents the significant factors that influence the current planning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

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

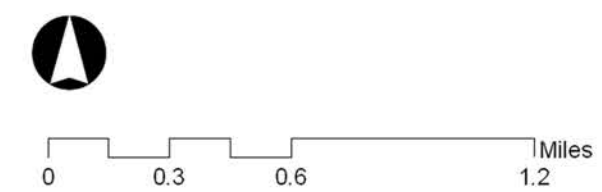
The Pratts Wayne Woods Forest Preserve provides a vast buffer of green space east and north of the Village. The Forest Preserve is home to several different species of flora and fauna and provides excellent recreational opportunities. The Illinois Prairie Path, a 30 mile long green corridor for hiking,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

Major regional roadways are located at the periphery of the Village; the roadways within the Village are mostly local access. The rapid growth in the Fox River Valley is generating increasing traffic and in response, the Kane County Department of Transportation (KDOT) is considering several roadway proj-

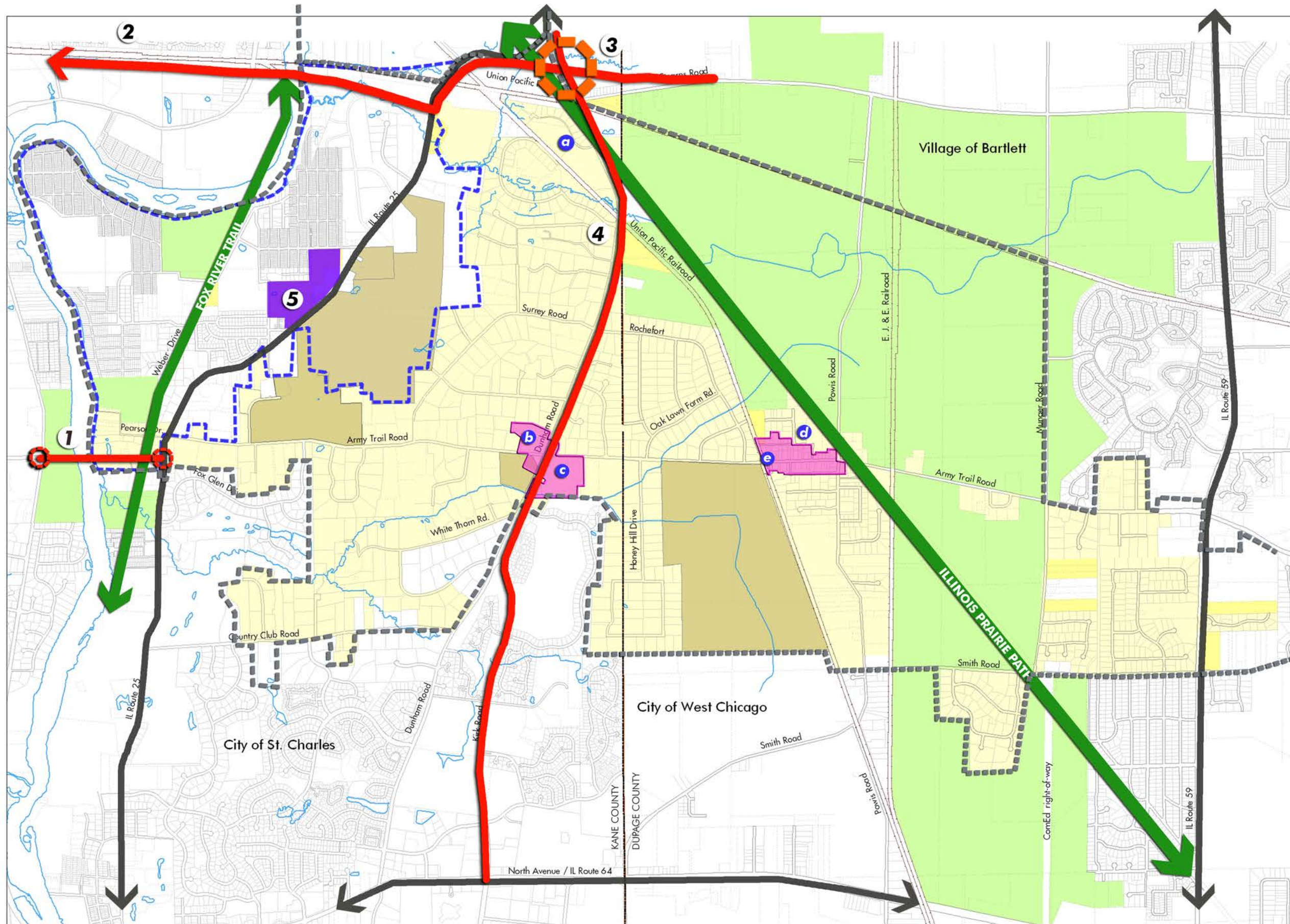
FIGURE 2
EXISTING LAND USE
(Village of Wayne and adjacent unincorporated areas)



- Village of Wayne Boundary
- Neighboring Municipalities
- Estate Residential (1du/ 4 + acres)
- Large Lot Residential (1du/2-4 acres)
- Residential (1du/1-2 acres)
- Residential (1du/1 acre)
- Residential (2-6 dus /acre)
- Multi Family Residential
- Neighborhood Commercial
- Corridor Commercial
- Agricultural Business
- Commercial - Service
- Institutional
- Industrial
- Parks/Open Space/Recreation
- Agriculture
- Vacant
- ForestPreserves
- Equestrian
- Private Conservation Area



**FIGURE 3
PLANNING INFLUENCES**



- X** Landmarks / Community Facilities
 - a: Lamplight Commercial Equestrian District
 - b: Dunham Castle
 - c: Dunham Woods Riding Club
 - d: School and Park
 - e: Village Center

- #** Proposed Projects (Current)
 - 1: Red Gate Road Bridge
Proposed Bridge Corridor from Randall Road to IL 25
 - 2: Stearns Road Bridge Corridor
Proposed 4-lane regional bridge corridor from Randall Road to Stearns Road
 - 3: IL 25, Dunham & Stearns Rd
Realign Stearns Rd to form a standard 4-legged intersection
 - 4: Kirk / Dunham Road Widening
Two 12-foot lanes in either direction from IL 64 to IL 25 with a 18-foot barrier median and combination adjacent curb and gutter
 - 5: Whitmore Development
Proposed Residential Development

- Existing Boundary Agreements
- Existing Major Roadways
- Roadway Improvement Proposals (Current)
- - - Route 25 Sub Area
- Village of Wayne
- Historic District Boundary
- Development Proposals (Current)
- Agriculture
- Vacant Land
- Forest Preserve

0 0.25 0.5 1 Miles

ects in the area. These projects, described in detail under the ‘County Plans’ section, will affect vehicular traffic patterns in the area including roads passing through Wayne and are therefore an important consideration.

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

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

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

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

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

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

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

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

C. UTILITIES SERVICE

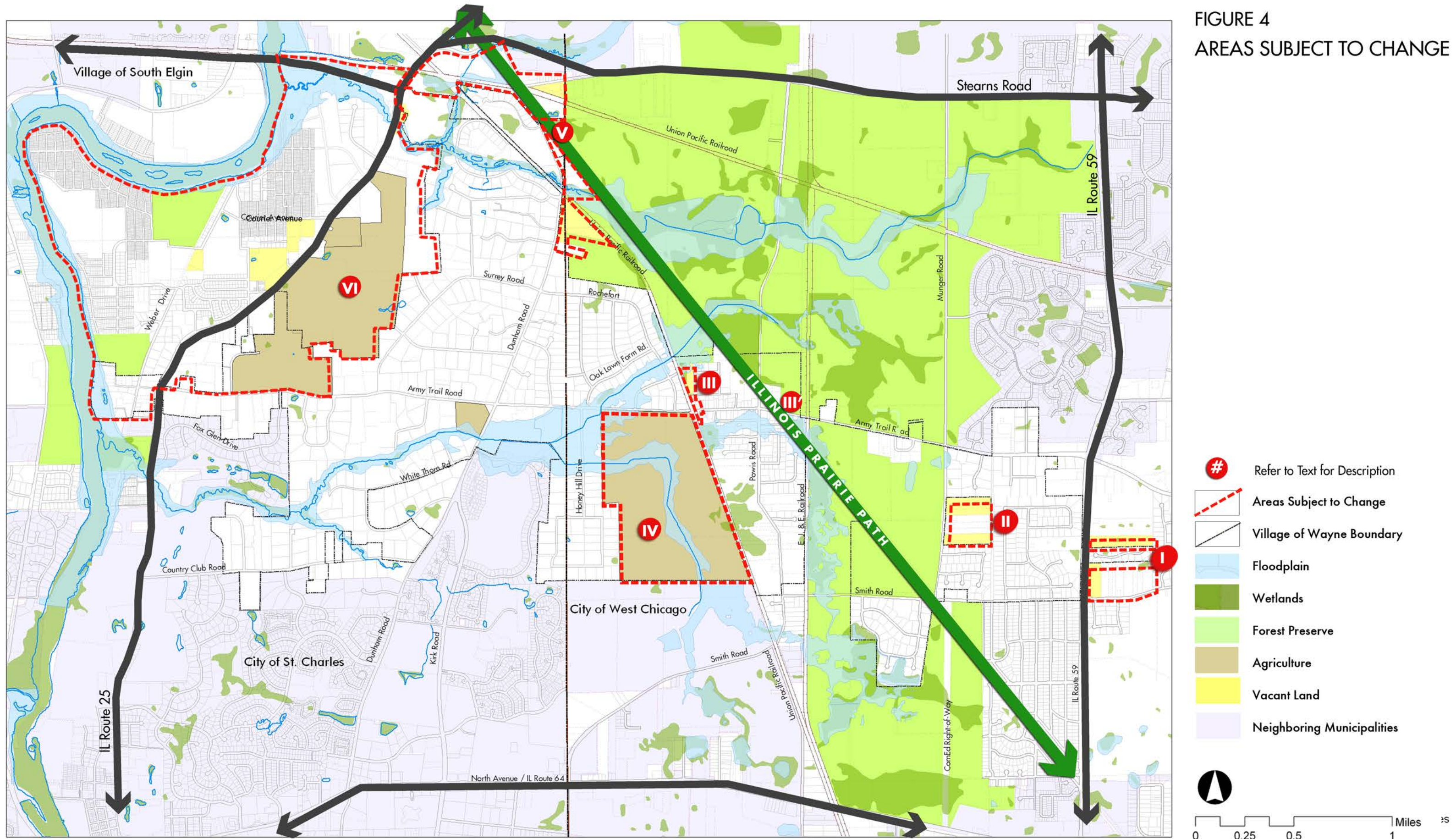
Village residents obtain their water from private wells that tap into aquifers located below the earth's surface. Groundwater quality is consequently an important concern for Village residents. According to the Illinois Water Survey, Wayne and its neighboring areas also serve as a prime natural recharge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

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

D. UNINCORPORATED AREAS

Substantial unincorporated areas exist east and northwest of Wayne. On the eastern side, most of the unincorporated area exists east of Route 59 and south of the Village of Bartlett. The current boundary agreement between Wayne and Bartlett leaves a portion of this area undefined. Development in this area can have a significant impact on Wayne and is therefore an important planning consideration.

FIGURE 4
AREAS SUBJECT TO CHANGE



The unincorporated area east of Route 25 is mostly vacant with a few residential and commercial developments abutting Route 25. Most of the sub-area west of Route 25 is part of the former Village of Valley View, which dissolved itself as a municipal corporation in June 1980.

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

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

E. COUNTY PLANS

Kane County has recently adopted the 2030 Land Resource Management Plan. The Conceptual Land Use Strategy proposed in the 2030 Plan places the Village of Wayne and its planning area in the Urban Corridor with the theme of Renaissance. This corridor represents the historic Fox River corridor of Kane County where the policy emphasis is on redevelopment and revitalization supported by adaptive reuse, new job creation and Fox River improvements. While corridor designations present the general theme for an area, the County Plan also realizes that unique conditions exist within some communities that distinguish them from others within the same corridor calling for modifications in development strategy. The Village, located amidst the highly urban communities of the Fox River Valley is clearly among the exceptions.

The 2030 Plan also includes a future land use concept plan that presents the County's vision for development pattern within the unincorporated areas. The Plan's recommendations for the Route 25 Sub-area served as an important element in the development of the Route 25 Sub-area Plan.

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

- 1. Red Gate Bridge** – Local initiative proposing a bridge corridor from Randall Road to IL Route 25.
- 2. Stearns Road Bridge Corridor** – Proposed four lane regional bridge corridor from Randall Road to Stearns Road.
- 3. IL 25, Dunham and Stearns Road Intersection** – Realign Stearns Road with IL 25 and Dunham Road to provide standard four-legged intersection with improved geometrics and signalization.
- 4. Kirk / Dunham Road Widening** – Two 12-foot lanes in either direction from IL Route 64 to IL Route 25 with a 18 foot barrier median and combination adjacent curb and gutter.

The Stearns Road Bridge Corridor and related intersection realignment will facilitate smooth east-west traffic flow across the Fox River keeping through traffic at the periphery of the Village of Wayne. Dunham Road widening and the Red Gate Bridge proposal, while aimed at improving traffic flow, might generate additional regional traffic through Wayne disturbing its quiet, rural character.

F. NEIGHBORING MUNICIPALITIES

The municipalities adjacent to Wayne include the Village of Bartlett to the northeast and east, the City of West Chicago to the south and the City of St. Charles to the southwest and west. The area northwest of Wayne, referred to as the Route 25 Sub-area in this Plan, is currently unincorporated Kane County. The Village of South Elgin extends west of the Fox River.

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

Figure 5 also shows the existing zoning designations in the neighboring municipalities in the areas contiguous to Wayne and its planning area. A large part of Wayne's boundary with Bartlett and West Chicago is covered by the Pratts Wayne Woods Forest Preserve of the DuPage County Forest Preserve District. In most other areas, residential zones of varying densities abut the Village.

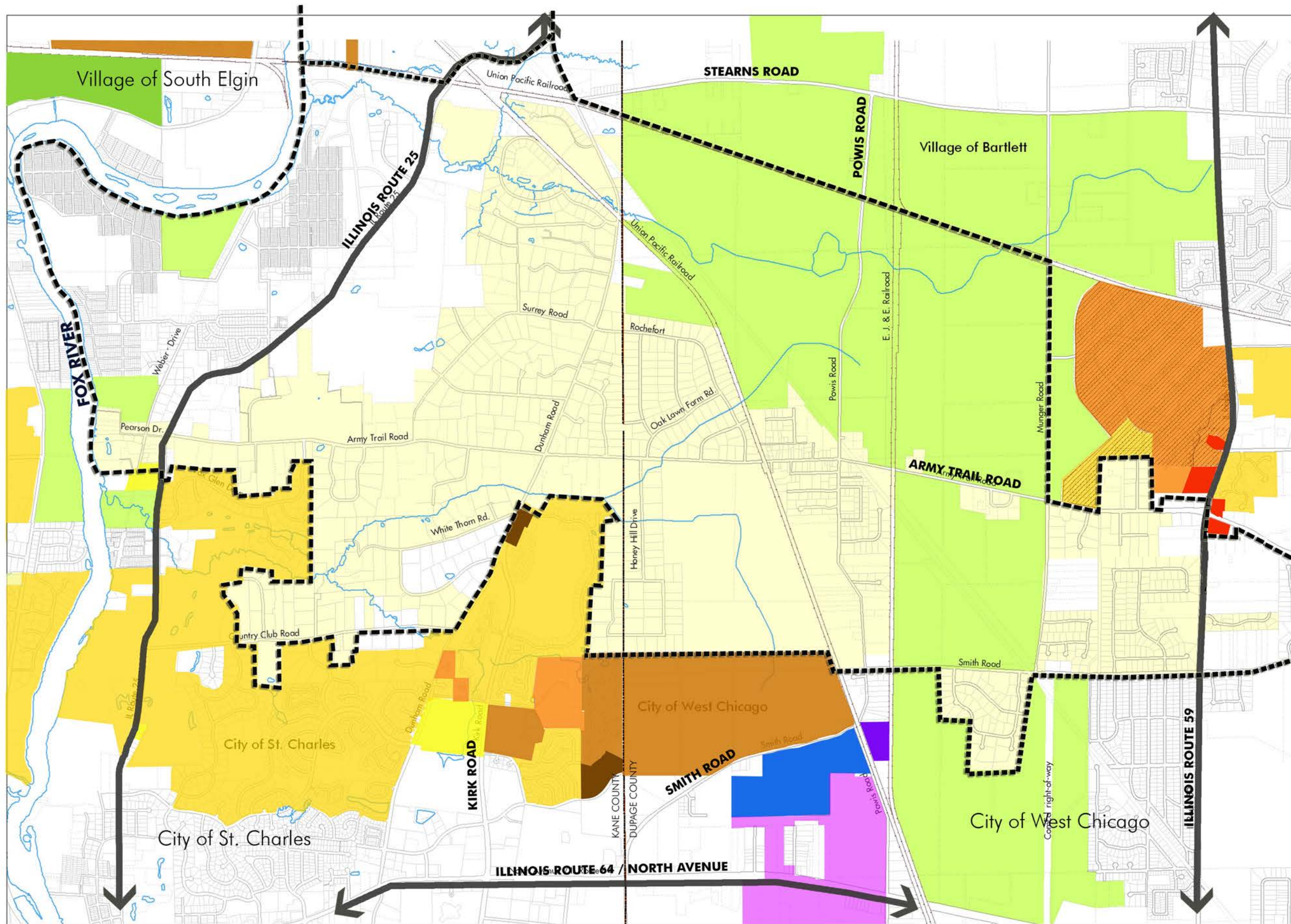
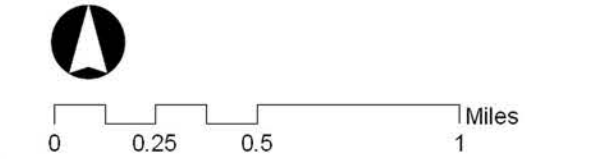


FIGURE 5
NEIGHBORING MUNICIPALITIES: BOUNDARY AGREEMENTS & ZONING
(for areas contiguous to Wayne)

Notes
 1) Data Sources:
 Zoning Ordinance and the official Zoning Map of the Village of South Elgin (March 2002)
 The Bartlett Zoning Ordinance and Zoning Map (2002), Village of Bartlett
 Zoning Ordinance and Map (2002) of the City of West Chicago
 St. Charles Zoning Ordinance (July, 2002) and Map (March 2002)
 2) Zoning classifications used in this map have been created to accommodate the range of zones present in the four municipalities into fewer, composite categories
 3) Contiguous areas left blank are unincorporated

- Boundary Agreements
- Village of Wayne
- Forest Preserve
- Farming and Rural Residential
(minimum lot size = 20 acres)
- Single Family Residential
(minimum lot size = 4 acres)
- Single Family Residential
(minimum lot size = 18,000 sft)
- Single Family Residential
(minimum lot size = 10,500 sft)
- Single Family Residential
(minimum lot size = 7,500 sft)
- Residential
Single Family detached & attached, Two family houses
(minimum lot size = 4,500 sft)
- Neighborhood Shopping
- Office/ Research/ Light Industrial
- Manufacturing
- Airport
- Planned Development
(Use and Density vary; for this map, the zones and density have been estimated based on parcel layout)



Chapter IV

Goals and Objectives

VILLAGE OF WAYNE, IL

COMPREHENSIVE PLAN and ROUTE 25 SUB-AREA PLAN

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

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

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

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

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

A. COMMUNITY WIDE GOALS AND OBJECTIVES

Land Use and Development

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

Objectives:

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

1. Rural Residential

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

2. Equestrian Community

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

3. Historic Areas

- Respect, protect, and maintain existing historic, cultural and architectural places and landmarks, especially the state and nationally recognized Historic Districts of Wayne's Village Center and Oaklawn Farm.
- Use the Village's Historic and Rural Preservation Program (HARP) to preserve and further enhance the historic and rural character of the Village.
- Recognize and maintain the commercial, institutional, and residential mixed-use character of the Village Center.

A fourth character recognizes the unique condition that exists in the western unincorporated Route 25 area, and the intergovernmental role between the Village of Wayne and Kane County in responsibly planning for joint land use management of the area in the future.

4. Western unincorporated residential community

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

Aesthetics / Physical Appearance

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

Objectives:

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

GOALS AND OBJECTIVES

Transportation

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

Objectives:

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

Community Services and Facilities

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

Objectives:

1. Provide effective management and administrative services in a new Village Hall that can serve as a functional, architecturally compatible and visual focal point for the Village.
2. Develop an effective non-structural approach to storm-water management in the Village.

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

Natural Resources

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

Objectives:

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

GOALS AND OBJECTIVES

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

Implementation and Intergovernmental Coordination

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

Objectives:

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

7. Work with Kane County, and possibly other governmental agencies, to adopt the Route 25 Sub-area Plan as a joint land use resource management plan.

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

Objectives:

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

B. ROUTE 25 SUB-AREA

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

Land Use and Development

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

Objectives:

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

Community Services and Facilities

Goal: Provide a safe, sanitary and comfortable living environment

Objectives:

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

GOALS AND OBJECTIVES

Transportation

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

Objectives:

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

Natural Environment

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

Objectives:

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

Design

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

Objectives:

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

Intergovernmental Coordination

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

Objectives:

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

Chapter V

Long Range Plans and Recommendations

VILLAGE OF WAYNE, IL

COMPREHENSIVE PLAN and ROUTE 25 SUB-AREA PLAN

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

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

A. COMMUNITY WIDE LONG RANGE PLAN

1. Land Use Plan

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

Land Use Classification

The Plan classifies land uses according to their intended use and intensity. The classification builds upon the Village's vision and goals and defines the anticipated pattern of land use for the Village in the future. The classification includes:

LONG RANGE PLAN AND RECOMMENDATIONS

- **Single Family Residential Uses** – This land use class consists of single family areas at the following density levels –
 - *Estate Residential*: which includes single family detached residential dwellings at a density not to exceed 1 dwelling unit for every 4 acres
 - *Community Residential I*: which includes single family detached residential dwellings at a density not to exceed 1 dwelling unit for every two to four acres
 - *Community Residential II*: which includes single family detached residential dwellings at a density not to exceed 1 dwelling unit for every two acres.
 - *Community Residential III*: which includes single family detached residential dwellings at a density not to exceed 1 dwelling unit for every one acre.

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

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

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

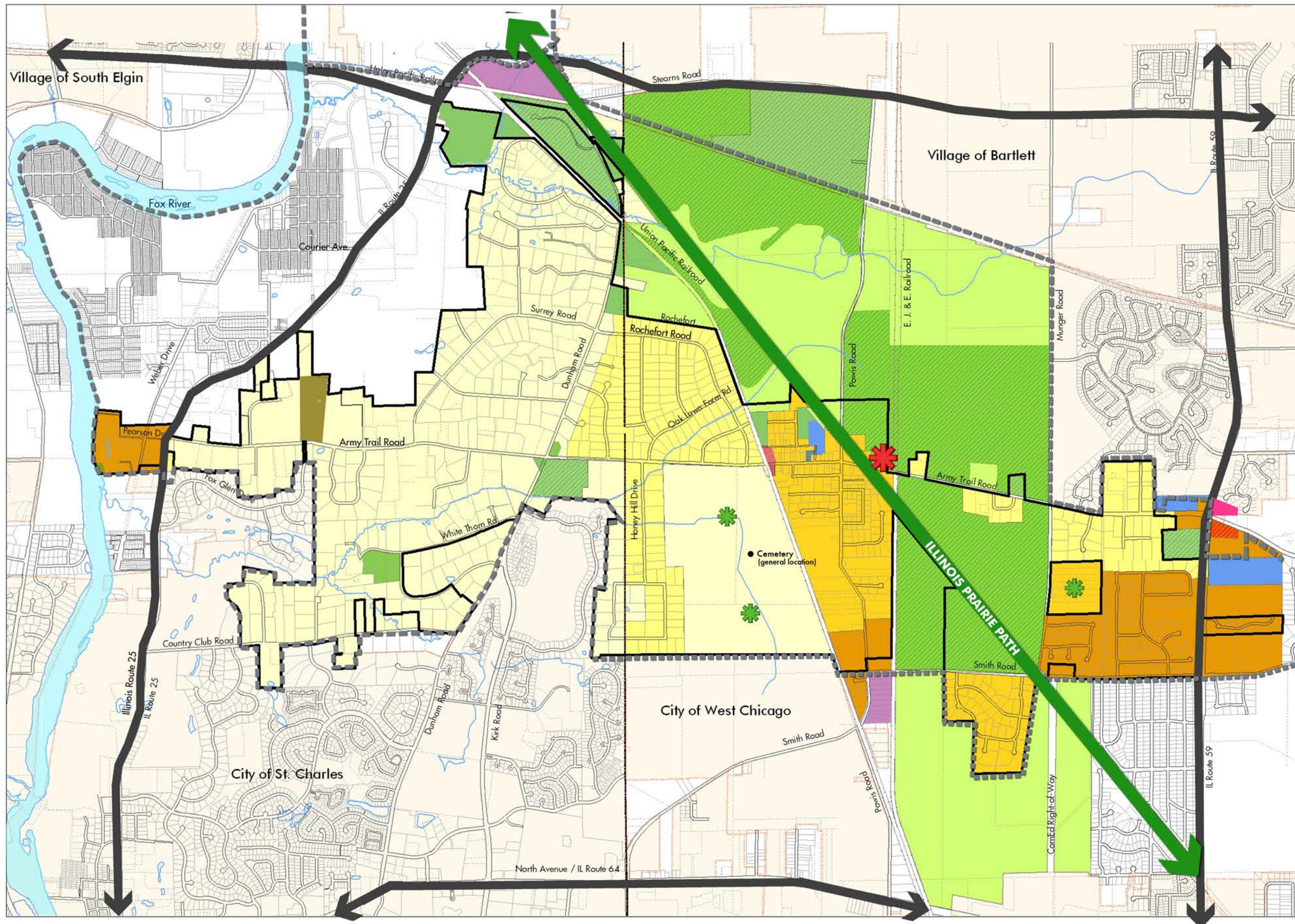

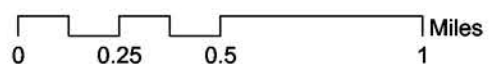


FIGURE 6
COMMUNITY WIDE
LONG RANGE PLAN
(Route 25 Sub Area Plan is illustrated as a separate Figure)

-  Alternative Village Center Location
-  Park Sites (general location)
-  Existing Boundary Agreements
-  Major Roadways
-  Village of Wayne Boundary (Existing)
-  Neighboring Municipalities (Existing)
-  Estate Residential (1 du/ 4+ acres)
-  Community Residential I (1 du/2-4 acres)
-  Community Residential II (1 du/1-2 acres)
-  Community Residential III (1 du/1 acre)
-  Village Center
-  Community Commercial
-  Institutional
-  Light Industrial
-  Equestrian
-  Open Space and Recreation
-  Forest Preserve
-  Private Conservation Area

Note: The future use of the Hoffman Property is subject to pending litigation.

LONG RANGE PLAN AND RECOMMENDATIONS

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

Land Use Policies and Recommendations

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

- Consistent with the overall policy of reinforcing the existing positive character, the Land Use Plan proposes maintaining Wayne’s established residential neighborhoods at their current densities. To preserve the character of the existing neighborhoods, the Plan further recommends compatible development or redevelopment where appropriate. Therefore, most of the residential development south of Army Trail Road between the Union Pacific and the EJ & E Railroads are proposed to remain at a density of one unit per 1-2 acres.
- Civic uses like the Village Hall and Post Office and neighborhood scale commercial establishments should ideally be located in or near the Village Center along Army Trail Road. Any development or redevelopment efforts within the Village Center should consider architectural and design consistency, compatibility with surrounding land uses, and be of a small, neighborhood serving level of use. Alternative locations for municipal and public uses could be considered if space or other constraints make development infeasible within the existing Village Center.
- Natural areas and open spaces should be preserved and protected. The Village should explore opportunities for expanding its open space system further and building new trails to link existing open spaces and trails to build an integrated network of green areas, including a potential bike trail extension south of Smith Road along the ComEd right-of-way (see Figure 8).

- The Village should encourage natural landscaping using native plants on private properties to maintain the rural environment of the Village and to promote ecologically sensitive development. Native plants are best suited to local conditions and tend to have minimal water requirements. They are therefore ideally suited for conserving valuable water resources while maintaining a natural, green environment.
- All new development should have access to adequate water supply and waste disposal system, whether they be private well and septic systems or publicly operated water and sanitary sewer systems. Access to these and other services, such as police and fire protection, should be important criteria for development approval.

General Community Sub-areas

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

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

II – Surrounded Properties – A few parcels east of Munger Road between Smith Road and Army Trail Road remain outside Wayne even though they are surrounded by the Village of Wayne. Three parcels are occupied single

family detached residential uses and four parcels are undeveloped. The vacant parcels appear developable, and should be developed as single family detached residential with a minimum density of one dwelling unit per acre. A portion of the vacant land can be dedicated as park or open space to serve the residents in the area. The Village should explore the possibility of annexing these parcels.

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

IV - Hoffman Property – Located off Army Trail Road and just west of the Union Pacific Railroad tracks, the approximately 350 acre Hoffman property is the single largest vacant site within the Village limits. The property remains undeveloped except for a historic cemetery. Currently it is zoned residential and is designated as a Planned Unit Development. A part of the property on the southwest corner is covered by a wetland; other smaller wetlands are present on the east and the south sides. A large floodplain is present along Norton Creek flowing through the property. The property is rich in hydric soils and is currently drained by an extensive system of field tiles. Removal of this drainage system for development or other purposes might result in the re-saturation of soils resulting in wetland conditions on the property, making it unsuitable for development.

LONG RANGE PLAN AND RECOMMENDATIONS

The Hoffman property is of strategic importance to the Village because of its size and central location. The site is of questionable suitability for residential development due to the extent of existing hydric soil conditions. The Village's preference for the property is 4-acre lot residential development, with open space as an alternative use, as only very limited areas are suitable for construction. Should development of the property be pursued, any proposal should provide for appropriate open space and recreation uses. Consistent with the Village's goals of preserving the natural environment, floodplains and wetlands should be protected. The historic cemetery should be appropriately addressed in any development plans for the property. The eventual use of the Hoffman property is the subject of an eminent domain action filed by the DuPage County Forest Preserve District.

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

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

2. Transportation Plan

Roadways

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

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

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

KDOT is also planning the widening of Dunham Road to a four lane roadway from IL Route 64 to IL Route 25. This widening would provide greater capacity for the flow of regional traffic on the roadway but could negatively impact the Oaklawn Farm historic district located at the intersection with Army Trail

LONG RANGE PLAN AND RECOMMENDATIONS

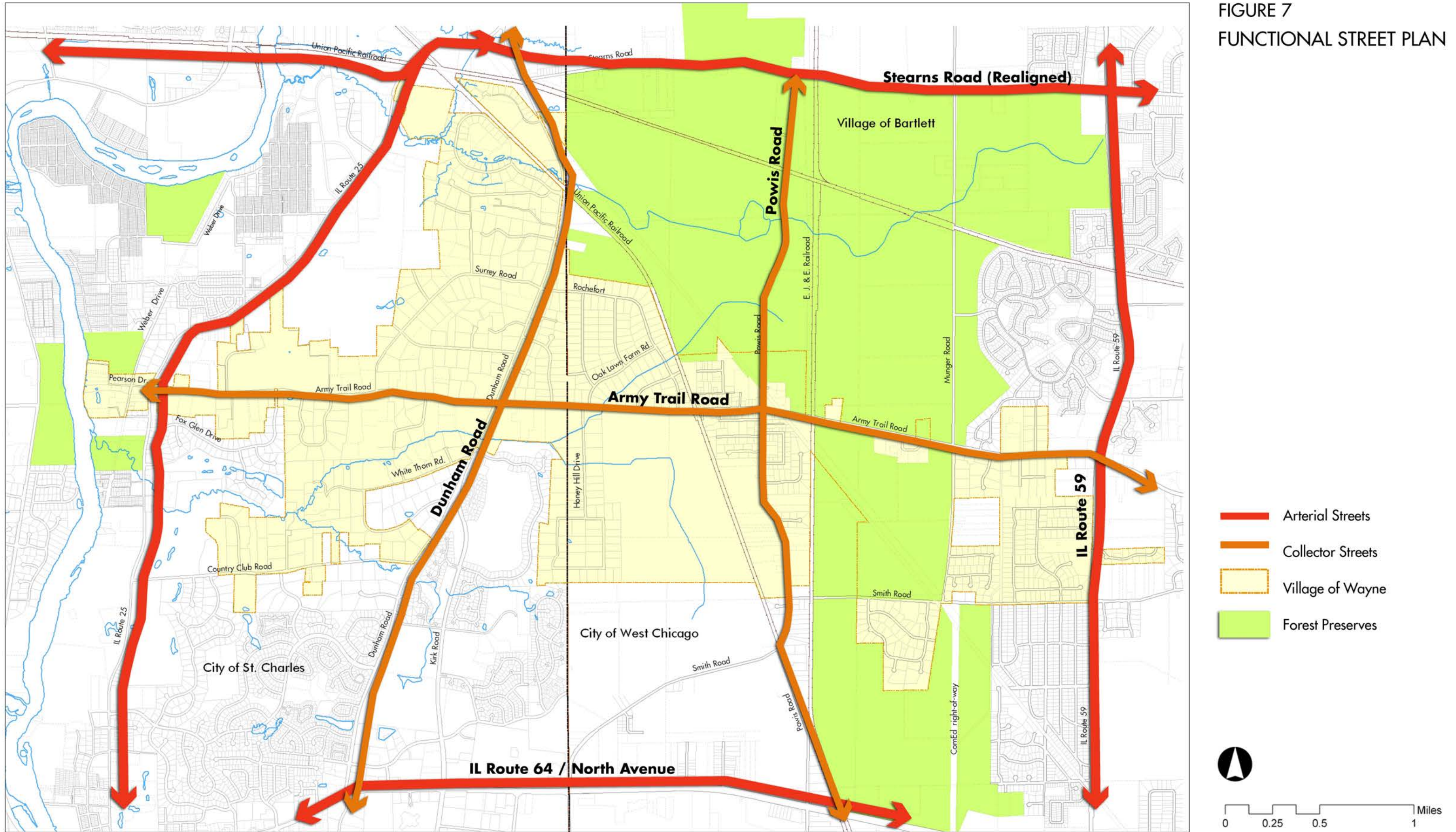
Road. The County understands Wayne's desire to maintain its rural character and intends to work closely with the Village to ensure minimum disruption to community character from any transportation projects. Wayne should coordinate with the County to ensure that the character and setting for this nationally significant historic district is preserved.

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

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

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

FIGURE 7
FUNCTIONAL STREET PLAN



Equestrian, Bike and Pedestrian Paths

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

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

3. Community Facilities and Services

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

The Village should explore the feasibility of developing a new Village Hall in the Village Center to accommodate its various administrative and operating

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

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

4. Natural and Environmental Features

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

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

5. Historic Resources

Wayne should continue to preserve its nationally significant historic districts – the Oaklawn Farm and the historic Village Core. The Village should

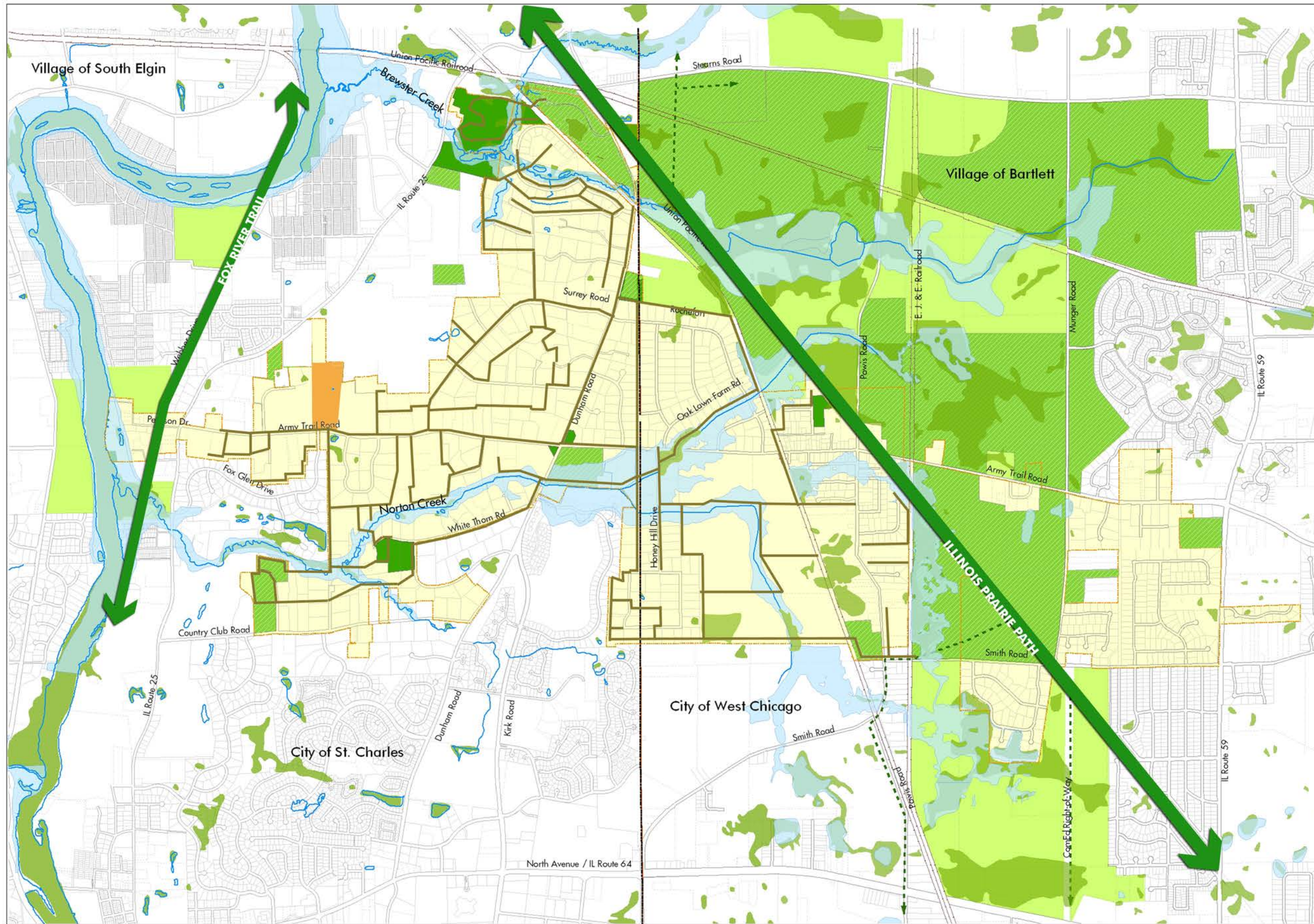


FIGURE 8
ENVIRONMENTAL & NATURAL RESOURCES

Data Sources:

Floodplains - Flood Insurance Rate Map (FIRM) by FEMA (dated 1981 and 1982)

(Floodplains within the Village of Wayne were digitized manually based on maps provided by the Village; the boundaries are therefore approximate and are meant for graphic representation only)

Floodway - DuPage County Flood Regulatory Map

(This digital Regulatory Flood Map (RFM) was produced through a unique cooperative partnership between DuPage County and the Federal Emergency Management Agency (FEMA). Information was digitized manually onto this map; these boundaries are approximate and meant for graphic representation only)

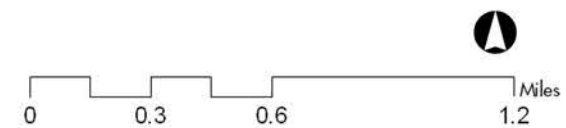
Wetlands - National Wetlands Inventory and, DuPage County Stormwater Management Division (updated 1994)

(The wetlands map from DuPage County is based on NWI files and Soil Conservation Services Aerial Photographs. The additional wetlands identified in this map, were digitized manually only for the vacant areas within the Village of Wayne; these boundaries are approximate and meant for graphic representation only)

Forest Preserve - Kane County Forest Preserve District, DuPage County Forest Preserve District

(Forest Preserve boundaries were digitized manually based on the maps available on the district websites)

- Village of Wayne Boundary
- Floodplain/Floodway
- Wetlands
- Parks, Open Space & Recreation
- Equestrian Uses
- Potential Future Regional Bikeway Connections
- Equestrian Trails
- Forest Preserves
- Private Conservation Area



Note: Potential future regional bikeway connections are based upon recommendations in the DuPage County Regional Bikeways Plan (1996)

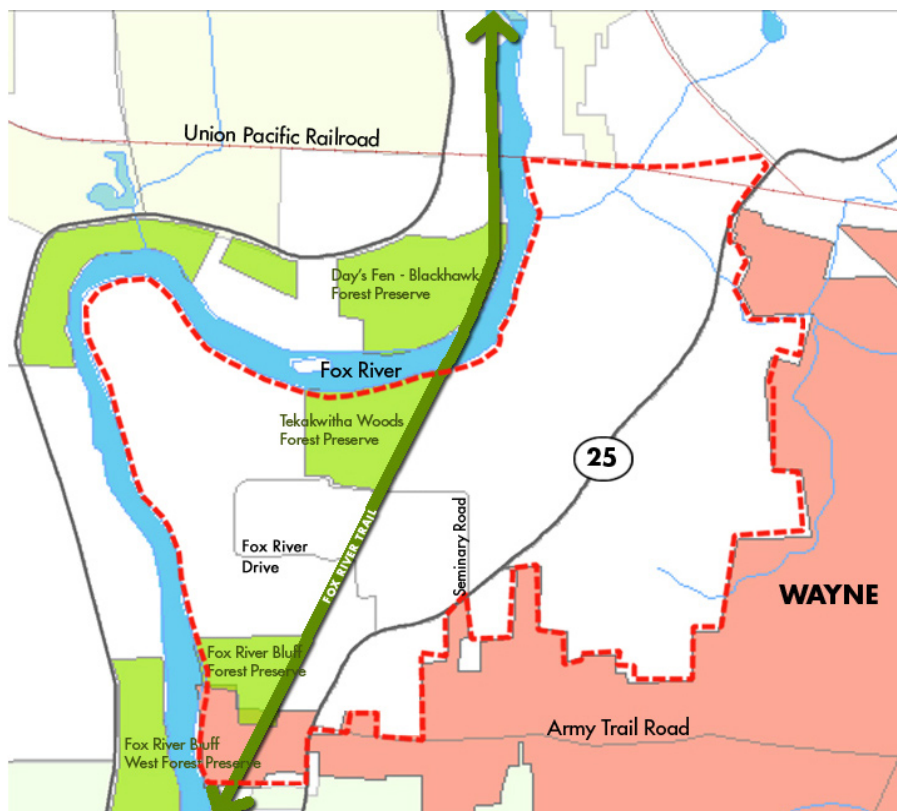
LONG RANGE PLAN AND RECOMMENDATIONS

consider adopting and enforcing design and land use guidelines to regulate development and redevelopment efforts within the historic districts and their vicinity. The vitality of these districts should be maintained by providing appropriate community uses. For example, Town Center uses like the Village Hall, the post office and local businesses should continue to be in or near the historic Village core to maintain its functionality as a focal point for the Village.

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

B. ROUTE 25 CORRIDOR SUB-AREA PLAN

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



Planning Issues

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

- 1. Community Character** – The west side of Route 25 is substantially different in character in comparison to the area to the east. The eastern part is very low density in character and mostly vacant, while the area to the west

is largely developed and suburban in character. IL Route 25 divides these two areas, and the Village of Wayne is interested in assuring the overall character of the area as viewed from the corridor is “rural” in nature, while at the same time allowing the area to the west to continue to develop in accordance with the varying densities in the Plan.

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

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

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

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

suggest that it might not be a realistic option for a significant portion of the Route 25 sub-area. Storm water management in the area is mainly through natural drainage channels.

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

A Joint Land Resource Management Plan

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

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

The Route 25 Sub-area Plan presents a shared and a mutually agreed upon vision for the Route 25 Sub-area and can therefore be jointly adopted by Wayne and Kane County by a joint resolution and intergovernmental agreement to this effect.

The Joint Land Resource Management Plan is an important step in planning for the future of the Route 25 Sub-area. It establishes common goals and objectives and builds the foundation for future intergovernmental actions and programs for improvement and development of the area.

1. Land Use Plan

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

Land Use Classification

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

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

The Area East of Route 25

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

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

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

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

The development intensity and character of the area east of Route 25 is proposed to be very similar to that of Wayne; the Village could potentially annex this area in the near future.

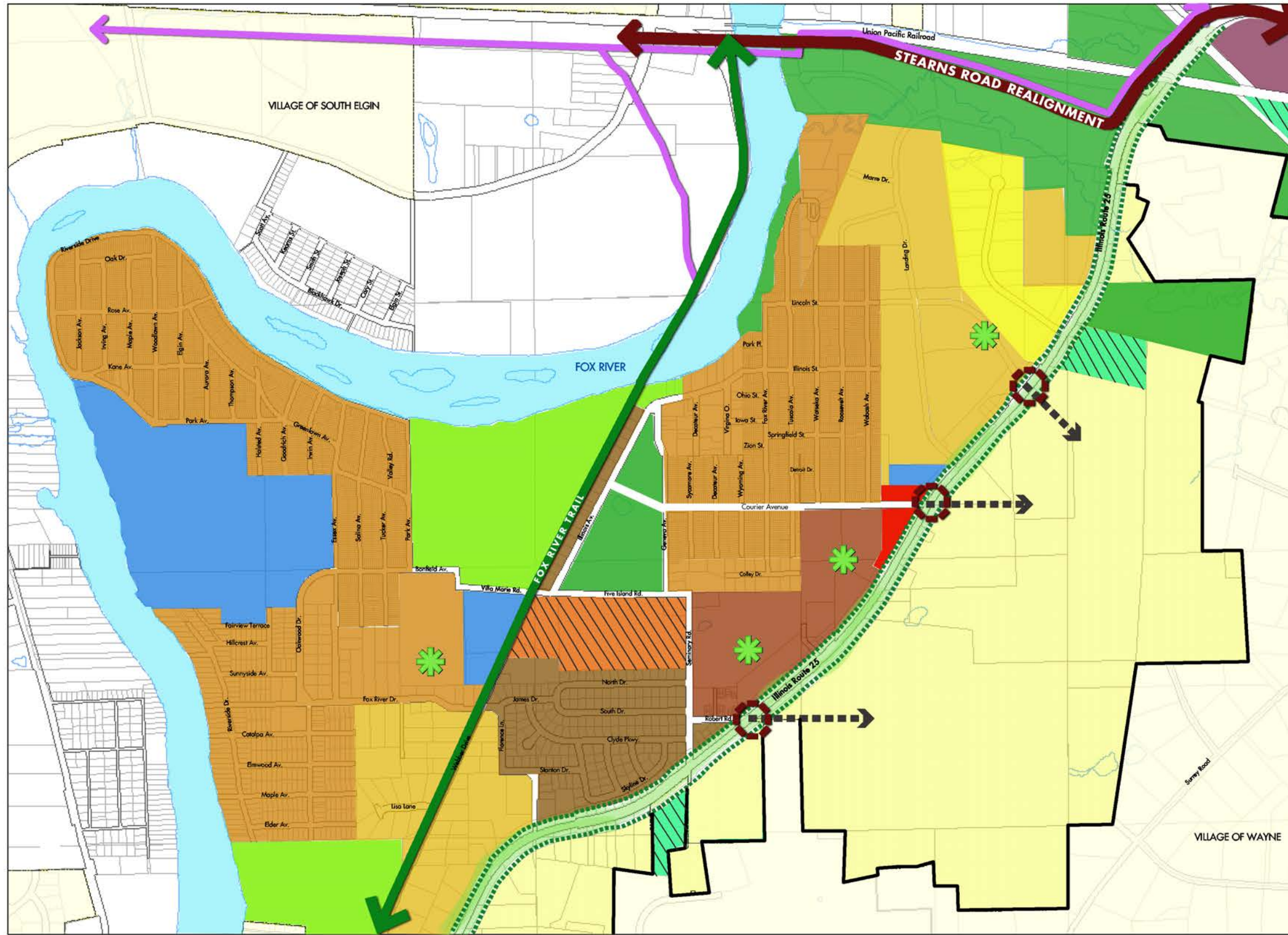
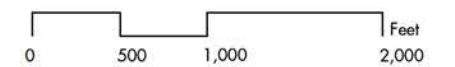


FIGURE 9
ROUTE 25 SUB AREA
LONG RANGE PLAN

- Proposed Bike Path Route
- Setbacks (50' west of Route 25, 100' east of Route 25)
- Key Access Roadways (general location)
- Key Intersections
- Incorporated Areas
- Estate Residential (1 du/ 4+ acres)
- Community Residential II (1 du/ 1-2 acres)
- Community Residential III (1 du/ 1 acre)
- Community Residential IV (min lot size = 20,000 sft)
- Community Residential V (min lot size = 7,500 sft)
- Mixed Residential (Detached Units & Townhomes)
- Mixed Use Redevelopment
- Neighborhood Commercial
- Light Industrial
- Institutional
- Equestrian
- Forest Preserve
- Open Space
- Park Sites (general location)



Area West of Route 25

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

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

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

As discussed earlier, because soils in the area have severe limitations for septic fields, most of the sub-area depends on on-site septic tanks for wastewater treatment. Soil conditions and steep slopes also make sewer and water service challenging and expensive. Therefore, even though FRWRD has plans to ultimately provide service to the entire Route 25 sub-area, the financial feasibility of service is questionable. *Figure 10: FRWRD Waste Water Collection Plan* illustrates existing wastewater facilities and issues in the area.

LONG RANGE PLAN AND RECOMMENDATIONS

Consistent with the proposed community-wide Land Use Plan, the Route 25 Plan proposes strengthening existing residential neighborhoods through redevelopment and rehabilitation to meet safety and sanitary standards. Recognizing the existing range of residential types in this area, the Plan recommends allowing residential development at densities reflective of current overall conditions, but encouraging lot consolidation to meet lot area requirements for septic and well systems. Existing developments that might potentially change, namely the Illinois Boys' Home and Midwest Groundcovers are designated uses compatible with adjacent development.

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

- Provide a landscape buffer within wide setbacks along Illinois Route 25 to maintain it as an open, green corridor of a rural character. Provide a 50 feet wide setback along the western edge and a 100 feet setback along the eastern edge which is still mostly undeveloped. The setbacks should be provided from the edge of the roadway right-of-way.
- Promote consolidation of residential lots to a minimum of 20,000 sq. ft. in size. Currently, sewer service is available only in a part of the Skyline Estates neighborhood and a large number of houses in other non-serviced parts are situated on lots as small as 7,500 sq. ft. in size. These lots should be consolidated with adjacent vacant lots wherever possible to ensure proper functioning of their septic systems. In the future, if water and sanitary sewer service become available, these areas could support a higher residential density of 10,000 sq. ft. lots.
- New subdivisions and development should be served with wastewater collection and treatment, and should be considered for annexation to the Village of Wayne. For example, the Whitmore Development being proposed south of Courier Avenue can be considered for annexation in the future. To the degree practical, work with the Fox Valley Wastewater Reclamation District to extend waste collection systems to serve existing developed portions of the area. The Plan recognizes that this may be difficult because much of the existing development lies on shallow bedrock and is tributary to the Fox River, requiring wastewater lift stations.

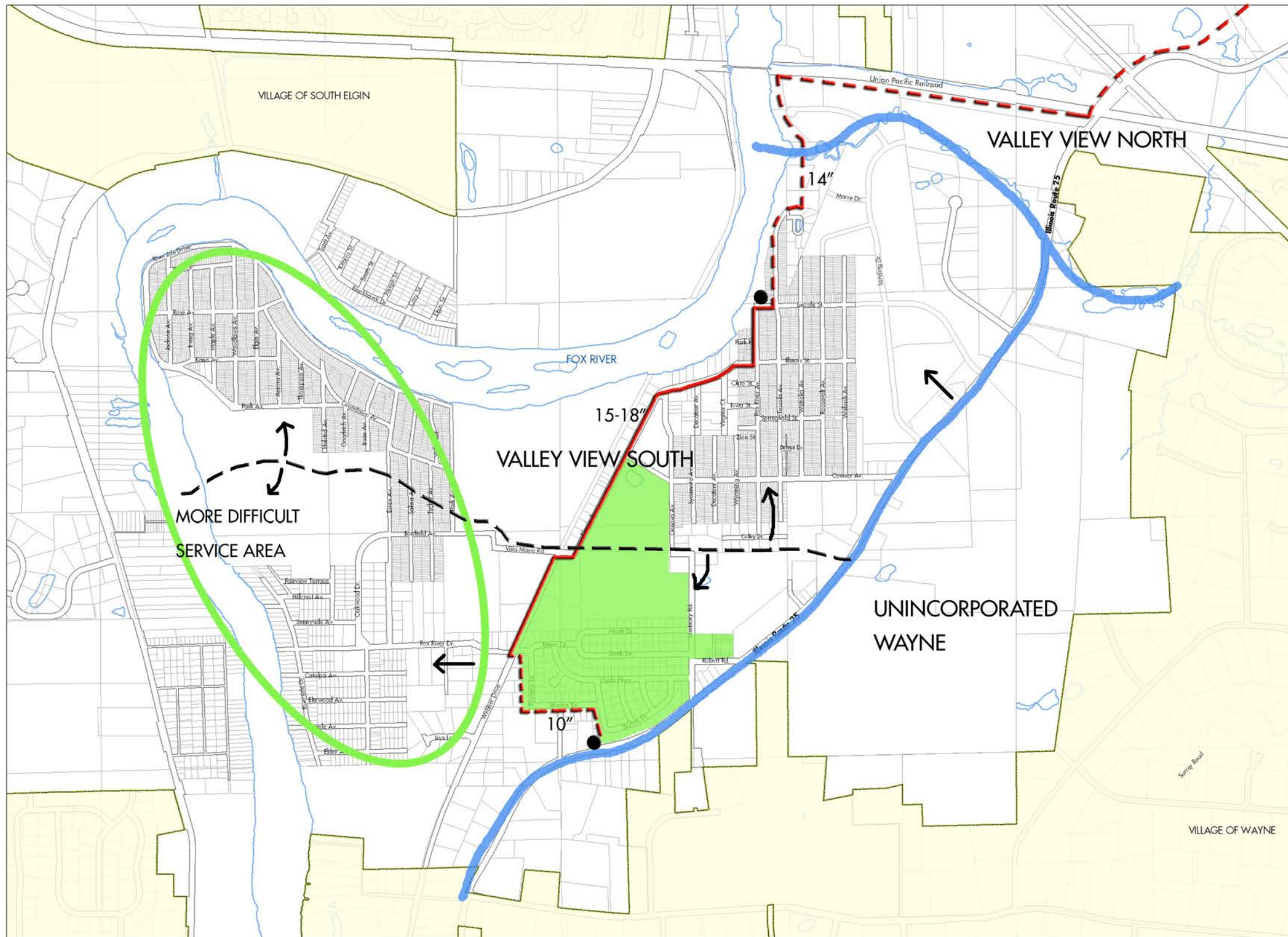


FIGURE 10
 FOX RIVER WATER
 RECLAMATION DISTRICT (FRWRD)
 WASTE WATER COLLECTION PLAN

FOR SKYLINE AND VALLEY VIEW
 PLANNING AREA
 (Source: Facilities Planning Report, FRWRD)

- Incorporate neighborhood parks with new residential development and redevelopment projects to provide adequate recreational opportunities for residents. Park space should be provided in accordance with the National Recreation and Park Association standard of approximately 10 acres of park space per 1,000 people. The concept map suggests general locations for park sites.
- The Forest Preserve District of Kane County currently maintains two significant Forest Preserves in the area. These natural areas should be maintained and additional areas of environmental significance including any migratory corridors for birds and wildlife should be identified for preservation. The Forest Preserve District indicated that its strategy for the area is targeted at acquiring land contiguous to its existing preserves. The District is also interested in acquiring isolated parcels of land that might be of particular environmental significance such as the habitats of rare plant or wildlife species. The Village of Wayne should work with the Forest Preserve District to develop a mutual strategy for land acquisition such that significant natural areas can be preserved.
- Provide a green buffer along the realigned Stearns Road according to KDOT's Plan. This would add substantially to the open space network in the area and protect sensitive areas like the South Elgin Fen.
- The Illinois Boys Home site presents a unique opportunity for the area. The northern end of the site should be redeveloped as open space that can connect and add to the existing Forest Preserves in the area. The southern area should be redeveloped as a mixed-use site offering a variety of detached and attached residential dwelling options as the primary use. Other uses like supporting commercial or recreational uses might also be included in the mix of uses if they are appropriately designed and do not negatively impact surrounding land uses.
- As the Midwest Groundcover site becomes available for redevelopment, promote the development of single family residences on 1 acre minimum lots. If water and sewer service is made available in the future, a part of the site could be developed as higher density residential. Ideally this would comprise a unified planned development, which coordinates all improvements as part of a master plan. A well planned roadway network

with key connections to Route 25 should be an important part of the new development. The Lincoln Street intersection and another possible new intersection further north can be developed as key access points from Route 25. This redeveloped residential area can also be considered for future annexation by Wayne.

- Provide a neighborhood commercial node along Courier Avenue to provide convenience based retail and service uses for the neighborhood residents. This node should be comprised of businesses that do not require direct exposure from IL Route 25. Commercial uses should be accommodated only west of IL Route 25 to facilitate the provision of water and sewer service. Commercial development should be of high quality and visually attractive.
- Industrial uses within the area are not compatible with the overall pattern of land use for the area. Over time, these uses should be phased out and redeveloped consistent with the Land Use Plan.

2. Transportation

Roadways

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

The area currently has poor connectivity between residential neighborhoods. Even though right-of-way is available, in several instances it is lying vacant instead of being developed as a street. As the area redevelops, the vacant rights-of-way should be developed as roads to facilitate local traffic movement and greater accessibility within the area. Where vacated rights-of-way are

not proposed to be used as roadways, they can be consolidated with existing parcels to increase lot sizes.

Bike, Pedestrian and Equestrian Paths

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

3. Joint Management Strategies with Kane County

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

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

Kane County's subdivision ordinance or joint plan development efforts between Wayne and Kane County in implementation of this Plan should be used to regulate development characteristics in the area like density, design, open space, roadway access, and storm water drainage. However, in areas that might be of annexation interest to Wayne, it can use its planning authority to enforce its subdivision regulations. The Village should review and

update its subdivision and zoning ordinances to ensure applicability to areas in the Route 25 Sub-area that it might annex in the future. As mentioned earlier, Wayne's subdivision regulations currently allow and encourage private ownership and maintenance of local streets. This practice is expected to continue in the future because of the Village's limited resources for maintenance. This should be a significant consideration during annexation discussions especially for areas that are already serviced by public roads. Consequently, annexation agreements should provide for special service areas for roadway maintenance.

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

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

The Village and the County should work with FRWRD to assess needs and explore the feasibility of expanding sewer service in the area. County-wide minimum lot standards for septic tank use may not be environmentally sustainable in portions of the Route 25 Sub-area with unique geology and hydrology. As development is cooperatively managed in the future, these unique conditions should be considered if development is approved without sewer service. Storm water management is another important consideration and should be an important element of the development regulations and codes for the area.

Transportation – Wayne and Kane County should work with KDOT and the St. Charles township government to ensure that the existing roads in the area are well maintained. The County has used Community Development Block Grants (CDBG) in the past for roadway and infrastructure improvements in the area; it should continue to explore such funding opportunities. As the area redevelops, new roads should be built as necessary to improve access and street connectivity. Currently, there are several instances of vacant right-of-ways in the area; the Village and the County should work with the township to determine which rights-of-way should be used to build roads in the future and which should be vacated.

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

Chapter VI

Plan Implementation

VILLAGE OF WAYNE, IL

COMPREHENSIVE PLAN and ROUTE 25 SUB-AREA PLAN

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

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

A. IMPLEMENTATION ACTIONS

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

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

1. Community Wide Plan

Administrative Actions

Administrative actions do not typically require a significant new allocation of funds but are often the first steps in the implementation process that need to be undertaken prior to other recommended actions. Therefore, they should be treated as high priority projects and undertaken within a relatively short time frame.

PLAN IMPLEMENTATION

- 1. Adopt the Comprehensive Plan** – Wayne should officially adopt the Comprehensive Plan so that it can serve as the basis for future actions and guiding planning activities in the Village.
- 2. Review and Update Development Regulations** – The adoption of the Comprehensive Plan should be followed by a detailed review and needed updates to the Village’s development regulations including the Zoning, Subdivision and Historic Preservation Ordinances.

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

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

Subdivision Ordinance Review – The subdivision ordinance should also be reviewed comprehensively; there are specific areas that should be given detailed consideration –

- Maintaining desirable development density
- Landscaping and vegetation requirements
- Ensuring safe water supply, sanitary waste water treatment and effective storm water drainage
- Restricting building in floodplains and wetlands
- Dedication of park space in new residential developments and connections to existing and proposed open space areas
- Incorporating design guidelines for aesthetic control

- 3. Prepare and Adopt a Capital Improvement Plan** – The Village should prepare and adopt a Capital Improvement Plan (CIP) to prioritize and implement the capital improvement projects recommended in the Comprehensive Plan and to maintain its existing facilities. The Village

should also prepare a CIP budget to allocate available funds and explore supplementary funding sources for its capital projects. The new capital projects identified in the Plan include -

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

Special Studies and Projects

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

- 1. Trails and Open Space Network Study** – Besides the trails maintained by the Forest Preserve Districts, the Village has an extensive system of equestrian trails. The Village should undertake a study to map all the existing trails, document ownership or control thereof, and identify opportunities for creating additional trails to create an integrated green network as recommended in the Comprehensive Plan.
- 2. Hydrological Study** – Village residents obtain their water from private wells that tap into aquifers located below the earth’s surface. Groundwater quality is consequently an important concern for Village residents. This concern is further accentuated because the Village also uses private septic tanks for wastewater treatment even though soil conditions are not very suitable for septic fields. The Village should initiate a hydrological study to monitor ground water quality in the area and track any possible bacterial or other source of contamination that might render it unfit for consumption.
- 3. Design Guidelines** – The Village should prepare and adopt design guidelines to provide aesthetic guidance for development throughout the

PLAN IMPLEMENTATION

Village, in particular for commercial uses. These should include building design guidelines, roadway and right-of-way design guidelines to maintain the rural character of the Village, and guidelines for preserving the character of historic districts and structures in the Village.

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

Intergovernmental Cooperation

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

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

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

2. Route 25 Sub-area Plan

Administrative Actions

- 1. Jointly adopt the Route 25 Sub-area Land Resource Management Plan** – The Village should work with Kane County to jointly adopt this plan under the Local Land Resource Management Planning Act (50 ILCS 805/). The Plan can then serve as the basis for adopting implementing ordinances to accomplish plan recommendations.
- 2. Review and Update Development Regulations** – The sub-area is currently unincorporated Kane County and within Wayne’s extraterritorial planning jurisdiction. The County has zoning authority over the area while the Village can exercise planning control through its subdivision regulations and municipal zoning protest procedures for unincorporated areas. The County should review its current zoning for the sub-area to ensure consistency with the adopted Plan. Similarly, the Village should review and update its subdivision ordinance to ensure applicability to the sub-area conditions.
- 3. Capital Improvement Program (CIP)** – The County with the assistance of Wayne, should develop a Capital Improvement Program for the Route 25 Sub-area to identify and prioritize improvements needed in the area. Consistent with the Act, the CIP should include a three-year program for capital projects.

Intergovernmental Cooperation

The Route 25 Sub-area Plan is based on a foundation of intergovernmental cooperation. Continued coordination between Wayne and Kane County, who are joint partners in the Plan, is essential to its success. As discussed earlier, several other agencies provide and maintain public facilities in the area. The Village and the County should also seek active involvement of these agencies for accomplishing Plan recommendations.

B. PLAN REVIEW AND UPDATE

The Comprehensive Plan, including the Route 25 Sub-area Plan, is not a static document; the planning process must be continuous. The Plan should be monitored and updated on a regular basis. The need for Plan amendments is the result of many community influences. Most frequently, these are brought about by changes in attitudes or emerging needs not foreseen at the time of Plan adoption. The following paragraphs describe the procedures, which apply to any amendment of the Comprehensive Plan.

Day-to-Day Monitoring and Administration

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

1. Make available copies of the Plan document for public purchase.
2. Provide assistance to the public in explaining the Plan and its relationship to private and public development projects and other proposals, as appropriate.
3. Assist the Village Board in the day-to-day administration, interpretation and application of the Plan.
4. Maintain a list of current possible amendments, issues or needs, which may be a subject of change, addition or deletion from the Comprehensive Plan.
5. Coordinate and assist the Village Board in the Plan amendment process.

The County staff should adopt a similar approach towards maintaining and updating the Route 25 Sub-area Plan. The County staff should provide assistance as necessary to the public including area residents and potential developers as well as other government agencies in understanding the Plan. They should also maintain a list of possible amendments to the Plan that might be needed to maintain relevance or achieve effective implementation.

Plan Review and Update

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

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