



Chapter 12

COMMERCIAL AREAS

Introduction

Commercial development has not played a major role in the evolution of the Village of Long Grove. The stated goals of this Comprehensive Plan seek to preserve a strong sense of rural character, protect the natural and environmental features of the area, and express a commitment to residential neighborhoods and traditional and historic styles. [1991]

The concept of preparing detailed subarea plans, as used in the Long Grove Plan, is based upon the community's need to prepare more definitive plans for those areas of the Village which are of a community level of importance due to their location in the Village. The intent of these plans is to give very specific guidance to developers on the type of plan that will gain Village approval. The areas covered by the detailed plans represent critical areas of the Village, or annexation areas where the developers need special guidance and where new forms of zoning may be required. These plans also reflect the severe environmental constraints of many of the remaining vacant sites in and around the Village. The visual aspects of the character of development which the Village expects is portrayed to provide guidance to developers and their architects and avoid lost time in reviewing and revising plans. Within the context of the Village Comprehensive Plan, these subarea plans further refine the Village Comprehensive Plan and, indeed, become a part of that Plan. These special subarea plans also shall serve as a guide for the future development of such important Village areas. [1991]

Relationship of Detailed Subarea Plan Preparation to the Community Goals and Objectives

Since planning is a rational process, plans—including detailed subarea plans—should be based upon community produced and accepted goals and objectives. This will ensure that the plans are realistic, able to gain public support and are, consequently, implemented. The goals and objectives set forth in this Long Grove Plan were developed by the Village Plan Commission and interested citizens and are presented in greater detail in Chapter 3 of this Comprehensive Plan. These long-range goals and their supporting short-range objectives have important implications for detailed subarea analyses and planning in the Village. [1991]

Four commercially-oriented planning subareas and a new neighborhood identified by the Village Plan Commission include the Historic Business District, Route 22/Old McHenry Road, Routes 45/60/83, Lake Cook Road/Route 53, and Long Grove Station planning subareas. Subarea plans can be found in Appendix J. [1996]



Chapter 13

VILLAGE FINANCES

Introduction

A key element dictating the success or failure of any comprehensive plan is the financial policies adopted by the governmental body implementing the plan. The Village of Long Grove is no exception. Sound financial policies which are in harmony with this Comprehensive Plan must be employed if the plan is to be successful. Because sound fiscal policy and rigid adherence to the Comprehensive Plan have been enforced, the Village has been able to manage its growth and development effectively and will continue to do so. To date, the following financial policies have served to guide the Village in the compilation and implementation of this--and previous--comprehensive plans: [1979, 1991]

1. Do not levy any taxes. [1979]
2. Do not spend more than Village income. Reserves are to be spent cautiously and wisely. [1979, 1991]
3. Maintain an adequate cash reserve for emergency purposes. [1979]
4. Do not rely on sources of income which fluctuate widely. Instead, the annual Village budget should be based on sources of income which remain relatively stable from one year to the next. Fluctuating income should be accounted for in budgeting for specific one-time capital investments by the Village. [1979, 1991]

Village Income

The Village income is derived from the following sources: [1999]

1. State Sales Tax - 28 percent. The Village of Long Grove receives one percent of all gross sales made in the community. An appreciable portion of this is generated by sales outside of the Historic Business District in such areas as the Route 45, 60, and 83 area. [1979, 1991, 1999]
2. Building Permits - 22 percent. This source of Village income can and has fluctuated widely with the economic cycle. Building fees should not be considered as a constant reliable source of general income but, rather, should be related to the costs incurred by the Village because of new construction. This includes the costs of inspection of the construction site to ensure Code conformance and prevent damage to public property, such as roads, resulting from the construction process. Capital

investments in facilities, transportation systems, open space, schools, and parks are an important use of these funds as they become available. [1979, 1991, 1999]

3. State Income Tax - 18.5 percent. This is Long Grove's share of the Illinois State Income Tax allocated to the Village by the state. [1979, 1991, 1999]
4. Lake County Road and Bridge Fund - 2 percent. Collected by the County, this is the only portion of the real estate tax which returns to the Village. [1979, 1991, 1999]
5. Other Licenses and Fees - 3 percent. All businesses and establishments that sell liquor are required to be licensed by the Village. [1979, 1991, 1999]
6. State Motor Fuel Tax - 7.5 percent. This source of income is spent only on the Village road program and must have state approval before funds are distributed. This money is relayed to municipal governments by the state on the basis of population. [1979, 1991, 1999]
7. Citations - 3.5 percent [1999]
8. Investments - 15 percent [1999]
9. Miscellaneous - 0.5 percent. All other sources of income. [1979, 1991, 1999]

The Subdivision Control Fees provide the Village with an additional, albeit indirect, source of funding. Currently, the Village charges the owner of the proposed residence a set amount at the time the permit is issued, with increases to maintain inflation levels. Of this, one-third is allocated to the applicable grade school district, one-fifth to the applicable high school district, one-third to the Long Grove Park District and one-tenth to the Village's open space fund. The amounts allocated to the school districts are done so with the expressed purpose of bridging the approximately two-year interval between the time a residence is first occupied and when the first real estate taxes reach the schools. [1979, 1991, 1999]

Village Expenses

The expenses of the Village can be broken down into the following categories: [1979, 1999]

1. Employee Compensation and Benefits - 24 percent. The Village currently has six full-time employees--the village manager, two assistants to the manager and treasurer, the village superintendent, the assistant superintendent, and a receptionist. The village manager is charged with the responsibility for effectively and efficiently managing the administrative functions of the Village. The village superintendent combines the tasks performed as building commissioner, road commissioner, and village marshal. The village treasurer is charged with responsibility for administering the Village finances. Occasionally, other part-time employees are hired to perform specific tasks or functions. [1979, 1991, 1999]
2. Office Expenses - 3 percent. This category represents the expenses incurred in running the Village office and the various supplies and services required for daily

operations. [1999]

2. Administrative and Professional - 39 percent. These include the amounts paid the village auditor, the village engineer, village planner and the village attorney, as well as fees paid to the county sheriff for supplemental protection. Also includes record storage and publication fees. [1979, 1991, 1999]
3. General Expenses - 12 percent. This category represents the general expenses involved in the day-to-day operation and maintenance of Village facilities. It includes such things as snow removal, road maintenance, utilities, and signs. [1999]
4. General Capital Improvements and Costs - 22 percent. Village funds along with State Motor Fuel Tax income and County Road and Bridge money allocated to Long Grove, as well as additional general funds provided by the Village, are used to improve and maintain the system of roadways in the community. In addition to the road program, the Village has had a number of public works programs. These include the covered bridge, the municipal parking lot, the Village offices and meeting halls, the provision of sidewalks in a number of areas, the annual planting program, and the maintenance and repair of Village facilities. Also includes other non-operational programs, such as community development corporation programs. [1979, 1991, 1999]

Taxation

There is a direct relationship between the number and degree of services provided and the level of taxation required. As municipal services increase and programs are created, so there must be an initiation of taxation to offset the cost of providing these services. If services are kept to a minimum, tax levies may never be necessary. [1979, 1991]

With the support of Village residents, Long Grove has long followed a policy of minimizing taxation at the expense of the provision of municipal services. As a result, the Village of Long Grove, to this day, does not levy any direct form of taxation upon its residents. Few municipalities, anywhere, can make that claim. [1979, 1991]

Another important aspect on the Village's taxation policy is that if a community such as Long Grove is to be successful, it must encompass not only developed land but also open land and estates. Taxes on acreage are now almost prohibitive. Long Grove cannot encourage annexation and discourage thoughts of disconnection if it costs more to keep land in the Village than it would cost if the land remained unincorporated. On the other hand, properties which are annexed to the Village may find significant benefits in the lack of such a tax and, therefore, may be encouraged to annex due to this policy. In fact, under some conditions, these annexations may even increase the amount of open space in the Village. Long Grove cannot easily change its taxation policies after so many have annexed or moved into the Village specifically because of these policies. Therefore, it is a recommendation of this Comprehensive Plan that the "no tax" policy shall continue as long as it is economically feasible to do so or until there is a clear mandate on the behalf of Village residents to do otherwise. Further, it is recommended that if economic necessity ever dictates the necessity for the imposition of taxes, they should first take the form of

special service taxes, such as on parking in the Village business district, followed by a utility or vehicle license tax, both of which are designed to fall on the household rather than on the landowner. The Comprehensive Plan recommends the imposition of real estate taxes only as a last resort. [1979, 1991]



Chapter 14

PLAN IMPLEMENTATION

Planning Guidelines for the Future

The Village of Long Grove has much to preserve and protect in terms of its existing character, heritage, and rural country life orientation. Growth has not been rapid, but gradual and incremental, until recent years. The emphasis has been on quality. Low density residential estate development is the prevailing land use pattern for the community. [1979, 1991]

The planning emphasis, therefore, may need to change from dispersed single-family residences to clustered housing and hamlets which preserve open space and the ecology. [1979, 1991]

The Plan does not make provisions for major commercial and/or industrial land uses except as provided for in Chapter 12. Consequently, the Village of Long Grove is dependent on Lake County and the Chicago region for places of employment and commercial uses. Complementing the region, the Village of Long Grove stands in striking contrast as a bastion of quiet; residential areas nestled among beautiful trees and rolling land. If the Comprehensive Plan is respected in the future, Long Grove will retain its unique character. [1979, 1991]

The justification for the existence of Long Grove lies in the necessity for maintaining pockets of rural open space as a break, or change of pace, in the spreading urbanization of greater Chicago. The surrounding communities are a better place to live because of the presence of rural open space in Long Grove. [1979, 1991]

The concept of government in Long Grove is fundamentally related to the private property owner. Many of the functions of government which exercised in other villages and communities in the Chicago area are applicable in Long Grove as these functions are exercised privately by the residents of Long Grove on an individual basis. This pattern of government is but one other example of the emphasis on individuality in a country rural setting. This Plan envisions a continuation of this concept of government which is so consonant with the overall character and land use pattern of the Village of Long Grove. [1979, 1991]

Disconnection

Appendix K sets forth discussion relating to disconnections which explores current

legislation, the prevention of disconnections, and changing legislation relative to disconnections. In general, however, there is a need for the judicial system to recognize the problems associated with disconnections and the community disruption which they cause from an economic, planning, and social standpoint. The Village, however, may be afforded some protection against disconnections using the techniques outlined in Appendix K. Progress on this matter has been greatly enhanced through boundary agreements with the Villages of Hawthorn Woods and Kildeer, as depicted on the map in Appendix K. [1991]

Plan Implementation

This Comprehensive Plan contains provisions for the constructive and creative utilization of land and resources as they relate to the future development of the Village of Long Grove. The plan provides a framework for undertaking various projects required to reach the long-range goals of the Village. [1979, 1991]

This Plan will be useful only if it is implemented. This will require a continued strategy for action by public agencies, developers, business, and private citizens. Action steps that will put the plan into effect include: [1979, 1991]

1. Voluntary compliance arising from public understanding and acceptance of this Plan. [1979, 1991]
2. Coordination by the Long Grove Plan Commission of the individual plans of various governmental agencies relative to the provisions made in this Plan. [1979]
3. Implementation and continuing review of the Zoning Ordinance, Sub-division Ordinance, a building code, and architectural standards by Village Officials. [1979, 1991]

Long Grove now has available many of the tools necessary to implement this Comprehensive Plan. However, there are others which shall also be used to help capitalize on the strengths of the community and also to solve problems of growth. Enforcement and continuing review of zoning and subdivision regulation ordinances for use in the Village and adjacent urbanizing areas will result in a better community. The appropriate use of the zoning and subdivision regulation ordinances will help eliminate many of the problems related to future development and give local governing officials the proper instruments of control necessary to ensure orderly growth. [1979]

Public Acceptance by Long Grove's Citizens

Public acceptance of this Comprehensive Plan is important. Citizens who make many individual investment decisions that will influence the future growth of the Long Grove area must feel that this plan offers sound solutions to growth problems and, therefore, assures them of both return on and protection for their investment. This assurance will encourage voluntary compliance with the plan. Nevertheless, sustained civic leadership

both inside and outside local government is needed on a continuing basis to publicize the plan, emphasize its value, and encourage its acceptance as a guide to good development. [1979]

Action by the Long Grove Plan Commission

The Long Grove Plan Commission is an advisory body whose prime responsibility is to develop plans for the future of the Village. A major step toward achieving this responsibility was participation in the development of the Comprehensive Plan. Their continuing overview aids implementation of the Comprehensive Plan. Its advisory and coordinating functions have a far-reaching effect on physical, social, and economic development in the Long Grove Planning Area. It is the only body in Long Grove that has the responsibility and authority to coordinate the proposals of one agency with those of another, as well as with the long-range Comprehensive Plan. This authority has been given to the Plan Commission by the Illinois Legislature in Chapter 24, Article II, Division 12, Section 4 of the Illinois Revised Statutes 1961 (as amended) which outlines the functions and powers of the Plan Commission: [1979]

To prepare and recommend to the corporate authorities, from time to time, plans for specific improvements in pursuance of the official Comprehensive Plan. [1979]

While no Plan Commission has enforcement authority to require conformance with an official Comprehensive Plan, it does, however, have authority to review proposals for changes in land use. It cannot be assumed that agencies or individuals (developers, businessmen, etc.) will desire to make their individual plans conform to the Long Grove Comprehensive Plan whenever possible. The support of the Village Board, community leaders, and the general citizenry will do much to provide the proper climate in which conformance becomes the rule, rather than the exception. The responsibilities of the Plan Commission and the effect of its adopted plans and implementation are such as to require clear communication and understanding between the Commission, the citizenry, and other public agencies so as to achieve harmony of actions. [1979, 1991]

Adoption of the Comprehensive Plan by the Village Board

Following a public hearing, required by law, the Village Board enacted by ordinance this official Comprehensive Plan for the Village of Long Grove. The authority to adopt a comprehensive plan is granted to corporate authorities in Chapter 24, Article II, Division 12, Sections 6 and 7, Illinois Revised Statutes 1961. [1979, 1991]

Ordinances to Ensure Effective Continuing Planning Controls

1. Zoning Ordinance: A zoning ordinance is one of the essential tools used for implementing the Comprehensive Plan. By this legal means for controlling development within the Village limits, an orderly and desirable pattern of land use

can be achieved. Community development occurs through individual projects planned and carried out by many people. The Zoning Ordinance, in conjunction with this Comprehensive Plan, therefore, is an important aid in unifying the project planning efforts of many individuals. [1979, 1991]

The Zoning Ordinance coordinates project activities with policies expressed in the Comprehensive Plan. The Ordinance contains provisions for regulating the use of property, the size of lots, yards, and open spaces, and the height and bulk of structures. In addition, it establishes direct and indirect limitations on population density in the areas through minimum lot area requirements. [1979]

2. Subdivision Ordinance: Parts of Long Grove may be developed as a result of individual tracts of land being subdivided. When street designs are laid out and land is broken up into lots, the pattern of development becomes established for an indefinite period of time. Once land is subdivided and development takes place, it is often impossible and usually very expensive to change. [1979, 1991]

Many problems that arise when raw land is converted to residential, commercial or industrial uses are related to streets, lot and utility design and installation. Problems inherent in past developments in other communities could have been avoided when the land was subdivided. This is an important lesson for Long Grove to keep in mind. [1979, 1991]

Since the subdivision of land involves expenditures for the installation and maintenance of public facilities, such as streets, it is the responsibility of local government to ensure that new subdivisions conform to this Long Grove Comprehensive Plan and other Village policies and standards and that the subdivisions are compatible with existing development. [1979, 1991]

The Subdivision Ordinance is the most effective instrument that has been devised to ensure that raw land is transformed into properly designed subdivisions. The ordinance is designed to carry out the following purposes: [1979]

- a) Implement the Comprehensive Plan. [1979]
- b) Provide for the orderly development of the Village and its environs by harmoniously relating the development of the various tracts of land being subdivided to the existing community and facilitating development of adjoining tracts. [1979]
- c) Prevent substandard development that may result in slums and blight. [1979]
- d) Provide for the construction of community service facilities such as streets and sewer lines in accordance with Village policies and standards. [1979]
- e) Maintain adequate and accurate records of land subdivision. [1979, 1991]

The Subdivision Ordinance establishes reasonable requirements and procedures that must be followed to protect the general welfare of the community whenever land is to be subdivided. By means of the Subdivision Ordinance, development of various parts of the community can be coordinated and a logical street (and, therefore, transportation) pattern laid out. When a plat is presented for approval, Village officials have an opportunity to evaluate, prior to construction, what impact the proposed development will have on existing public facilities and services and to consider the financial aspects, including both revenues and costs, to the Village. The ordinance protects individuals who purchase lots or homes in a subdivision by assuring homeowners that the layout of the subdivision and installation of improvements meet specific minimum standards. In addition, the controls in the Subdivision Ordinance precludes substandard development. [1979, 1991]

Briefly, the ordinance contains: (1) the procedure for plat preparation and approval as a prerequisite for recording the plat; (2) the standards for streets, lots, easements, and setback lines; and (3) requirements for construction of streets, utilities, drainage, and similar permanent improvements. [1979]

Under the authority granted by Illinois legislature in Chapter 24, Article II, Division 12, Section 5, Illinois Revised Statutes, 1961, the Village of Long Grove has adopted its Subdivision Ordinance. This shall be reviewed and updated on a continuing basis to ensure adequate control of future land development. [1979]

Ordinances Designed to Ensure Compliance with the Comprehensive Plan

Over the last several years, the Village has enacted a number of ordinances designed to ensure compliance with this Comprehensive Plan. These ordinances seek to preserve and perpetuate the semi-rural atmosphere of the community while simultaneously permitting a wide variety of quality development in character with the existing motif of Long Grove. These include: [1979, 1991]

1. Historic Landmark Ordinance: The Historic Landmark Ordinance, adopted in July 1962 and revised hereafter, was designed to preserve, intact as it existed at the close of the 19th century, the Historic Business District of Long Grove, located at the intersection of Robert Parker Coffin Road and Old McHenry Road. As such, the ordinance states that all new construction, additions, alterations, or remodeling to the exterior of buildings and signs permitted in the Historic Business District must conform to that style which would have been found in a rural, northern Illinois village prior to 1890. Under the terms of the ordinance, the Village Architectural Board, created precisely for this purpose, must review and approve all plans for construction and lighting of structures in the district before a building permit can be issued. [1979, 1991, 1998]
2. Conservancy Ordinance: In February 1974, the Village, recognizing that certain soil types and configurations of terrain place definite and specific limitations on building construction development and land utilization, passed a Conservancy

Ordinance. This ordinance prohibits any construction in floodplains and on a series of soil types associated with wetlands while putting strict limitations on development of land with slopes of twelve percent or greater, potential water recharge areas, and potential areas of ground water pollution. As such, the Conservancy Ordinance was designed to further the appropriate use and conservation of land and water resources. In doing so, the ordinance protects the health and welfare of all present and future residents, not only of Long Grove, but also of the surrounding areas, from the problems of soil erosion, flooding, sedimentation, water pollution, exhaustion of aquifers, and stripping of forest cover. It also serves as a guide to development which allows maximum utilization of the capabilities of the land while preserving green areas, open space, wildlife cover of locally endangered species of flora and fauna, and avoiding all possible damage to the natural environment and ecology of the Village. This ordinance takes note that in the greater Chicago metropolitan area, this type of ecological community is fast disappearing. [1979, 1991]

3. Scenic Corridor Easements Ordinance: The Scenic Corridor Easements Ordinance, adopted in February 1978, is designed to protect residential development from the considerable noise generated by vehicular traffic along major thoroughfares in and bordering the community and to provide a refuge for native flora and fauna. The ordinance requires that land located within 200 feet, measured from the right-of-way, of major state and national highways and expressways, and 100 feet of all other state, county, and collector streets be preserved in its natural state as scenic corridors. As a scenic corridor, all significant natural vegetation shall be preserved and maintained and shall not be moved, cultivated, sprayed, or in any way disturbed except for such vegetation which is found to be harmful to the general health and welfare of the Village or property owner. The Scenic Corridor Easements Ordinance represents a significant and vital step to the preservation of open space in the Village of Long Grove. Also, wider scenic corridors may be planned for in planning subareas. [1979, 1991]



Appendix A

WATER AND UPLAND RESOURCE ELEMENTS OF THE NATURAL RESOURCE BASE

WATER RESOURCE ELEMENTS

Groundwater

Long Grove depends on groundwater to supply all the water for residential and commercial use. In northeastern Illinois, the shallow wells used by nearly all the residential properties recharge from rain falling on the land. Long Grove has two major concerns with respect to groundwater: pollution and recharge. [1991]

Since most of the wells in Long Grove draw from the shallow water table and not from deeper aquifers, monitoring possible pollution-causing activities in Long Grove is an important means of protecting the quality of the shallow groundwater. The conservancy soils are unsuited for septic fields and that technique has been effective. [1991]

Withdrawal of groundwater should be matched by groundwater recharge. Discussions with the Illinois Water Survey have indicated that the development intensities advanced by the Village's Plan--generally not more than one dwelling unit per two acres of land--maintain this balance. However, it is not the number of dwelling units but the amount of impervious surface that impacts recharge, for as the impervious surfaces in the Village increase, the less natural recharge will occur. As houses and drives get larger and larger, recharge is decreased and surface runoff increased. It is required by this Plan that large homes with excessive drives either use pervious pavements or provide French drains to maximize groundwater recharge. [1991]

The Village policy has been that conservancy soils are the primary area of recharge. Upland soils have also been shown to be equally valuable, especially wooded uplands that have very low runoff coefficients such as the Ashkum and Pella soil. Development shall be encouraged along minor drainage areas or in transitional locations rather than damage prime upland sites important for recharge. [1991]

In 1981 the Village commissioned a shallow aquifer study by Robert Sasman which evaluated local groundwater resources. This study was updated in 1998. It found that an adequate water supply exists in the Long Grove area. [1999]

Land treatment of sewerage, in the form of septic systems, is encouraged to promote the purification of wastewater via natural means and the return of water to the water table aquifer. Exceptions to this policy are commercial uses and clustered residential uses. For

commercial uses, the wastewater may be better treated either in a land treatment sanitary sewer system other than a septic system or in a traditional sewerage and wastewater treatment plant. Residential developments that are clustered to reduce impervious surfaces and help preserve natural resources may also need similar treatment. [1991]

Reducing demand on groundwater can be accomplished by encouraging residents to use plant species native to northern Illinois in their yards and other open spaces. Species native to northern Illinois are well adapted to drought conditions and do well with little or no irrigation or other attention. Encouraging the use of these native species can ease demand on the water table by reducing the need for lawn watering. Another disadvantage to large lawns areas is that they increase the amount of runoff in large storm events. Once the grass becomes completely saturated with water it acts as an impervious surface similar to pavement. Any additional rainfall past the point of saturation becomes runoff. Native grasses and other native species do not become as easily saturated with water and, thus, reduce the amount of runoff from large storms (Patchett and Wilhelm, The Ecology and Culture of Water, June 4, 1997). Other beneficial effects of this policy of encouraging the use of native species include creating needed habitat for other native flora and fauna, more so than a typical lawn environment, and a very beautiful indigenous natural environment. This issue is further addressed in the "Natural Landscaping" and "Wildlife Communities" sections of Chapter 5 of this Plan. [1991, 1999]

Wetlands

Wetlands are defined as areas that are inundated or saturated by surface or groundwater at a frequency and with a duration sufficient to support--and that under normal circumstances do support--a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands include swamps, marshes, bogs, fens, sedge meadows, and similar areas. Precipitation, in the form of rain or snow, provides water to wetlands, becoming surface water runoff or percolating through the soil to become groundwater seepage. Wetlands may receive mostly surface water--direct precipitation, overland flow, and floodwaters--or mostly groundwater precipitation that infiltrates and moves through the ground. The location of the wetland in the landscape affects the type of water received. Wetlands can occur on slopes as well as in depressions. [1991]

Wetlands have an important set of natural functions which make them a particularly valuable resource. These functions may be summarized as follows: [1991]

1. Wetlands serve as groundwater recharge and discharge areas, although other areas are to be considered equally effective in Long Grove. [1991]
2. Wetlands enhance water quality. Aquatic plants change inorganic nutrients such as phosphorus and nitrogen into organic material, storing it in their leaves or in the peat which is composed of their remains. The stems, leaves, and roots of these plants also slow the flow of water through a wetland, allowing suspended solids and related water pollutants to settle out. Thus, the destruction of wetlands may be expected to adversely affect the quality of surface waters in the area. [1991]
3. Wetlands regulate surface water runoff, storing water during periods of flood flows

to release such waters during periods of drier weather. Thus, wetlands help to stabilize stream flows. [1991]

4. Wetlands provide essential breeding, nesting, resting, and feeding grounds and predator escape cover for many forms of wildlife. Wetlands contribute to the overall ecological health and quality of the environment of the area by providing recreational, research, and educational opportunities and adding to the aesthetic quality of the community. [1991]

Wetlands are protected because of their role as water-flow managers and wildlife habitats. Some wetlands in the Village are known to contain endangered species. The U.S. Army Corps of Engineers identifies wetlands by vegetation type, moisture content, and soils.

Some wetlands need a certain amount of maintenance because their natural maintenance mechanisms have been removed with the encroachment of development. In certain instances, periodic burning is recommended. Natural diversity also needs to be restored; thus, the community is encouraged to introduce additional native species into wetlands. Developers shall be encouraged to set up sound wetland management systems in the homeowners' association guides. [1991]

Floodplains

The floodplains of a river or stream are the wide, gently sloping areas contiguous to, and usually lying on both sides of, the river or stream channel. Rivers and streams occupy their channels most of the time. However, during even minor flood events, stream discharges increase markedly, and the channel may not be able to contain and convey all of the flow. As a result, stages increase and the river or stream spreads laterally over the floodplain. The periodic flow of a river onto its floodplains is a normal phenomenon and, in the absence of costly structural flood control works, will occur regardless of whether or not urban development exists on the floodplain. [1991]

For planning and regulatory purposes, floodplains are normally defined as the areas, excluding the channel, subject to inundation by the 100-year recurrence interval flood event. This is the event that would be reached or exceeded in severity once on the average of every 100 years. Floodplain areas are not suited to development because of the flood hazard, the presence of high water tables, and the presence of soils poorly suited to such uses. The floodplain areas generally contain important elements of the natural resource base, such as woodlands, wetlands, and wildlife habitat. Therefore, floodplains constitute prime locations for open space areas. Every effort shall be made to discourage indiscriminate and incompatible development on floodplains. At the same time compatible open space use shall be encouraged. [1991]

In the Village of Long Grove, floodplain areas are associated with Aptakisic Creek, Buffalo Creek, Indian Creek, and Kildeer Creek. [1991]

Drainageway System

The natural stormwater drainage system for an area consists of the streams, floodplains,

and wetlands. Swales are often indicated by drainageway soils, and these make up the fourth factor in the overall drainage system.

Understanding the true function of the drainage system is extremely important. Different subsections of the system store stormwater, channel stormwater flows, or indicate active subsurface drainage. For example, some areas store water only during the spring melt when the ground is still frozen and water cannot percolate into the ground. Floodplains and wetlands are the primary storage areas. They buffer the watercourses from the full impact of stormwater flows by retaining the water and releasing it slowly. [1991]

The "drainageway" soils are indicators of the drainage patterns in any given area. In many instances, the drainageway soils, particularly the Ashkum and Pella series, have been or are still under cultivation. As development occurs, a positive surface water drainage system is to be established to ensure that deterioration and failure of farm tiles do not induce flooding. This would assist in avoiding a major maintenance cost for the homeowners. [1991]

In areas that are not wetland or floodplain, only a portion of the soils are generally active in the stormwater system. The greatest spread of water is typically found in the spring when the snow is melting. During this time, the ground is still frozen, resulting in melted water running across the surface. If sudden temperature changes occur, these waters may be frozen on the surface of the drainageways. Otherwise, many of these areas are rarely inundated with water. [1991]

Developments using land treatment systems, such as septic systems, are still prohibited from using drainageway soils. The drainage pattern must never be allowed to be altered in a manner that would divert water through septic fields. With a well planned drainage system that meets specific standards, drainageway soils may sometimes be part of a development's usable lot area. In rare cases where protection of upland resources are more important than the preservation of drainageway soils, mound systems may be considered. [1991]

Developments using sanitary sewer systems have a little more leeway in their ability to disturb drainageway soils because the potential for groundwater contamination is remote. Such developments can ensure that there is a system for moving and storing water. Small areas of the drainageway soils on the property can be part of the usable lot area. Specific design criteria would be applied under these circumstances. [1991]

The objective of this increased flexibility to landowners is to demonstrate that the drainageway function is sometimes more important than the classification of the soil. In special cases, restrictions on drainageway soils may be dropped in favor of restricting development of other more important features, such as mature forests, provided the drainage system can be maintained. [1991]

Standard engineering practices are not conducive to natural recharge and are often more destructive than necessary. Figure A-1 shows a drainage area and road layout which respects the topography and natural drainage flows. Although the cut for the ditch is steep, it is small and it has a large part of the slope intact above it. Figure A-2 shows how the larger, somewhat steep cut disregards the topography and natural drainage patterns

resulting in more erosion and less groundwater recharge due to more water being conveyed above ground in sheet flows. The design of the road ignores the surrounding drainage as though no drainage system existed prior to development. [1991]

Although in the example the engineer's objectives are fulfilled--to have a drainage system that works--other important environmental objectives have been subverted. Erosion has been increased on the slope due to cutting and filling. Consequently, sedimentation of detention ponds occurs much more rapidly than if more natural means of storm drainage had been used. [1991]

Figure A-1

**DRAINAGE AREA AND ROAD LAYOUT PROPERLY
RELATED TO TOPOGRAPHY
AND NATURAL DRAINAGE FLOWS**

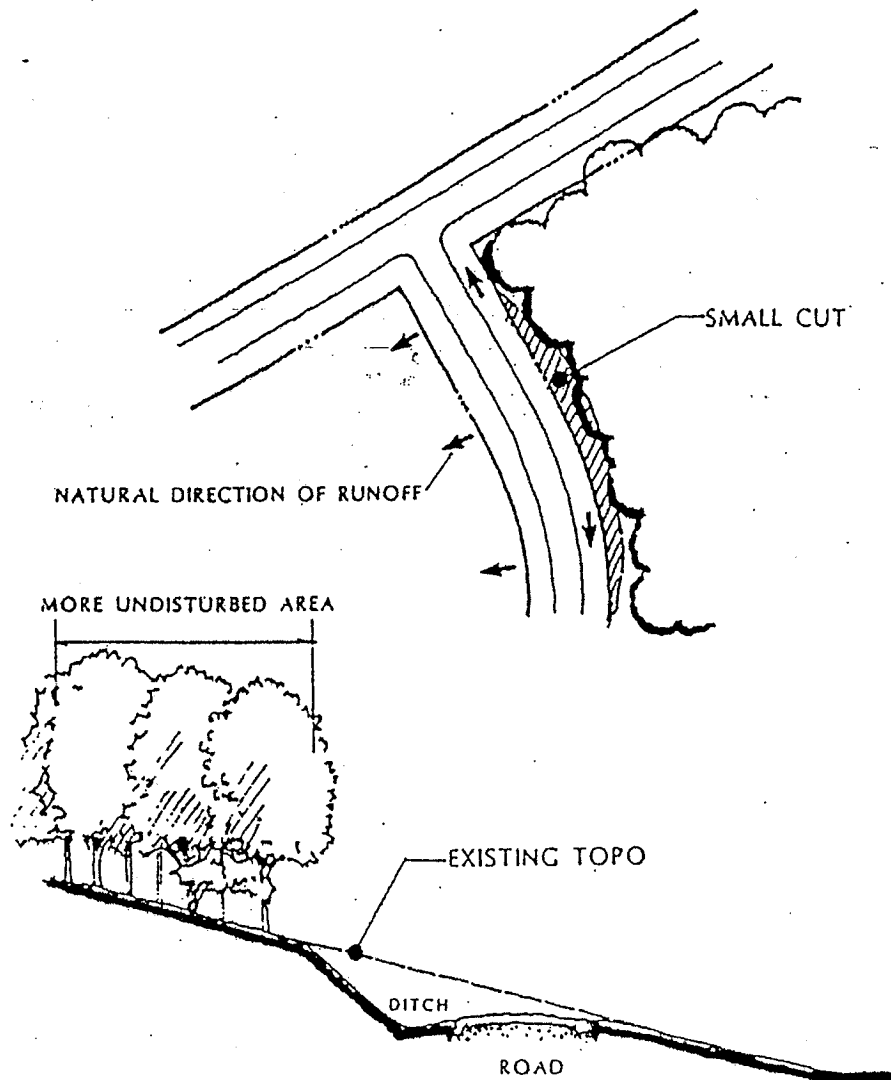
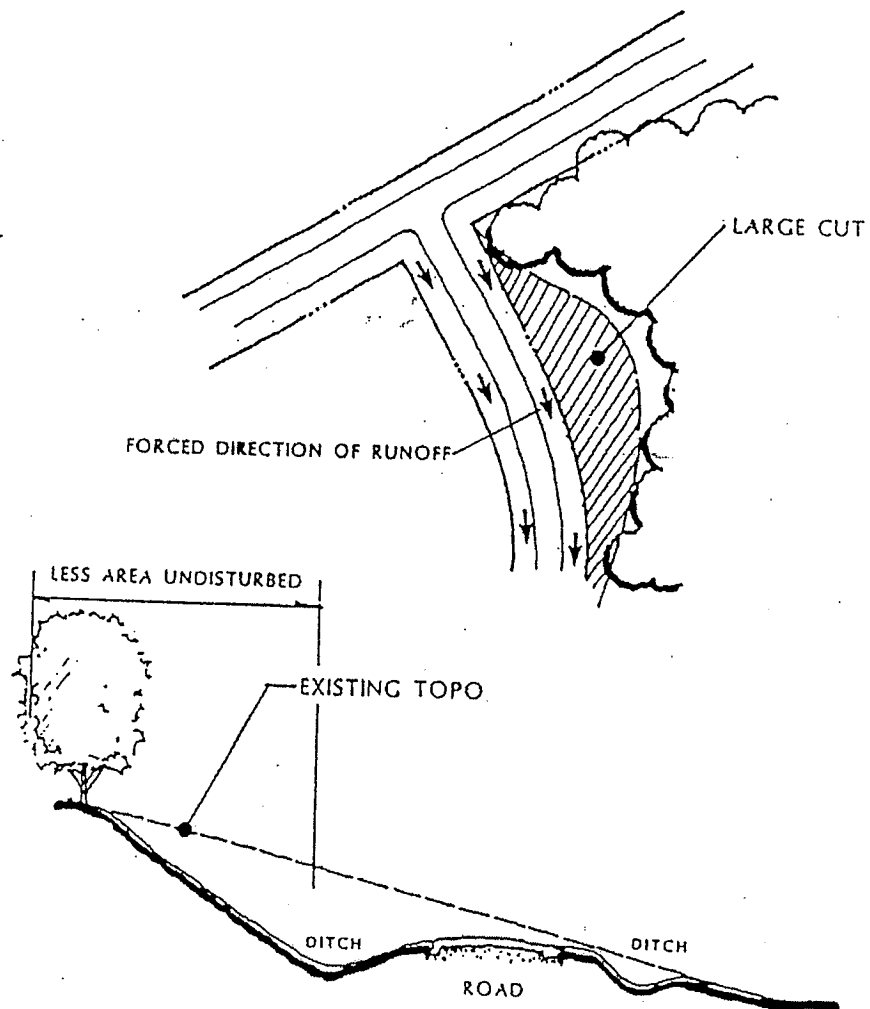


Figure A-2

DRAINAGE AREA AND ROAD LAYOUT IMPROPERLY
RELATED TO TOPOGRAPHY
AND NATURAL DRAINAGE FLOWS



It is possible to use the minor drainageways creatively as part of a lot's landscaping and homesite setting. In these cases, a developer or builder needs to take great care in designing and engineering a system to ensure that water will move through the system without damaging the yard or buildings. [1991]

As stated, however, the landowner must meet specific design criteria or standards to receive permission to disturb the drainage system. The following criteria are critical: [1991]

1. The slope of the stream or swale shall be decreased. The feature shall be meandered to slow the rate of water flow, thus decreasing potential soil erosion hazards. This would require more creative engineering of development plans. [1991]
2. The rate of water discharge from the site shall be reduced to provide settlement time and reduced flood peaks down stream. [1991]
3. Positive drainage shall be assured so that if farm tiles are broken or fail, or other disruptions occur, there would be a viable release outlet or channel for water. [1991]
4. If the stream has previously been channeled, all fill shall be removed and the channel meandered or flattened to a wetland. [1991]
5. Stream channels shall be designed with pools and riffles to decrease the rate of runoff, increase aeration, and increase recharge. [1991]
6. Stormwater runoff shall be detained to prevent pollutants from contaminating other watercourses and lowering water quality. [1991]
7. Standards shall be encouraged that discourage drainage ditches in wooded and upland areas. [1991]

Stream Corridors

Perennial or intermittent streams are important sources of water for wildlife. These corridors generally would include floodplains, wetlands, and all but the smallest drainageways. These features are overlapping and form a continuous system. The corridors not only provide water, but provide shelter as well. Their role will be discussed further in the wildlife section. [1991]

When viewed as corridors, there is a need to buffer the actual wetland and floodplains from suburban environments. These areas shall be encouraged to be naturally landscaped to the maximum degree possible. Fertilized lawns are less effective than natural landscapes in filtering out nutrients and pollutants before they reach streams. There are a variety of planting techniques--prairie, savannah, or woodlands--that could be used in these areas. This would not only protect and maintain wildlife, but also encourage the maintenance of water quality. [1991]

UPLAND RESOURCES

Detailed Topographic Features of Long Grove

Knolls are one of the significant topographic features to which Long Grove should turn its attention. Knolls can be described as landforms with an apex of at least 600 square feet in area, a 1:20 foot slope or more on at least one side, and a height of at least 4 feet as shown in Figure A-3. These features may or may not stand out strongly in the area if they are built on; however, even small knolls can become prominent features in the landscape if they are landscaped into oak-hickory-hardwood stands. [1991]

Small ridges also exist in Long Grove and deserve attention similar to knolls. These ridges provide visual barriers that can shield buildings from the view of both surrounding properties and passers-by. To be used for this purpose, buildings should be prohibited from locating at the top of ridges. They should be located on the side of the ridge, far enough down the slope so that vegetation can be planted on the ridge top to further shield the building from view. [1991]

Small ridges can be distinguished from knolls by the slightly more elongated apex, a steeper slope on at least one side, and a greater height. Small ridges are defined as having at least a 1:10 foot slope on one side, although the slope at the apex of the ridge may be less. The apex of the small ridge should be at least 600 square feet and at least 60 feet in its longest dimension. The height of the ridge should be judged on its steeply sloping side, from where the 1:10 foot slope begins to the apex; the height should be at least 12 feet. A ridge is a natural phenomenon, while a "berm" is a man-made ridge. A small ridge, as defined herein, is illustrated in Figure A-4. [1991]

Originally, the knolls and small ridges of Long Grove were probably forested, and in many parts of the Village the woods have been preserved. In other areas, however, the trees have been removed. If property containing knolls or small ridges is to be developed, these features should be identified, preserved, and planted with trees. The construction of buildings and roads should be prohibited from encroaching upon knolls and small ridges. Buildings could be permitted along ridges only if they are set back from, and at a lower elevation than, the ridge top, so that only half the building rises above the top of the ridge. Furthermore, natural landscaping shall be used on the ridge top in order to further aid in hiding the building from neighboring views. [1991]

Preserving these natural features contributes significantly to the preservation of Long Grove's community character. In addition, the reforestation of knolls and ridges helps reduce erosion, improve air quality, and restore and enhance the uplands' function in the hydrologic cycle. By preserving these features and vegetating them, they will contribute to preserving water quality and enhancing groundwater recharge. [1991]

Woodlands

Woodlands shall be identified as either mature or young woodlands. A mature woodland is an area or stand of trees whose total combined canopy covers an area of one acre or more and at least 50 percent of the trees have a diameter, at breast height (DBH = 4.5 feet), of at least ten inches.

Figure A-3

PLAN AND SECTION THROUGH A KNOLL

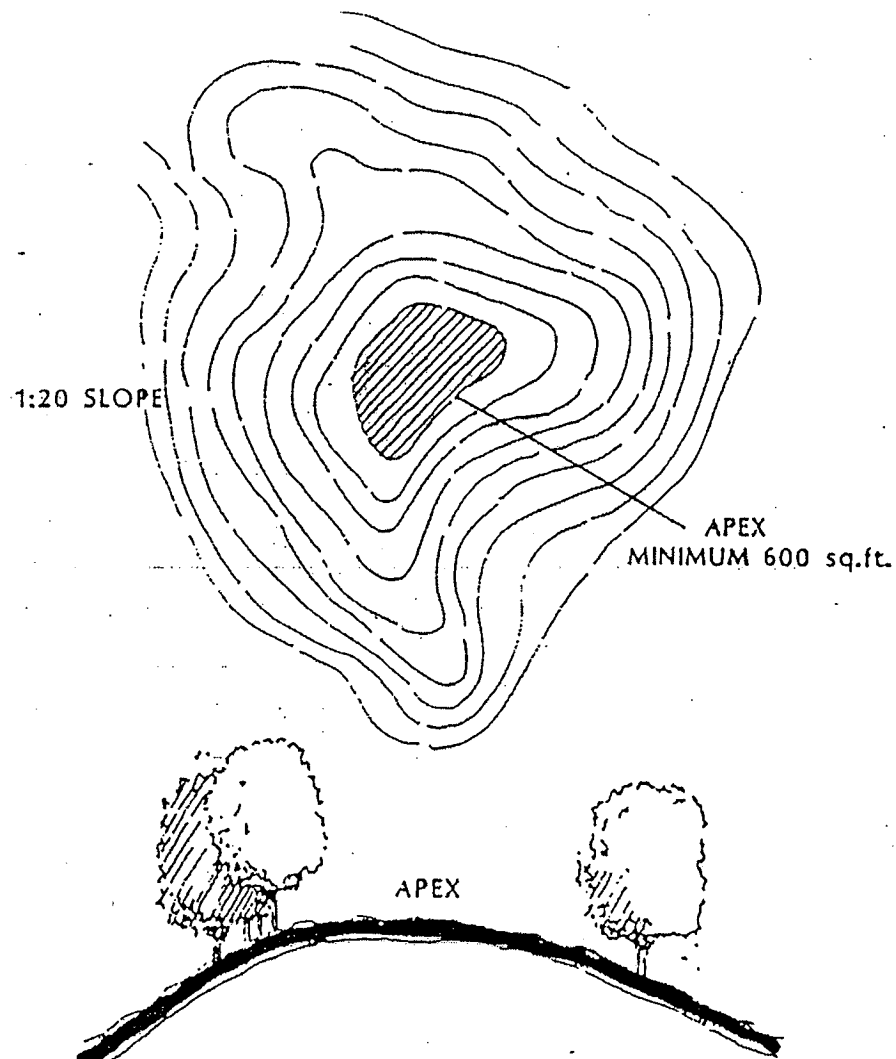
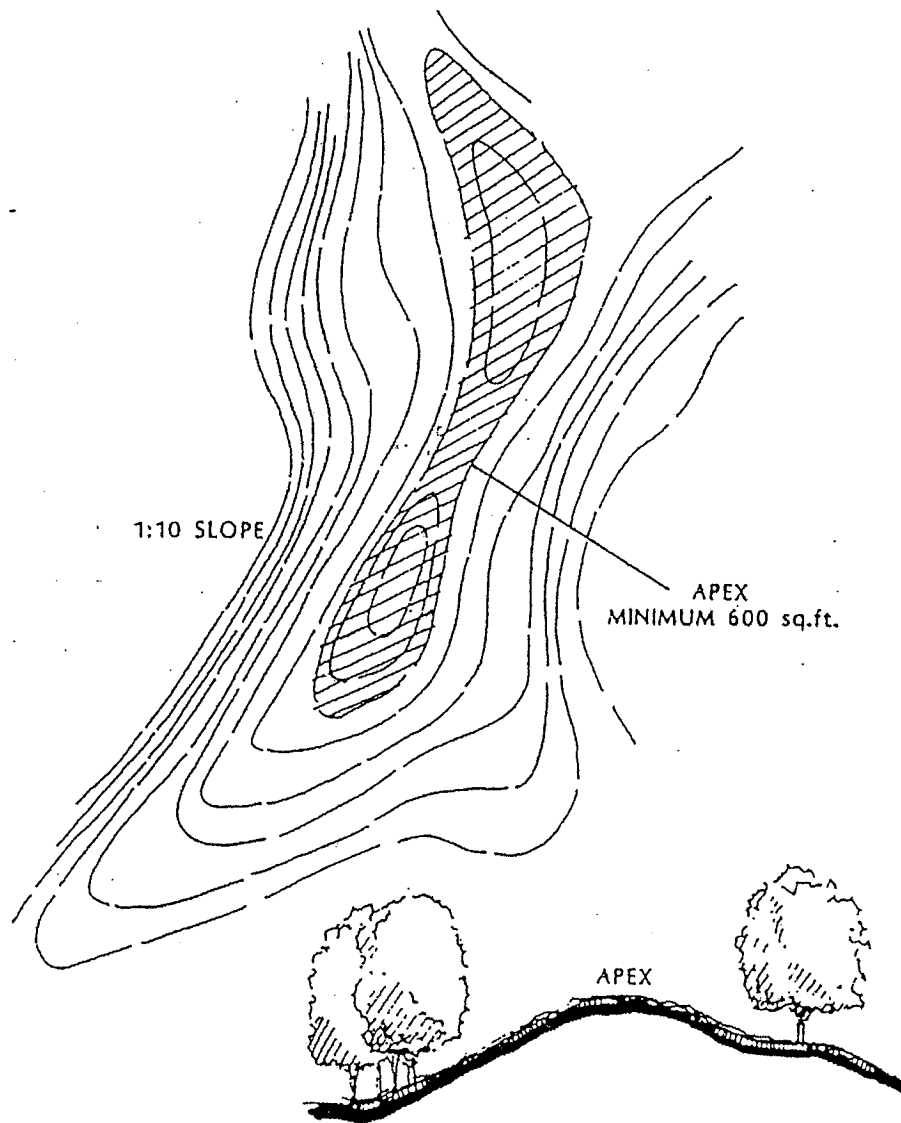


Figure A-4

PLAN AND SECTION THROUGH A SMALL RIDGE



A mature woodland can also be described as any grove of trees consisting of 8 or more individual trees having a diameter, at breast height, of at least 12 inches, whose combined canopies cover at least 50 percent of the area encompassed by the grove. Young woodlands are defined as an area of at least one-half an acre, with 50 percent of the canopy trees being at least 3 inches at breast height. Areas with trees grown for commercial purposes are excluded from these definitions. [1991]

While much can be done in the remaining developable areas of the Village, the majority of the Village is already developed. In the older wooded portions of the Village, there needs only to be a management effort to encourage landowners to provide the wooded areas the care they need. In many of the newer areas of the Village, as well as some of the older ones, the landscape is open; for these areas, a strong educational and management effort is needed that encourages lawns to be replaced with woodlands. This effort is important for a variety of reasons. The woodlands left in a natural state create a surface litter that slows runoff and increases recharge. This reduces the need for lawn watering, particularly if native species of trees adapted to the climate are used. Increases in recharge and decreases in peak summer water usage are particularly important. These wooded areas can increase privacy and enhance the rural qualities that Long Grove seeks to promote. [1991]

Prairies

Midwestern prairie is a unique habitat that has now become quite rare. This resource used to be interspersed with the Long Grove woodlands, but has now all but disappeared. The prairie has been converted to agricultural uses and has been otherwise developed. It has been invaded by woody plants that used to be held in check by periodic prairie fires. What is left of this habitat is severely impoverished and threatened with extinction due to the elimination of seed sources for many of the classic prairie grass species. [1991]

Prairies are highly effective at reducing erosion and sedimentation and replenishing the soil--much more so than suburban lawns. Prairies need protection because of their unique and endangered position in Long Grove and throughout the Midwest. Although the Natural Areas Inventory Update, dated March 1, 1988, indicates that identified prairies should be protected by prohibitions on development of conservancy soils, they certainly will not be preserved if left alone. Property owners are encouraged to provide periodic prairie burning techniques to maintain the survival of the natural areas. [1991]

A prairie may be generally defined as "a natural North American grassland, composed of native perennial grasses and other herbaceous plants, in which the grasses contribute much of the vegetative cover." (Wild Plants in Flower: The Prairie--Swell and Sale. Korling & Betz, 1972.) Over 200 different species of plants have been identified as native to Midwestern prairies. The prairie grasses range from 3 to 6 feet in height. Wildflowers among these grasses are anywhere from less than 1 foot tall to late blooming species that grow to over 4 feet. Most prairie plants are fairly long-lived perennial species. Weedy plants are not considered prairie species because they do not occur in virgin prairies. Only when an area has been disturbed by man do the weedy plants get a foot hold. If a site with intact prairie species is left alone, the prairie grasses will eventually out compete the weedy plants, giving rise to true prairie. [1991]



Appendix B

COMMUNITY CHARACTER

The theoretical elements of each community character component are described in this Appendix. The description of the community character policy elements of the Comprehensive Plan is discussed in Chapter 6. [1991]

Type of community is assessed using a view of community character based on aesthetic and functional aspects. An objective system of analysis is applied to the existing land use pattern to determine the character. The type of land uses, their density, and their distribution are measured. This type of visual character relates directly to the lifestyle that is expected and experienced by most residents and visitors to the community. [1991]

Scale issues define the relationship between a person and a building or space. While this is also a size issue, its orientation to the individual rather than its relationship to community functions results in very different concerns. The impact of an individual building is felt at this level. [1991]

The impact of the design of a building or group of buildings on the community is a crucial issue. Architectural qualities such as harmony, contrast, texture, and rooflines are all vitally important, but represent a difficult task in terms of achieving a community consensus as to what is good design. [1991]

COMMUNITY CHARACTER TYPE

There are three basic types of community character: urban, suburban, and rural. These three types of character can be further divided. For Long Grove, the urban category is subdivided into urban and auto-urban; the suburban category is subdivided into suburban and suburban estate; and the rural category contains countryside and rural subtypes. The following list describes each of these subtypes. [1991]

1. Urban

The urban community character type most closely resembles the classic urban environment where buildings define and enclose spaces. The downtown of Long Grove is clearly an urban area, although the vegetation and small scale buildings create a village-type urban character. [1991]

2. Auto-urban

Auto-urban is a category that has developed where urban uses move into undeveloped areas that can only be accessed by automobile. They are, in fact, urban places transferred to the suburban fringe of cities. [1991]

The impact of roads and parking areas for automobiles are the driving forces that determine the character of this type of environment. While they are clearly urban in character and scale, the dominance of the automobile has left such areas with little or no attractive features. [1991]

The strip commercial areas near Route 45 and Route 83, annexed in 1988 to the Village, are examples of auto-urban character. This characteristic is discouraged in Long Grove. New areas annexed to Long Grove shall be redeveloped with modified standards to assimilate them into the Long Grove community without the trappings of auto-urban characteristics. [1991]

3. Suburban

This type of character is vastly different from urban types of character. Suburban communities have a portion of the total open space provided located between or within developments to provide some of the needed contrast and balance to the buildings. [1991]

There are subdivisions in Long Grove, developed before Long Grove's incorporation, that are in the one-acre zoning category and have large homes built on open land. These are suburban in character. The size of the homes and type of landscaping used causes little space to be left between homes. There is privacy, but not the near isolation and preservation of abundant natural features that are required for the development to fit into the rural category. [1991]

4. Suburban Estate

Suburban Estate development represents the lowest intensity end of the suburban portion of the character scale. Here, individual properties are large enough and landscaped sufficiently to provide an extensive open feeling, and there may be less reliance on borrowed land to promote this open feeling. [1991]

Most of the new developments in Long Grove presently have a potential to be suburban estate in character. But, without the essential landscaping features, large homes in open areas can end up being suburban in character. Long Grove policy has developed standards to encourage greater natural landscaping so that the suburban estate character will develop. Developments with this type of landscaping must rely on surrounding open space in order to provide an estate character. To prevent potential changes in character, developments shall not be allowed to depend on heavy borrowing of open space. [1991]

5. Countryside

Space dominates rural character types; in the countryside character type, the environment is a landscape. Countryside is the only one of the rural characters that contains exurban

development to any degree. The ability to accommodate any significant development without destroying the landscape qualities of this district is clearly a difficult balancing task. In open land, the buildings are highly visible and very low intensities are needed to preserve a countryside character. [1991]

Most of the land in a countryside area will either remain in large estates over 10 acres, in agriculture, or continue in a natural state. While this pattern generally provides for the preservation of scenic resources, the quality of those resources is not ensured. Since a countryside area must evoke the qualities of a landscape, it can, and should, be considered a composition. [1991]

There were many areas in Long Grove that had a countryside character in 1980. However, development has taken place in the surrounding open spaces and the countryside character has been converted to estate. Some of the older 3-acre subdivisions in the woods have this countryside character. The provision of extensive fields and meadows over 70 percent of the site will also create this countryside character. [1991]

6. Rural

This character type is just what its name implies--the character common to agricultural areas. In a rural community, development is limited to the rural infrastructure--barns, homes, and other buildings needed to produce agricultural products. This land use type is disappearing from Long Grove and is expected to be lost almost entirely from Long Grove, but a small portion will likely remain rural due to large stables and commercial farming interests. [1991]



Appendix C

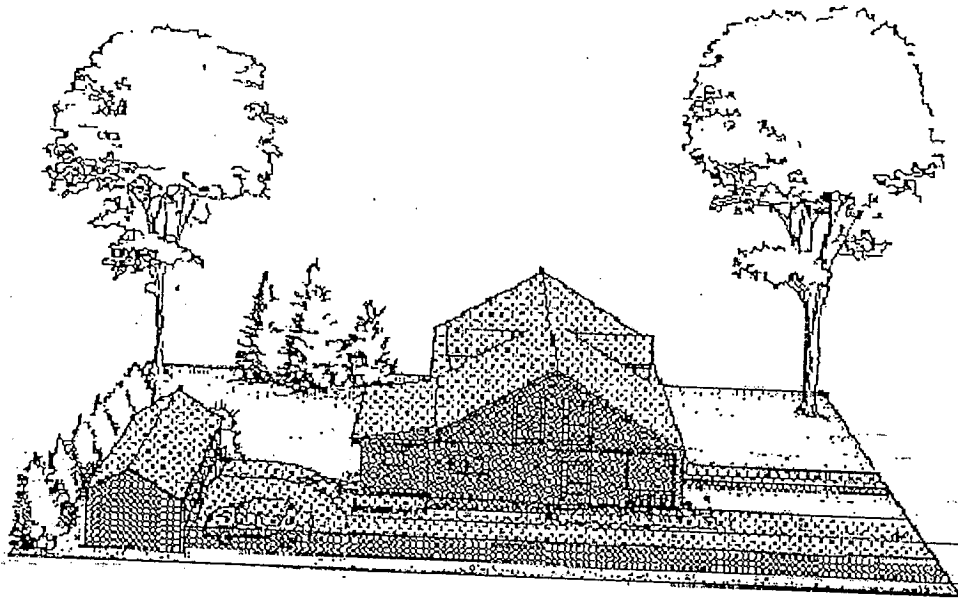
SCALE CONCEPTS FOR THE VILLAGE OF LONG GROVE

This appendix describes several of the scale concepts which may be used by Village officials to evaluate and control development in the Village of Long Grove. Some of these concepts apply primarily to urban design. One of these is a scale measure that relates buildings to the human being and buildings to each other. A measure known as D/H (distance/height) is used to relate spaces to the surrounding buildings. These concepts have relevance only to new urban forms or to development in the Village Center. In the Village and in some office areas, the ability to cluster buildings, create pedestrian spaces and regulate any additional growth of the Village Center will have to be addressed as developments are reviewed by the Village Plan Commission. [1991].

The critical issue in rural and suburban environments is the relationship between buildings and the land on which they sit. Basically, building volume ratio (BVR) is the volume of buildings divided by the area of the site. The building volume ratio measures the total built environment and accounts for the volumes of parking areas, loading areas, and accessory structures, as well as the volume of the building. Its use is illustrated in Figure C-1. [1991]

Figure C-1

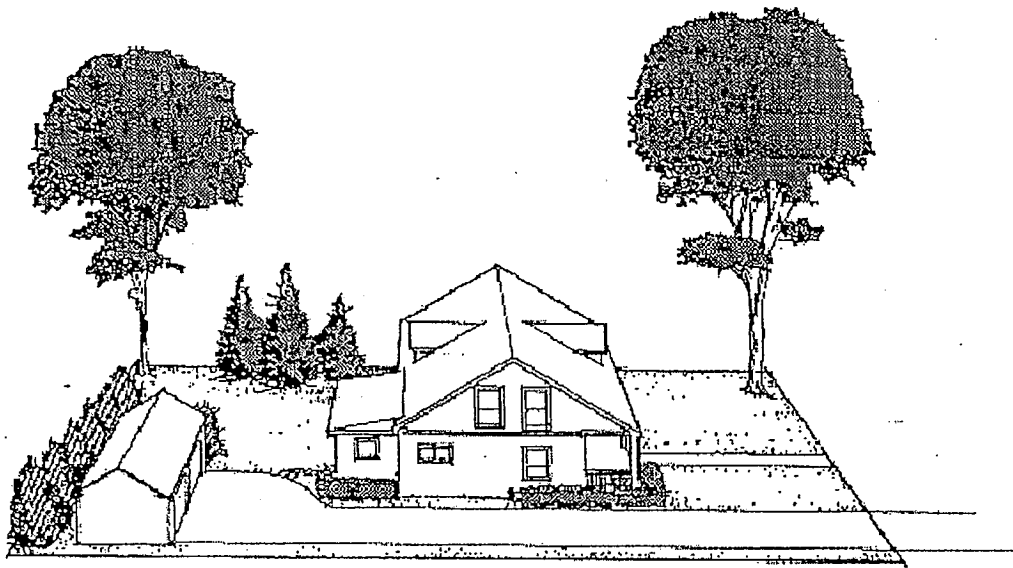
BVR



Building volume ratios can be used in conjunction with landscape volume ratios. Especially in Long Grove, this concept is extremely important to the maintenance of community scale. Landscape volume ratio (LVR) is basically the landscape volume divided by the site area. It provides a method of measuring the effect of landscaping bulk, in much the same way building volume ratio measures the bulk of the built environment, by accounting for the area occupied by landscaping, its density, and the height of the plant material. The area and height of new plantings are based on the estimated size of plant material five years after installation. A five year grow-in period is used to better assess the overall impact of newly planted landscape materials. This is illustrated in Figure C-2. [1991]

Figure C-2

LVR



The site volume ratio (SVR) is a site summation that describes the relationship between building volume ratio and landscape volume ratio. The site volume ratio is calculated by subtracting the building volume ratio from the landscape volume ratio. Site volume ratios can be either positive, meaning the volume of landscape is greater than the building volume, or negative, meaning the building volume is the larger of the two volumes. This can be expressed by the following mathematical relationship:

$$SVR = LVR - BVR$$

The site volume ratios of some of the newer buildings indicates that sites are being overwhelmed by buildings. Since these structures are often built in open land, there is no off-setting landscape volume that masks this impact upon wooded sites. Although barns and farm complexes have very large structures, they tend to be set on as much as 100 acres of land; therefore, they have low site volume ratios. The impact of large farm buildings in Long Grove is further softened because farm structures are considered an integral part of the rural environment, rather than as foreign objects. A subdivision in a rural environment, in many cases, does seem quite foreign. A balance between the built and natural environment is critical in Long Grove. [1991]

In suburban environments, buildings with large, out-of-scale masses alter the character of a neighborhood. The buildings may not increase the density of the area, and they may even have the same architectural style used in the area, but they will still be out of context and foreign. As buildings get larger, they begin to create a sense of enclosure; this is an urban attribute that is destructive to suburban and rural characters. [1991]

A building's architecture can have an effect on scale also. Two-story buildings with steeply pitched roofs beginning at the second floor eaves emphasize the size of the structure. Other architectural details can help mask the size of structures. Thus, mass itself is a concern, as well as architectural style. [1991]



Appendix D

THE USE OF SCENIC BUFFER IN THE VILLAGE OF LONG GROVE

Buildings shall either be viewed from a distance or they shall be screened from view if they are close to the road. In open areas of the Village, scenic buffers shall be between 400 and 500 feet wide. These buffers shall have special landscape treatment as well: road edges shall have hedgerows, and the interior of buffers shall have a similar hedgerow established. If the buffer is narrower than 200 feet, then it shall be reforested. Thus, buffers from 100 to 199 feet in width shall be relatively solid forest. Buffers between 200 and 399 feet in width may begin to have open spaces and some windows where one can see through the buffer. Buffers greater than 400 feet wide, can have landscaping reduced to the two hedgerows mentioned above, with the one nearest the road not having to be solid. These different buffer options are illustrated in Figure D-1. [1991]

On early estates, privacy was provided by hedgerows and landscaping. Homeowners need to return to this method of providing privacy. Plantings along the road to create privacy shall be encouraged. This policy achieves two separate objectives: it provides needed privacy for the dwelling unit and makes the road appear more rural. [1991] This concept is illustrated in Figure D-2.

Street front landscaping and good scenic easements are two prime elements which can be used in regaining rural character. Existing developments that have been largely built in open fields without such landscaping and scenic easements may have a suburban character. A Village policy and an active educational program promoting mitigation methods which regain lost rural character shall be able to upgrade the Village's character. Mitigation can give suburban developments a much more estate-type of suburban character, with some more rural characteristics. [1991]

Figure D-3 shows the manner in which many scenic easements have been treated, thereby promoting a suburban character. These areas shall be fully forested. Landowners and homeowners' associations shall be encouraged to plant these areas. Individual property owners can plant trees at the edges of the easements. Plantings of large trees, however, need to be supplemented with seedlings, whips, and rapidly spreading native shrubs. These types of undergrowth are important because they can be purchased inexpensively in the quantities needed to begin reforestation. [1991]

While prairie planting in the scenic buffers has become widespread, and prairies are more interesting to look at than pure stands of grass, a natural succession of woody vegetation shall be allowed to fill in the small narrow scenic buffers. In addition, prairie can be used to prevent weed growth until succession takes over. Prairie plantings shall be used

primarily where very large areas are available. An exception, however, is when homes have a very low, one story profile, and small gradual berms can be used with prairie plantings to achieve almost complete invisibility. Controlling architecture is an essential factor in using prairie plantings as a privacy screen. [1991]

Figure D-1
SCENIC BUFFERS

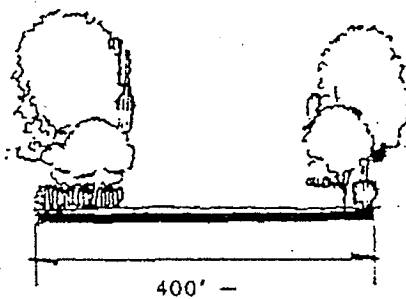
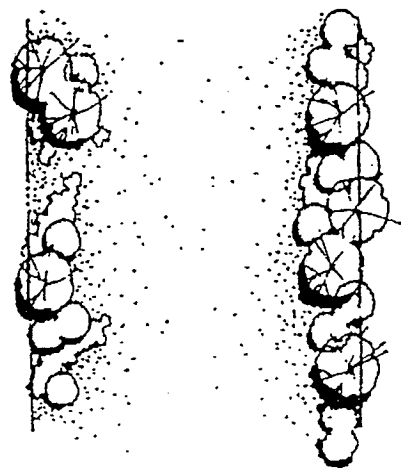
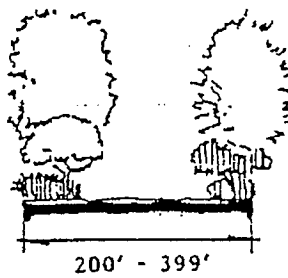
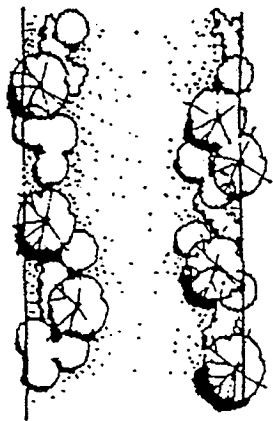
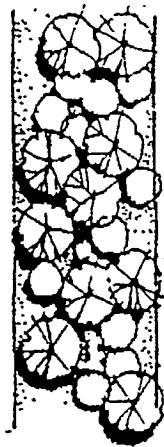


Figure D-2

LANDSCAPING FOR PRIVACY

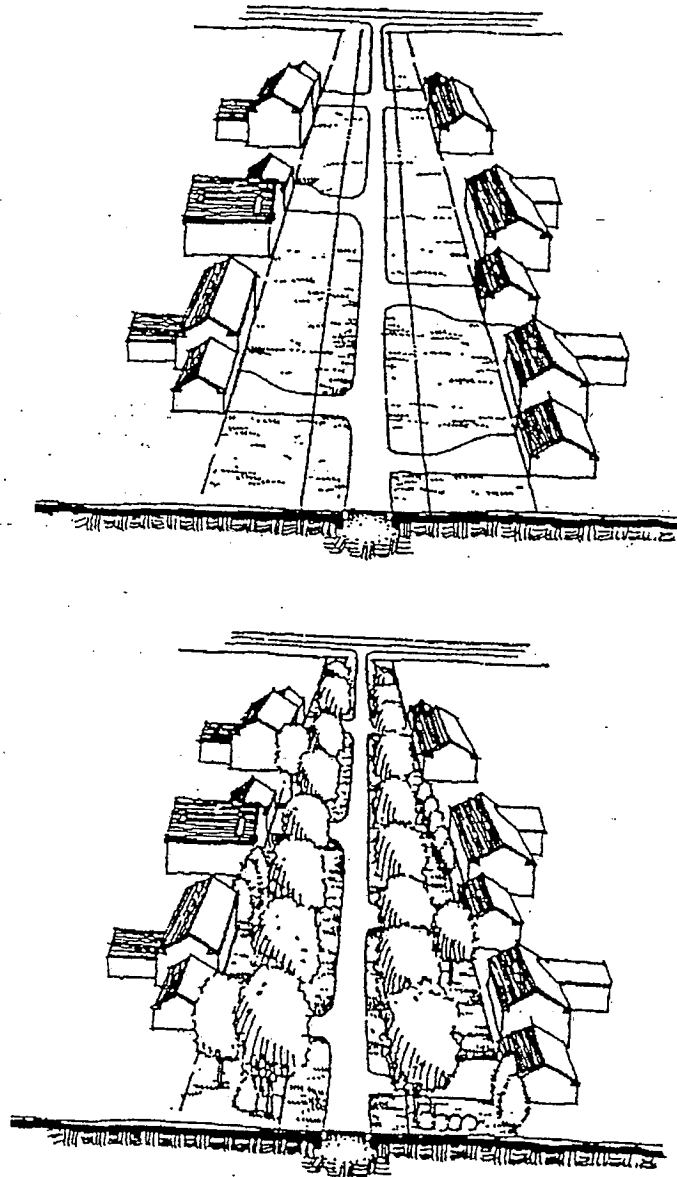
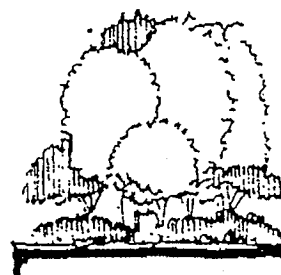
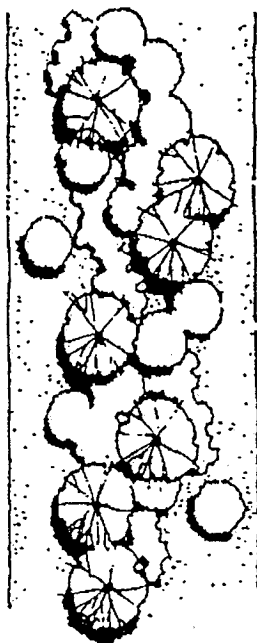
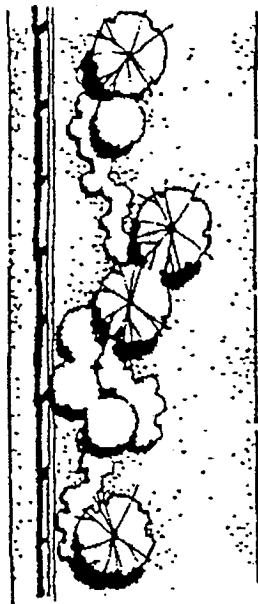


Figure D-3

SCENIC EASEMENTS





Appendix E

RESIDENTIAL PRIVACY

Residential construction in the Village has stripped the land of most of the natural features. Large residential lots, surrounded mostly by lawn and a limited amount of natural landscaping, do little to provide needed privacy. This is particularly true if windows of adjoining residential dwelling units face each other or patios, pools, and other portions of yards are exposed. [1991]

As shown in Figure E-1, the landscape planting of the typical suburban home concentrates on foundation plantings and plants close to the dwelling unit. The very nature of the location and types of these plants ensures that they will emphasize the building. They provide little privacy either within the dwelling or on patios or decks. [1991]

It is useful to place this into a historical perspective. When the first Chicago-area suburbs were being built early in this century, there was an entirely different landscaping ethic, which ran counter to current practice. A house landscaped in the 1920s would look much differently from one done in the 1980s. (See Figure E-2.) [1991]

The most obvious element of the early plans was the use of perimeter landscaping on the lot to provide privacy, a sense of identity, and individual territoriality. The enclosed yard provides privacy to the residence both within the home and outdoors. It also fosters a degree of safety, making it more difficult for children to run into the street. This landscaping was characteristic of new residential development in Chicago-area suburbs until quite recently. [1991]

The effort required to maintain highly ornamental trees and shrubs may have reduced the popularity of this type of landscaping. This issue is less of a concern today due to interest in more natural styles of landscaping. Such a program does not require the same degree of maintenance as the more ornamental style of landscaping. [1991]

Figure E-1

TYPICAL LANDSCAPING OF A VILLAGE OF
LONG GROVE RESIDENTIAL LOT; CIRCA LATE 1980.

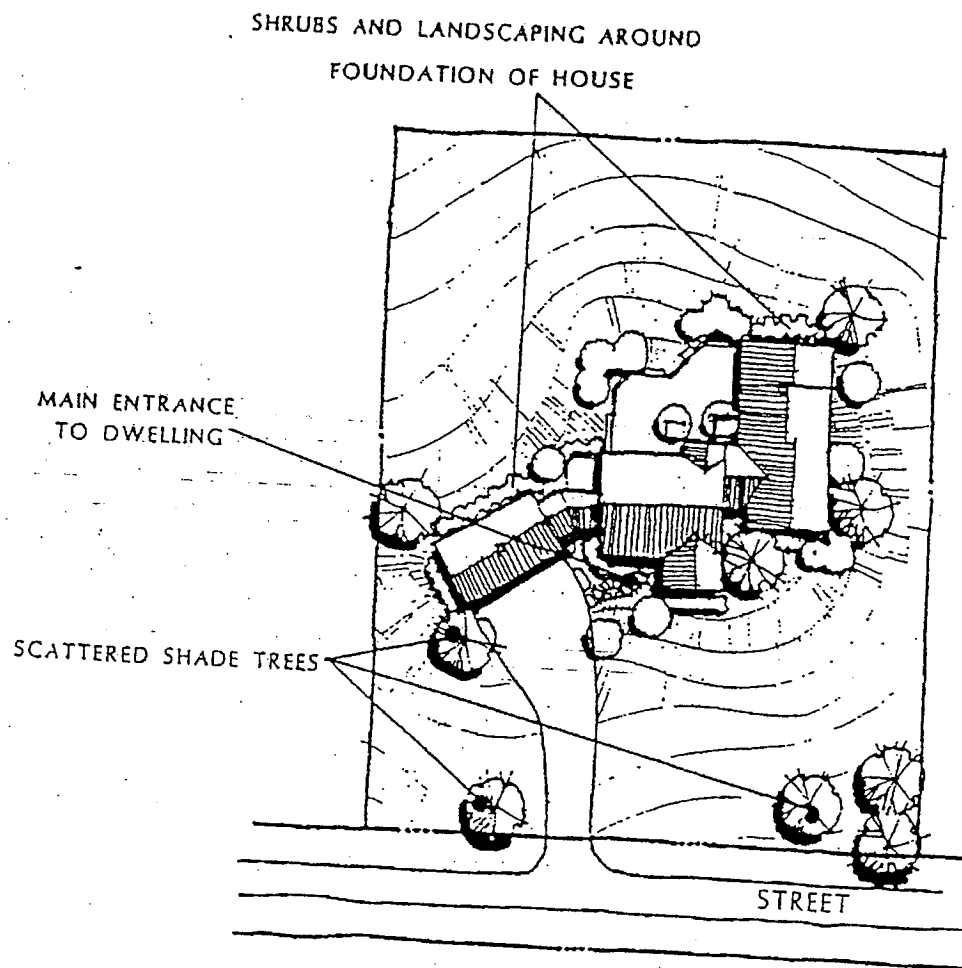
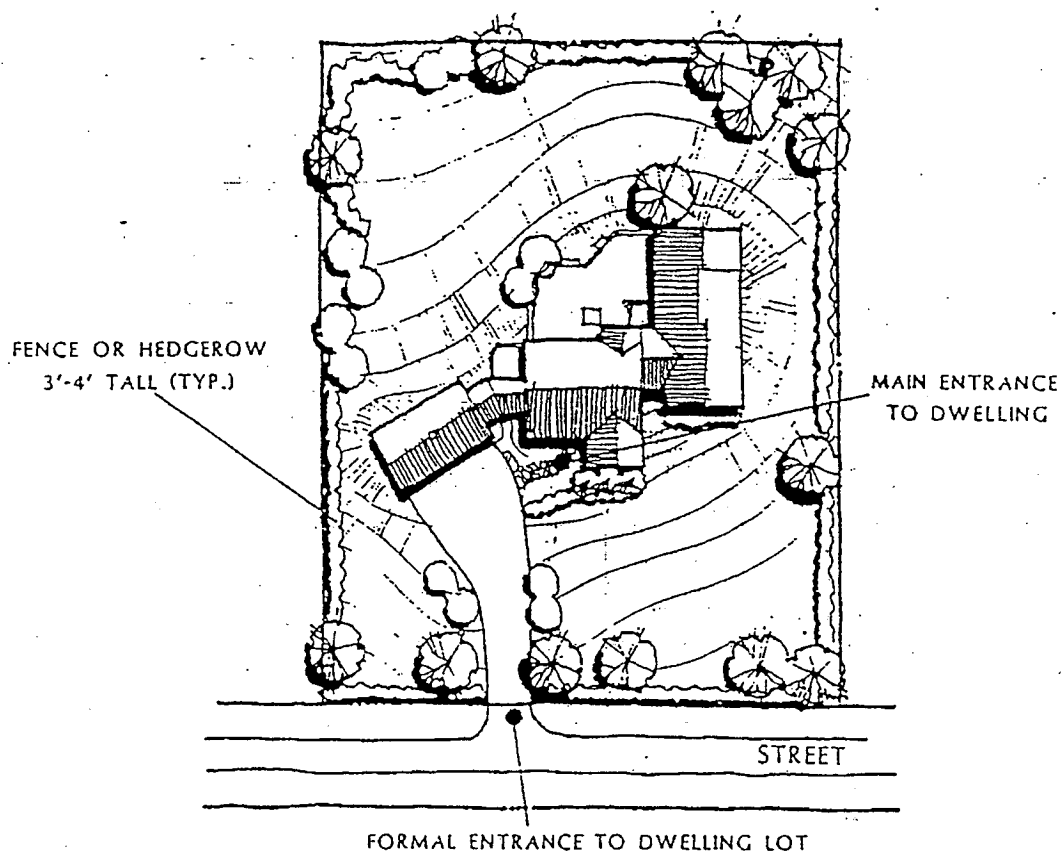


Figure E-2

TYPICAL LANDSCAPING OF A CHICAGO SUBURB
RESIDENTIAL LOT; CIRCA EARLY 1920.





Appendix F

OPEN SPACE INVENTORY

Table F-1
Dedicated Public Open Space: 1998

<u>Location in Village</u>	<u>Area (Acres)</u>
Apple Orchard Park Site	5
Briarcrest PUD	45
Bridgewater Farm PUD	10
Buffalo Creek Park Site	2
Covered Bridge Trail	0.5
Drexler Tavern Site	2
Glenstone PUD	30
Heron's Landing PUD	56
Highland Pines PUD	17
Indian Creek Club #1	100
Indian Creek Club #2	3
Longview Meadows	60
Oak Hills Unit #1	60
Oak Hills Unit #3	18
Oak Hills Unit #4	2
Oak Hills Unit #5	47
Old Gridley Farm PUD	30
Preserve Park	19
Promontory	18
Promontory Ridge	0.5

Royal Melbourne PUD	22
Stockbridge Farm PUD	25
Stonehaven PUD	30
Wehrenberg Woods	22
Woodland Nature Center	3.25
Woods End	5
Total	602

Source: Village of Long Grove, Long Grove Park District and Lane Kendig, inc.

Table F-2
Semi-Public Conservation Areas: 1998

<u>Area (Acres)</u>	<u>Location in Village</u>
45	CF Industries private conservation area
32	Donation of Reed-Turner Woodlands
77	Total

Source: Village of Long Grove and Lane Kendig, inc.

Table F-3
Private Conservancy District Easements: 1998

<u>Area (Acres)</u>	<u>Location in Village</u>
5	Ballybunion Golf Center PUD
2	Bayberry Estates
20	Beaver Creek PUD
10	Briarcrest PUD
15	Bridgewater Farms PUD
10	Cobblestone PUD
30	Country Club Meadows PUD
2	Country Club Estates- Unit #7
20	Creekside Subdivision
15	Deerwood Estates PUD

3	DePalma Subdivision
3	Ducks Unlimited PUD
10	Edgebrook Downs PUD
25	Eleanora Estates PUD
3	Fairfield PUD
100	Fields of Long Grove PUD
10	Glenstone PUD
20	Heron's Landing PUD
40	Highland Pines PUD
3	Homestead Subdivision
50	Indian Creek Club PUD
40	Indian Creek Estates
5	Lakes of Long Grove
3	Mardan Lakes PUD
10	Mardan Oaks PUD
5	Oak Hills Unit #1
5	Oak Hills Unit #2
5	Oak Hills Unit #3
2	Oak Hills Unit #4
5	Oak Hills Unit #5
10	Oak Hills Unit #6
7	Oak Hills Unit #7
30	Old Gridley Farm PUD
100	Royal Melbourne PUD
2	Salem on the Lake
5	Shaheen PUD
5	Spring Valley PUD
50	Stockbridge Farm PUD
10	Stonehaven PUD

20	Valenti's Long Grove Woods
5	Victorian Oaks PUD
25	White Oaks PUD
10	Wynncrest PUD
34	Preserves of Long Grove
14	Forest Edge
803	Total

Source: Village of Long Grove and Lane Kendig, inc.

Table F-4
Scenic Corridor Easements: 1998

<u>Area (sq.ft.)</u>	<u>Location in Village</u>
20,000	Bayberry Estates PUD
260,000	Beaver Creek PUD
200,000	Briarcrest PUD
100,000	Bridgewater Farm PUD
250,000	Cobblestone PUD
150,000	Deerwood Estates PUD
50,000	Ducks Unlimited
50,000	Eleanora Estates PUD
260,000	Fairfield PUD
560,000	Fields of Long Grove
100,000	Glenstone PUD
500,000	Highland Pines PUD
1,000,000	Indian Creek Club PUD
1,000,000	Oak Hills PUD
130,000	Old Gridley Farm PUD
500,000	Royal Melbourne PUD
150,000	Shaheen PUD

390,000	Stockbridge PUD
100,000	Stonehaven PUD
150,000	Victorian Oak PUD
250,000	White Oaks PUD
50,000	Wynncrest PUD
250,000	Preserve of Long Grove
40,000	Country Club Woods
6,510,000 sq.ft.	149 acres Total

Source: Village of Long Grove and Lane Kendig, inc.



Appendix G

LONG GROVE GEOLOGY

The geology of the Long Grove area is that of the Valparaiso Terminal Moraine. The glacier that once occupied the basin of Lake Michigan rested on a layer of dolomite limestone. As the glacier melted, it left 200 feet of glacial till which consists of mixed beds of sand, gravel and clay. In the Long Grove area, it is generally sealed on the top by a thick layer of blue clay. Table G-1 lists the strata encountered under Long Grove as recorded from the logs of local wells. [1979, 1991]

There are five main water bearing strata or aquifers in the Long Grove area. Uppermost is the groundwater that feeds local springs and is interrupted by hand-dug wells. This aquifer is most unreliable, being subject to contamination and most likely to be depleted in dry weather. Historically first used by the early settlers, it is not important today since most wells today are not in this stratum. [1979]

Gravel wells from 100 to 200 feet deep comprise the next aquifer. These wells can be an excellent water source, but are rather capricious in location. Thirdly, and by far the most important for residential wells, is the highly fractured upper 25 feet of the Silurian Dolomite strata. The occasional dry hole does not represent lack of water, but the uncommon bad luck to have stayed in clay all the way to bedrock and then to have hit a singularly unfractured portion of the bedrock. These aquifers are all part of the same system. Pumping from one directly affects the supply of the others. Recharge of these aquifers is from two sources. About 10 percent is horizontal coming from the northwest at a very slow rate from not more than 10 miles away. Probably 90 percent of the recharge percolates downward from the surface. Being quite local, it should be stressed that the drinking water is recharged from the water on the surface around the location of the well. For this reason, it is imperative that local areas of recharge be kept open and free from contamination. [1979, 1991]

Table G-1

LONG GROVE GEOLOGY

Location	Strata
Surface to 200 feet	Glacial till
200 to 400 feet	Silurian Dolomite (upper surface aquifer)
400 to 560 feet	Maquoketa Shale (impervious)
560 to 860 feet	Galena-Platteville Dolomite (little water)
860 to 910 feet	Glenwood Dolomite and Shale (little water)
910 to 1,010 feet	St. Peter Sandstone (good aquifer)
1,010 to 1,200 feet	Minor Shales and Dolomites (little water)
1,200 to 1,380 feet	Galesville Sandstone (excellent aquifer-source of most municipal water)
1,380 to 1,550 feet	Minor Shales and Limestone
1,550 to 2,400 feet	Mt. Simon Sandstone (good aquifer but care must be used not to go below 2,400 as salt will be encountered)
Granite will be encountered about 3,000 feet.	

Source: U.S.D.A. Soil Conservation Service, Lake County, Illinois, 1973.

The fourth aquifer is the St. Peter Sandstone. This is sealed off from the Silurian Dolomite by rather impervious layers of shale. This aquifer will yield small to moderate quantities of water. Below this is the Galesville Sandstone aquifer. Due to the high yield and the cost of drilling this deep well, it is the major aquifer for commercial and municipal wells. When first penetrated, the artesian pressure in this aquifer would shoot water 80 feet into the air in Chicago. Now, however, portions of this aquifer in Chicago are entirely dewatered in their upper layers. Currently, the decline in head, or height, of these sandstone aquifers is about 8 feet per year. While these sandstone aquifers are also largely recharged from above, a larger percent travels underground from the northwest along the Fox River and other areas where the sandstone is much closer to the surface and is overlain with beds of gravel. The flow from the northwest varies from a foot per day to as little as one foot per year. [1979]

The groundwater resources in the Long Grove area are free of industrial pollutants at the present time. While all surface water probably has some degree of organic pollution, this has not extended to subsurface water, except possibly in some very shallow wells. Where coliform contamination has been found to be present, it normally relates to poor installation procedures and can be corrected. Some form of periodic monitoring may be desirable to watch for any rise in the coliform count that might signal general water contamination. [1979]

Long Grove water is highly mineralized. Hardness has been observed from as low as 10

grains to as high as 100 grains (one grain of hardness equals 17.5 parts per million). Central Elia Township is known to have some of the highest hardness counts in the Chicago area. The average hardness runs from 20 to 40 grains. By comparison, rain water may run up to three grains of hardness; Lake Michigan water averages seven to eight. Problems related to very hard water are common, such as liming of pipes, humidifiers etc. By comparison, those communities that draw their water from the sandstone can expect softer water. Although still much harder than Lake Michigan water, municipal wells average 20 to 25 grains. Chloride content runs less than 50 parts per million, which is relatively low. Sulphur in the form of dissolved hydrogen sulfide gas is locally present in troublesome amounts. It is very evident along the Des Plaines River just east of the Village. In Long Grove, it occurs in some wells. It normally is higher in the shallower wells. Its origin lies in long buried organic deposits, extending back to the period of deposit of the glacial till. It varies from one half part per million, which is about where it becomes objectional, to as high as five or six parts, which would be rated very bad. It is not a health hazard, but the smell and side effects, like tarnishing silver, are annoying. [1979]

Iron is generally present to some extent, varying from one half to three parts per million. Iron can be found in the water in several forms. Typically, it is entirely dissolved and the water is clear. It does oxidize on exposure to air, and this causes the rust stains. It shows up at points of water drip or in closet bowls. In some wells, the iron is already oxidized due to dissolved oxygen in the water. These waters are rusty looking to begin with and much more objectionable. Finally, there is iron bacteria. This is an organism that has an affinity for iron. It causes stringy, slimy growths, often found in closet tanks. In aggravated form, it can be very objectionable. Iron is difficult to treat, but does not present a health hazard. [1979]

(Sources: The Water Resource in Northeastern Illinois: Its Planning and Use, Northeastern Illinois Planning Commission, Technical Report No. 4; Special research reports prepared by the Illinois State Water Survey and Illinois State Geological Survey, 1973; and interviews with Peter Pilgard and Sons: Woodstock, Illinois; Hoover Water Well Service, Zion, Illinois; and Culligan Soft Water, Wauconda, Illinois.) [1979, 1991]

Water Table

Studies indicate that private wells in the Long Grove area should be drilled to a depth of 200 feet or more to assure a minimum of any problems to obtain water in the future. The following table provides three locations where wells have been monitored for several years in the Village. The depths are the average number of feet from the surface of that well.

Table G-2

WATER TABLE MEASUREMENTS

Season/Condition	North Well	Central Well	South Well
Spring/Wet	50'-60'	40'-50'	50'-60'
Spring/Dry	55'-65'	50'-60'	60'-70'
Summer/Wet	55'-65'	55'-65'	80'-90'
Summer/Dry	80'-100'	80'-90'	110'-130'
Fall/Wet	55'-65'	70'-80'	75'-85'
Fall/Dry	80'-90'	75'-85'	90'-100'

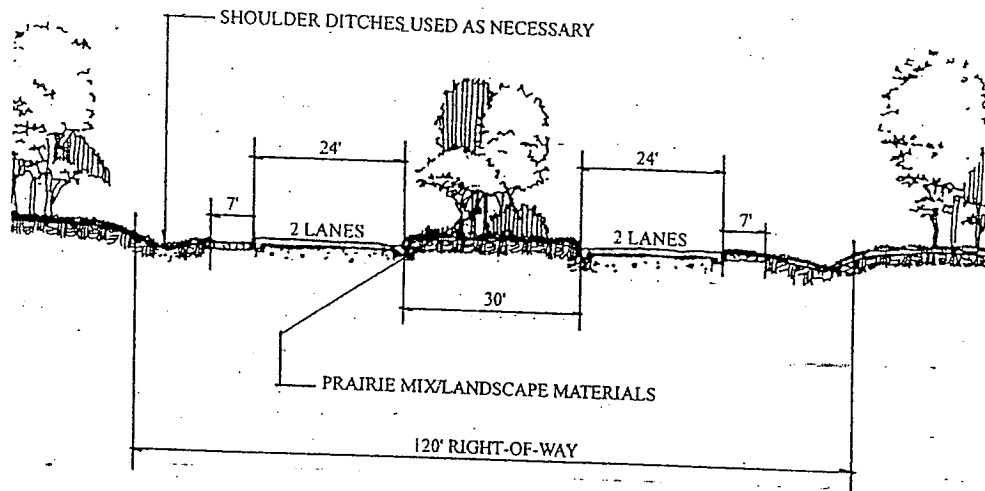
Source: Village of Long Grove



Appendix H

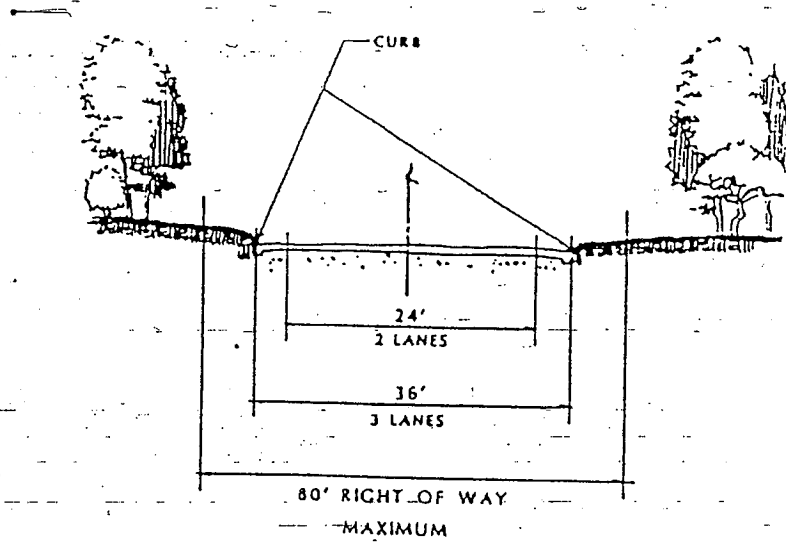
ARTERIAL STREET AND HIGHWAY SYSTEM MAPS AND CROSS-SECTION DATA

Figure H-1
TYPICAL CROSS-SECTION OF PROPOSED LONG-TERM IMPROVEMENTS
TO STATE ROUTE 22
[1999]



1. The road profile shall consist of four lanes, curbed, with one or two left turn lanes. Fifteen to 20 percent of the affected segments will have shoulder ditches if circumstances warrant them. [1991]
2. In general, 30-foot landscaped medians will be constructed. However, a 12-foot median may be constructed as part of the improvements at intersections if a 30-foot median is not feasible. Future improvements, expansions, and land additions shall not be approved unless they preserve the 30-foot median. [1991]
3. The landscaped medians shall be maintained by the Village of Long Grove and shall be planted with naturally occurring species and ground cover in prairie or meadow mixes. [1991]
4. Tree and plant mitigation shall be on a one-to-one basis except in the case of dense stands of trees, where replacements shall be on a three-to-one basis. Replacement trees shall be of the same species as those removed and natural to northern Illinois as approved by a naturalist.

Figure H-2
SHORT-TERM TYPICAL CROSS-SECTION
OF IMPROVEMENTS TO STATE ROUTE 22
[1991]



NOTE: ALL UTILITIES ARE TO BE LOCATED UNDER THE ROADWAY
OR WITHIN 5 FEET OUTSIDE THE CURB.

Figure H-3
COUNTY HIGHWAY 33 (APTAKISIC ROAD)
ENTRYWAY DESIGN
[1991]

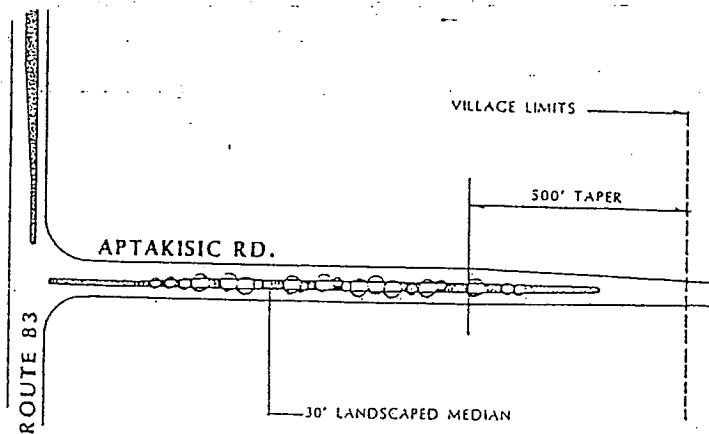
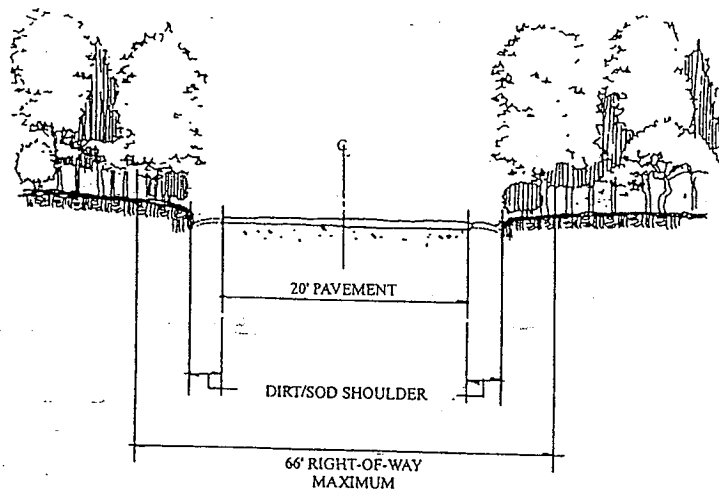
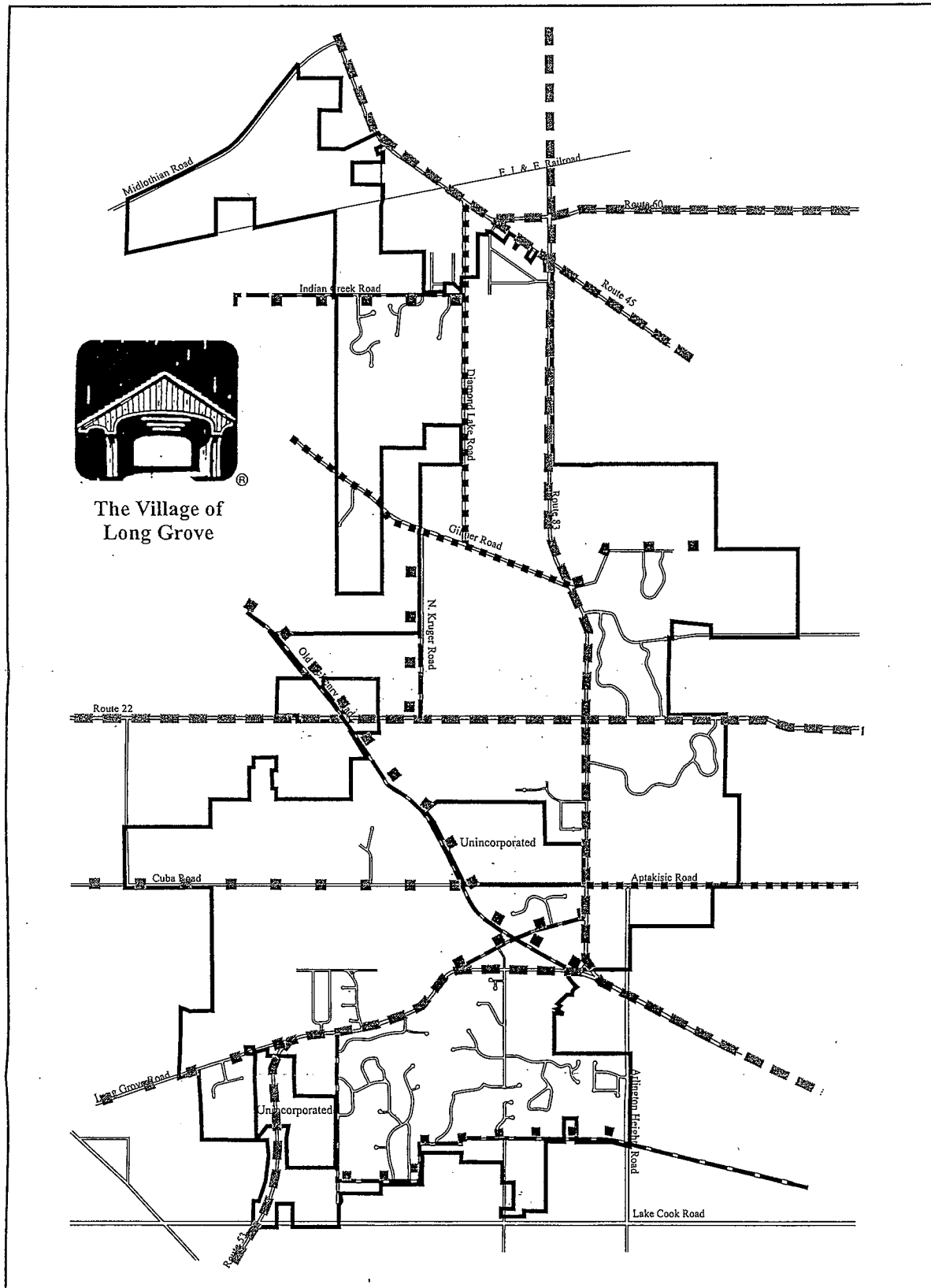


Figure H-4
STANDARDS FOR LONG GROVE ROAD
[1991]





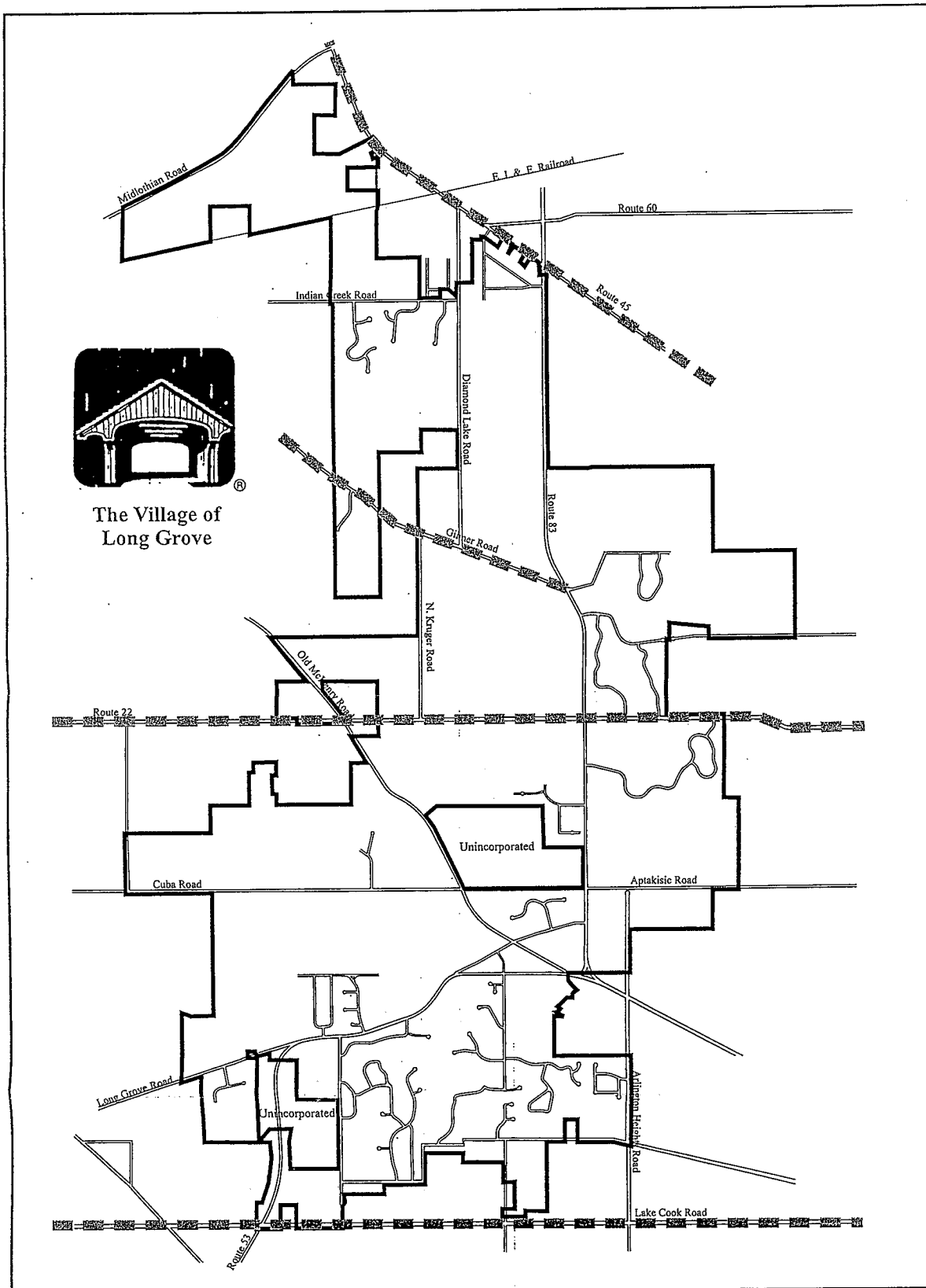
The Village of
Long Grove



Map H-1

H-5 EXISTING HIGHWAYS AND
MAJOR ROADS

- Village Boundary
- - - State Road
- County Road
- - - Major Local Street
- ■ ■ Scenic Road



Map H-2

**PROPOSED AND CURRENT
TRANSPORTATION SYSTEM
IMPROVEMENTS**

— — — — — Roads to be Improved

————— Village Boundary



Appendix I [1979, 1991, 1999]

AVERAGE DAILY TRAFFIC COUNT FOR THE
LONG GROVE AREA: 1969-1996

Location of Count		Number of Cars per Day			
		1969	1977	1988	1996
Illinois Route 83:					
1)	South of Route 53	37,500	15,000	27,300	27,700
2)	North of Route 53 and South of Long Grove Road	8,200	16,000	27,900	37,300
3)	North of Robert Parker Coffin Rd., South of Aptakisic Rd.	9,600	16,300	26,700	37,300
4)	North of Aptakisic Road and South of Route 22	8,000	17,300	25,400	37,300
5)	North of Route 22 and South of Gilmer Road	8,600	16,400	25,600	40,600
6)	North of Gilmer Road and South of U.S. Route 45	7,200	14,300	18,800	37,800
Illinois Route 22:					
1)	West of Route 83	4,000	9,300	12,100	16,000
2)	East of Route 83	3,950	9,000	14,200	18,500
Illinois Route 53:					
1)	East of Robert Parker Coffin Road and West of Route 83	4,700	9,100	12,100	17,000
2)	West of Route 83 and West of Long Grove Road	6,600	10,300	11,100	20,900

Robert Parker Coffin Road

1)	North of Route 53 and South of Old McHenry Road	1,600	3,100	no data	no data
2)	Southwest of Route 53	1,150	2,200	3,200	no data

Aptakisic Road:

1)	East of Route 83	3,650	8,400	8,700	10,500
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Gilmer Road:

1)	NW Diamond Lake Rd. and SE of Indian Creek Rd.	1,700	4,600	8,600	8,600
2)	Northwest of Route 83, Southeast of Diamond Lake Road	2,500	4,100	8,400	8,600

Old McHenry Road:

1)	North of Robert Parker Coffin Road and South of Route 22	1,700	4,200	6,700	7,000
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Diamond Lake Road:

1)	North of 83 and South of 45	no data	no data	no data	5,600
2)	North of Gilmer	1,000	1,050	5,900	3,750

Source: Lake County Highway Department and Lane Kendig, inc.



Appendix J

LONG GROVE SUBAREA PLANS

The Historic Business District Subarea Plan

Located at the intersection of Robert Parker Coffin and Old McHenry Roads, the Historic Business District shopping area plays an integral role in the retention of the rural character the Village has exhibited since its inception. Each of the many shops which comprise the Historic Business District--whether their construction dates from the era or not--reflects the architecture and rural lifestyle of a quaint, 19th century rural village. [1979, 1991, 1999]

While the Historic Business District area has always reflected the charm and warmth of rural 19th century middle-America, it was not until July 1962, when the president and board of trustees of the Village of Long Grove passed the Historic Landmark Ordinance, that its character was ensured for posterity. The stated purpose of the ordinance is to preserve and perpetuate the Historic Business District area as much as possible as it existed or might have existed in the years prior to 1890. Under the terms of the Ordinance, all construction and remodeling of structures in the shopping area is to conform to the architectural style which existed in 19th century rural America. Before a building permit is issued, all plans for construction, signs, and lighting must be submitted to and approved by the Village Architectural Board, which was created precisely for this purpose. [1979, 1991]

Most of the shops in the shopping area deal in a variety of retail items including antiques, gifts, arts and crafts, jewelry, specialty foods, and clothing. In addition, there are, or have been, restaurants and tea rooms, a tavern, an automobile service station, and real estate offices in the Historic Business District during the past 20 years. The present shops are generally located in existing shop buildings which date back to the last century or in converted homes and facilities which further enhance the sought-after rural character of the Village. In addition, the Historic Business District shopping area is small enough and the shops are located close enough to one another so as to impart an aura of intimacy and personal charm rarely found in larger shopping centers. [1979, 1991]

The increasing popularity of the Historic Business District area has necessitated the construction of additional municipal parking areas and a system of pedestrian walkways to provide improved access both within and outside the shopping center. This includes: the expansion, resurfacing and landscaping of present parking areas; the creation, surfacing, and landscaping of new parking areas; and the construction of an imaginative system of landscaped and surface pedestrian walkways. [1979]

To preserve the present character and quality of the shopping area, all future shops shall

be built and maintained in a manner which is architecturally and aesthetically appropriate with the established character of the area. [1979, 1991]

Village Subarea Plans

The Village of Long Grove has few retail uses outside the well-established Historic Business District area. This is reflective of the Village's intention to maintain a rural exurban character of predominantly residential uses. Consequently, under the policies of the 1979 Comprehensive Plan, the Village approved very few commercial developments. [1991]

In general, this policy will continue through the planning period. However, the Village recognizes that there are parcels within the Village's jurisdictional limits which may be uniquely suited for commercial development. The Village also recognizes the contribution that commercial land uses make to the Village's tax base, as well as for the provision of goods and services to its residents. Finally, the Village appreciates that many of the parcels that may be appropriate for commercial development are located at entry points to the Village. Entryways play a significant part in the overall impression visitors to the Village have as well as contribute to the character of the adjacent uses and the Village as a whole. In keeping with both the Village goals and rural residential character of the Village, commercial development may be approved during the planning period under certain conditions: [1991]

1. The design of the site must reflect a sensitivity to the natural resources and environmental features of a parcel that will assure not only the preservation and protection of those features, but also their enhancement as well. [1991]
2. There must be a demonstrated community need for the particular mix of uses in the development proposal. Those uses must be such that they will complement both the existing character of the neighborhood, as well as other commercial uses in the Village. In addition, any such uses planned for delineated subareas are not intended to spill over into other adjacent or surrounding environs or carried beyond the delineated boundaries of the subarea. [1991]
3. Commercial development must be on or near intersections of state or county trunk highways and major local streets. The proposal must demonstrate adequate access and minimize curb cuts and left turns. It must also clearly demonstrate that through traffic in the Village will not be encouraged by the proposal. [1991]

The Route 45, 60, and 83 Planning Subarea Plan

This area, located at the northernmost tip of the Village of Long Grove, represents an area of potential commercial growth. Because of the interlocking nature of the border of the Village of Long Grove with the Village of Mundelein, it is difficult to prepare a consistent and integrated developmental plan for the area but is made possible by following specific guidelines discussed later. This area is generally bounded by State Route 83 on the north and east, Meadow Lane Road on its southern extremities, Willow Spring Road on the west, and the Commonwealth Edison easement on the east. This area is important as an

entryway to the Village of Long Grove. [1991]

Figure J-1 indicates the planned land use for the Route 45 and 83 subarea. As can be noted from Figure J-1, the planned land uses in this area are a combination of highway-oriented retail sales and service uses, as well as residential. While the existing long narrow lots which extend along the south side of State Route 83 from State Route 45 on the east to Willow Spring Road on the west, do not easily lend themselves to commercial development due to their small size and configuration, they are well located in order to take full advantage of the abutting arterial highway. Many of these existing lots, particularly those located within the Village of Mundelein, have had changes in land use intensity recently from single-family residential to commercial uses. Therefore, the area can be characterized as being in transition from these relatively low intensities to higher land use intensities. Due to these changes, many of Long Grove's single-family dwellings located in this segment are now abutting commercial land uses. The scale of this area is also in transition from that of typically one- to two-story residential structures to three-story structures as in the case of the abutting Holiday Inn Motel. In addition, the plan illustrated in Figure L-1 indicates that those properties abutting State Route 45 north of State Route 83 and those properties abutting State Route 83 south of State Route 45 are to be retail sales and service uses. [1991]

Figure J-1 also indicates, with descriptive notes, the types of design concepts which should be implemented in this subarea. These include, among others, the amassing of small narrow lots into combined parcels, the elimination and combination of vehicular access drives, and the installation of significant landscape plant materials. [1991]

Land uses located along Osage Road and Meadow Lane Road are indicated, as shown in Figure J-1, to continue to be single-family residential in land use. This area represents an established residential neighborhood, and there is no need to promote the further transition of this portion of the subarea from residential to commercial uses. [1991]

The Route 22/Old McHenry Road Planning Subarea Plan

The Route 22/Old McHenry Road subarea covers all four corners formed by the intersection of Route 22 and Old McHenry Road in the Village of Long Grove. There are vacant lands on the portion of this subarea which lies south of Route 22, while residential and farm-related buildings and structures are found on the portion of this subarea which lies north of Route 22 and located within a 300-foot radius of this intersection. Natural features in the area include woodlands, wetlands, an intermittent stream, and hedgerow. The central portions of the properties located at both the northwest and northeast corners of this intersection are low areas, with wet soil characteristics and an intermittent stream, which pose some natural limitations for development. These areas also, due to their natural resource base characteristics, form an excellent framework for developing a plan which recognizes these natural attributes and uses them to create an environment which is both visually appealing and environmentally sound. Figure J-2 illustrates the plan for this area. However, this would be an interesting location for a "Historic Business District-North" area. [1991]

DETAILED SUBAREA PLAN FOR THE ROUTE 45, 60 AND 83 PLANNING AREA

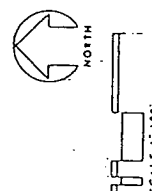
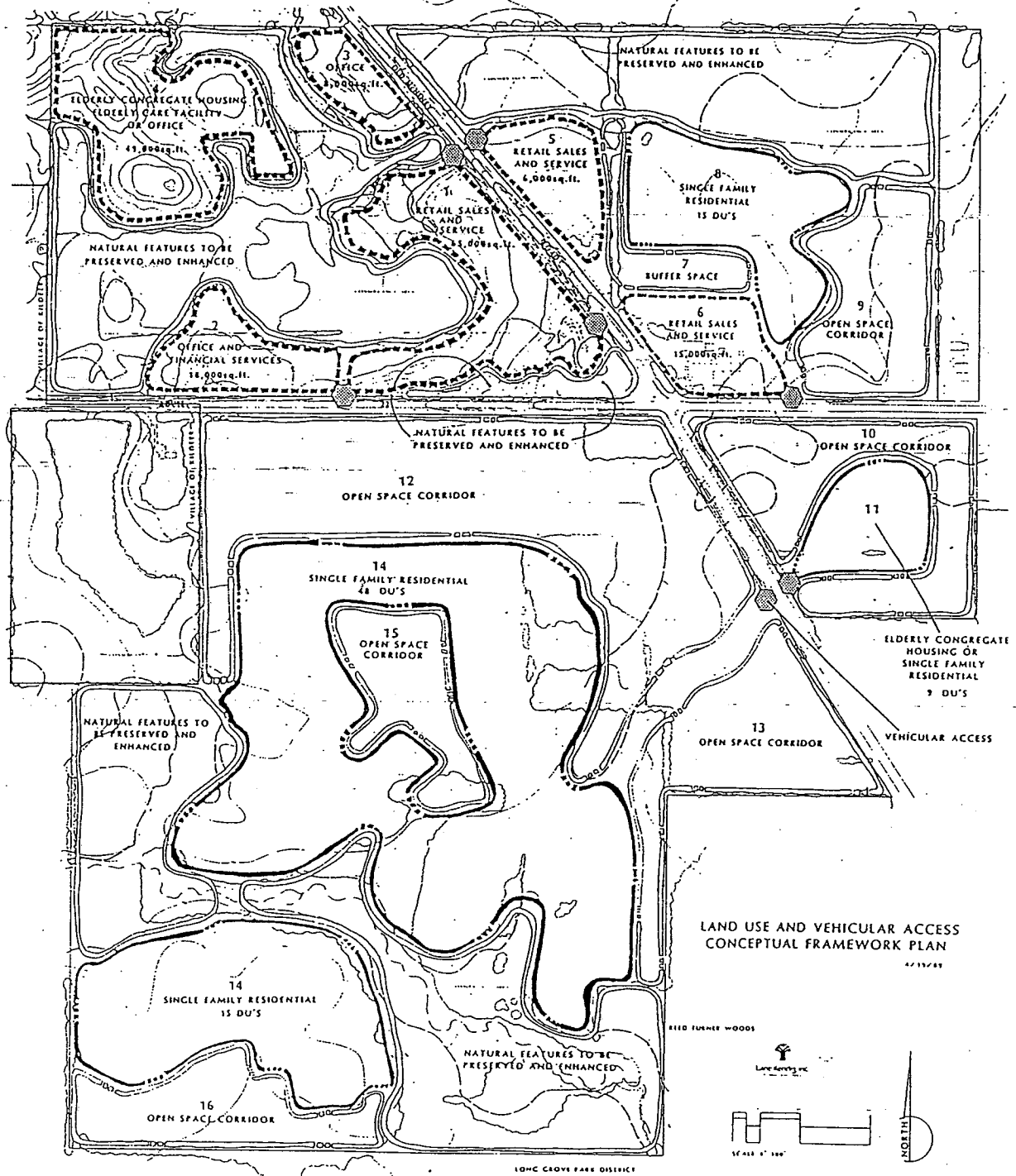


Figure J-2

DETAILED SUBAREA PLAN FOR THE ROUTE 22/
OLD MCHENRY ROAD PLANNING AREA



THE LAKE COOK ROAD/ ROUTE 53 PLANNING SUBAREA PLAN

This site consists of properties on both sides of Route 53 from Lake Cook Road to the south and continuing one and one-quarter mile to the north. The area is nearly 200 acres, with approximately 140 acres west of Route 53. The east side of the subarea is defined by the proposed right-of-way for FAP 342 (toll road). To the east of the right-of-way is residential development. If the FAP 342 right-of-way were to be abandoned or relocated, in the future, this area could be incorporated into the subarea plan. Approximately 140 acres of the subarea are west of Route 53, about 100 acres of which are wetlands, floodplain or conservancy soils. The east side of Route 53 is more buildable. [1999]

The eastern portion of the site has been used as a nursery and wholesale flower sales business. Most of the remainder of the land on the eastern portion of the site has remained under agricultural cultivation, with about 10 acres used for greenhouses and the existing residence that is used as the sales office. The property has been on the market for nearly ten years. The west portion of the site contains a residence and an old horse track. The site has largely reverted to old-field succession. [1999]

While the Village of Long Grove has determined that commercial development may be appropriate for this subarea, the development must be sensitive to the low density and primarily residential character of Long Grove. The development must reflect the countryside nature of the community, respecting scenic corridors, open space, and community quality of life. There is little interest in a typical urban mall or strip mall and even less interest in piecemeal or haphazard development. [1999]

Assets and Liabilities

Assets:

- The location at an interchange with an expressway and major urban arterial is a major asset. [1999]
- A Long Grove address is desirable for most businesses. [1999]
- The site has very little nearby competition on Lake Cook or Route 12. [1999]
- The site size is large enough to support several users and large scale activities. [1999]
- Long Grove has no Village real estate tax, which is a desirable incentive for potential developers. [1999]

Liabilities:

- Access to the site is limited to the Route 53 frontage. [1999]
- Uncertainty on future of FAP 342 and valuable land held by the Illinois Department of Transportation (Route 53 tollway extension) [1999]

- Poor turning at traffic signal [1999]
- The residential density in the area is quite low, even with apartments nearby in Arlington Heights. This will be a deterrent to some commercial developers. [1999]
- The west portion of the site abuts two large ADID wetlands which will require special protection. [1999]

Potential Uses

The site is unsuited for low density residential uses. It is surrounded on two sides by high volume roads with the possibility of Route 53 being extended to the north. The Village must find a transitional use that desires the high accessibility, but will conform to the Village standards. It would be very difficult to suggest a single use and expect to market the property in that fashion. The following discussion evaluates a series of potential uses. [1999]

1. Offices: The site is large enough for a significant office building or a modest office complex. Although the speculative office market is hot for the first time in a decade, there is real potential that overbuilding will occur and this window of opportunity may be lost. A single user office is always a possibility. However, these are considered "drop-in uses" because they are nearly totally unpredictable. These "drop-in" uses, while highly desirable because of their high quality and modest density, are difficult to recruit. Long Grove's image should make this a more likely area than others for such corporations and uses. [1999]
2. Commercial Lodging: Commercial lodging would have the most chance of success at this location if it were to establish an alternative to other options in the area. Two types of commercial lodging which shall be considered are the suites hotel and the country inn. A suites hotel is composed of a number of clustered buildings similar to a small office complex, and shall be integrated with small scale commercial to create a pedestrian environment. Country inns are a cross between the full service hotel and a very large bed and breakfast. A country inn will be smaller than a full service hotel, but must have a very creative and appealing design. [1999]
3. Community Retail: This is a shopping center anchored by a supermarket or supermarket/drug store. Supermarkets now range in size from 60,000 to 100,000 square feet. A community retail center could have up to 200,000 square feet of ground level retail and out buildings. Bannockburn Green is a local example of how such centers can be designed to be very attractive in architecture and landscaping. [1999]
4. Restaurants: Restaurants could do well at this location, but drawbacks are visibility and the Route 53 (only) access. The Village will not allow traditional strip commercial restaurants, and the scenic easement and landscaping requirements will discourage some of these uses. More upscale restaurants could benefit from the Long Grove address. Micro-breweries represent a slightly different segment of this

market. Flatlanders and Mill Rose Brewery are two local examples of this type. The maximum the market might support would be five restaurants using 5 to 12 acres. Therefore, any use of the site by restaurants must be related to other uses of the property. [1999]

5. Big Boxes: These are full service stores, including discounters like Marshalls, Target, or Wal-mart. High traffic volumes make this a desirable site for these uses, but low densities in Long Grove and Kildeer reduce the potential. The problem with these uses is their large scale and size. Due to these impacts, big boxes are generally discouraged, and to be considered must be creatively designed and landscaped. In order to maintain control over their visual impact, big box developers shall follow the Village's design standards. [1999]
6. Category-Dominant: These are large specialty stores, generally over 20,000 square feet in area. Store types include electronics, books, office equipment, and home supplies, and some examples include Office Max, Borders, Best-Buy, and Home Depot. High traffic volumes are attractive to these users, and some of them are more willing to build to high quality design standards than are the big box users. Because most of these are smaller than the big boxes, they permit greater design flexibility. Market area and competition will be the most difficult aspects of attracting these uses. [1999]
7. Theater: Theaters are desirable as an anchor tenant for an entertainment based commercial area. Good restaurants and a theater will support each other. Additional shops that have interesting merchandise and are willing to stay open till at least 9 PM are other potential users that would support a theater anchor. Access is good and there is little nearby competition. The theater is another large building, and as such shall be required to break up its visual impact. [1999]
8. Auto Dealer: This is almost a "drop-in use," and the local market is very competitive. The area is very accessible, but the market is not deep. However, the uniqueness of Long Grove may encourage the location of an antique automobile dealer or other unique products. Lighting is the major disadvantage of this use. Lighting shall be addressed through creative design to meet village standards as well as user requirements. In order to attract these uses, Long Grove must be willing to provide them the level of lighting most of these users feel they need. [1999]
9. Sales/Warehouse. This use is rather uncommon. The access to Route 53 and to a lesser extent I-94 via Lake Cook are potential assets. The truck traffic would be high. Most of these uses also have a large back-office operation, so peak hour traffic is a major problem. This use is similar to the big box user in the character and scale of the buildings. Unless the firm in question particularly desires the Long Grove address, such uses are unlikely to invest in higher quality architecture. [1999]
10. Garden Specialty. A series of garden related stores and greenhouses are possible. The problem is that these uses are not normally able to afford valuable land. Many of these uses are found in fringe areas. Even though the buildings are not the most attractive, uses like the Iverson Flower Farm and Jamaica Gardens in Green Oaks

fit the Village's image. [1999]

11. Clothing Outlets. These are large brand name clothiers such as Ann Taylor, Banana Republic, or Abercrombie & Fitch. These stores range from 10,000 to 30,000 square feet and would do well in the market area of Long Grove. These uses would do best if there is another anchor to draw customers to the area. The merchandise would not compete with the specialty stores of downtown Long Grove. [1999]
12. Health/Fitness Center. This is a large building in terms of square footage. The types of uses dictate the building height, with racquetball, tennis, and basketball requiring much taller buildings. This is an off peak traffic generator. It is not a significant sales tax generator. [1999]
13. Elderly/Assisted Living. This use ranges from buildings that look similar to a nursing home (but offer less services and have more active independent residents), to facilities that have single family, cottages, or multifamily units for the nearly fully independent, to apartment type units for those who require more assistance and are less mobile. Many residents of such a facility are capable of shopping, so although there is no sales tax generated directly, there would be some additional use of the other commercial areas. [1999]

Land Use and Marketing

Flexibility in land use is the key to the development of this area, but the Village shall set strict design and landscaping standards. In general, the Village shall seek a variety of uses, including sales and lodging uses that would provide a revenue stream. The key design elements are:

1. Retention of the scenic easement, well landscaped with native flowers, grasses, and trees. This is an entrance to the Village, so it must have special treatment. [1999]
2. Architecture that breaks up the building mass is essential for the larger users. This shall be achieved either by developing the site with a variety of users in individual buildings, or by articulation of large buildings to reduce their general mass. [1999]
3. Parking lot and general landscaping must be of the highest quality. If the building is large, berms must be built along the side of the building to assist in de-emphasizing the mass. [1999]
4. Big box uses with their very large mass would be more easily screened if they are on the western portion of the site. [1999]
5. An overall access plan that would ultimately permit a traffic light is essential for traffic access to the site via existing Route 53. Any plan shall provide for more left turn capacity onto Lake Cook Road (dual left turns and greater stacking). A free flow right turn from west-bound Lake Cook onto Route 53 shall also be required. [1999]

While no specific mix or prioritization has been developed, the most desirable combination would be a mix of movie theater, category-dominant, community retail, restaurants, and shops. This mix would be primarily an off peak traffic generator, with traffic spread through the day or with an evening peak. Adequate access to the theater must be provided. The Village shall encourage creative design and selection of uses in order to create an environment that would be attractive to both users and residents, and also generate high revenues. For instance, the Village shall consider the type of movie theater that contains a selected number of screening rooms linked to food and drink service and better seating. All retailers shall be required to remain open to at least 9 PM. [1999]

A mixed use center would share the vitality associated with downtown Long Grove but have a totally different market mix. The two would not compete. Obtaining this mix will be difficult. The Village will need to remain flexible to all of the possibilities. A master plan for the area shall be required, as well as a developer who can bring all the potential users to the site. Piecemeal development shall be avoided. The best plan is one which is flexible with respect to uses, but which makes the needed commitment to preserving the Village's character. [1999]

Design Guidelines

The following design guidelines shall be used in developing the Route 53/Lake Cook Road Commercial Corridor. [1999]

1. Scenic Easement: The 100 foot scenic easement shall be preserved with one exception -- to provide a limited amount of signage for the development. [1999]
 - A. The scenic easement shall be well-landscaped with native flowers, grasses, and trees. [1999]
 - B. A scenic easement management plan shall be required that does not require burning, or have species subject to burn damage isolated by water features to prevent damage. A mix of natural and more manicured landscape may be approved as part of the PUD. [1999]
 - C. The southern part of the corridor requires special treatment because of its role as an entrance to the Village. It must have special treatment with special care to emphasize perennials. Several different masses of perennials shall be planted that bloom at different times to obtain maximum impact. [1999]
 - D. Key area signage shall be designed for both sides of Route 53 to create a entrance to the Village and symbolic arrival to the commercial area. [1999]

Architectural guidelines shall be related to the type of commercial activity that is engendered. Small to moderate sized buildings will typically be easier to blend into the existing character of Long Grove. In this context, a village-like character can be maintained. The big box users and auto dealerships represent the greatest challenge. In the following sections, various types of users will be provided with

appropriate standards. Because of the large size of the study area, a wide variety of uses will be possible. The Village review of plans shall impose the appropriate standards. [1999]

In general, architectural standards that either create a village like character or that break up the building mass are essential to all the possible uses and is most critical for the larger uses. This shall be achieved either by developing the site with a variety of uses in individual buildings, or by articulation of large buildings to reduce their general mass. [1999]

2. Office Complex: Office buildings can be designed in a variety of development types. A small scale office complex can rent to small tenants in a series of modest buildings. Such buildings would have 10-20,000 square feet each. At the other extreme are large build to suit and speculative office complexes with floor plates of 30,000 to 100,000 square feet. This results in buildings of 60,000 to 300,000 square feet, assuming three story structures. Each type of office development requires a different approach to design. [1999]

Small scale building can be integrated into a campus type environment with small parking areas and buildings that have a residential character. Pitched roofs in particular can enhance this quality. This type of building shall be integrated into a pedestrian friendly environment. Organization shall be around a village green with several buildings designed to architecturally anchor and give an identity to the development that would match the Village's traditional character. If this use type is to be part of the plan, the Village shall require the integration of these buildings into an overall urban area with commercial and category-dominant uses. The office buildings shall be used to lead up to a central, retail dominated space that would be the area's focal point. [1999]

Large scale offices will need considerable attention to architectural details, building shape and massing, and architectural quality. The size of buildings shall be broken up by use of building facades that move back and forth. Strongly rectilinear buildings with long facades shall be avoided. The use of pitched roofs or articulations that project above the nominal roof line (such as cupolas, towers, or other roof features) serve to enhance the visual character. These features shall be encouraged as design elements. Buildings that are rich in architectural details enable the designer to emphasize elements in the design that draw the viewers' attention from the mass of the structures. [1999]

3. Community Retail: Many community shopping centers are very unattractive, however, Bannockburn Green is a nearby model that clearly indicates that the use can be transformed with good architecture and landscaping. While it should not be copied, it is a model that developers can be told to equal or better. It clearly is an example of what Long Grove would expect. [1999]
4. Commercial Lodging: Full service hotels and limited service hotels fall into the same general category as large offices. They would be at the lower end of the floor plate sizes, but the design guidelines would be similar to those of large offices. Suite hotels can look similar to the full service hotel or be broken up into a cluster

of modest buildings. [1999]

A suites hotel that is composed of a number of clustered buildings is similar to small office complexes and shall have the same design guidelines as small offices. Like offices, it shall be integrated with small scale commercial to create a real place. [1999]

Extended stay hotels are a risk because the rooms are very similar to apartments. Also, many of them are of very modest quality. The Village shall carefully consider whether to permit this use. [1999]

A country inn will be smaller than a full service hotel, but must have a very creative and appealing design. There are two approaches to siting a country inn that could work in this planning area. The hotel could be integrated into a large complex that has an interesting and active pedestrian environment into the evening. This is the urban version, providing its guests the opportunity to shop, eat out, or perhaps attend a movie in the local area. The second alternative is a site that is environmentally attractive and isolated from the rest of the commercial uses, so that it provides more of a country feel. Both alternatives are available in the planning area. [1999]

5. Restaurants: Restaurants do not generally have scale problems. Their main problem is likely to be corporate styles and signage that does not easily integrate into an overall community plan. The Village's design standards shall prohibit standard corporate themes, signage, and architecture. The PUD under which this property is developed shall contain architectural standards that can unify the development. This issue is key because restaurants will have a large amount of visual exposure, even though they will consume only a small portion of the site area. [1999]

6. Big Boxes: Big box uses, in addition to their large size, are characterized by a single entrance fronting the parking and a large loading bay. Some big boxes have multiple entrances or even a secondary entrance face, such as a garden center or automotive section. These variations do not alter the general front/rear orientation. The box is nearly windowless and the "big box" description is architecturally accurate. This building type is completely inappropriate with the scale and character of development in Long Grove. [1999]

There are a number of techniques that can be used to either break up or camouflage the buildings size and scale. The most obvious is to break up the building mass. Most of these buildings have 20 to 30 foot high interior spaces, with facades of 25 to 40 feet in height. While some of this space is essential for vertical storage area, many stores sell CD's, videos, cameras, and other small items that can be stored and displayed at lower levels. If the building height is scaled to the heights needed for the service, the mass can be broken up substantially by the differentiation in ceiling and corresponding roof heights. While this may limit the flexibility of moving sections within the store, it has an enormous impact by visually reducing the scale of the building and shall be a high priority. [1999]

Exterior elevations and detailing are another approach to enhancing the character of the box. Because most big boxes have only loading and entrance areas, it is possible to reconsider the construction of the box and use screening berms. Along side walls and parts of the front and rear, "berm walls" lower the visual bulk of the building and provide an instant media for screening since the berms can be landscaped. The use of vegetated roofs shall also be considered. Another approach to reduce the impact of loading area is to internalize the loading areas. This typically involves creating a U-shaped or donut-shaped building, with all four facades designed as the building's "front." The loading and service areas are completely screened from view. [1999]

7. Category-Dominant: Because they are often smaller than a big box, these uses are somewhat easier to address, unless they are lined up in a row in traditional shopping center fashion. Some of these, like office or building material dealers, must be treated identically to big boxes because they demand the higher boxes for at least a portion of their stock. Others are much more flexible and can often be found in much lower buildings. Because of the nature of the goods they sell, many category-dominants are willing to invest more in their building and its architecture and materials. [1999]

The Village shall require this type of development to take the form of an urban place. This means an overall design that contains landmark features (such as clock towers) and a central open space. Parking shall be broken into a number of smaller lots, rather than a single large parking field. If the complex will have either commercial, lodging, or office neighbors, there shall be well-established and usable pedestrian connections that encourage pedestrian movement. [1999]

8. Theaters: While this use shares some characteristics of a big box, it does not need to be as rigidly shaped. Varying shape and roof height to reflect the size of some of the individual screening rooms can enhance the character by not being a rectangular building. This change in shape shall incorporate a variety of screening rooms, including those with higher quality food service and non-conventional seating. All of the techniques applicable to the big box shall also apply to this use. [1999]
9. Automobile Dealer: Auto dealers typically have several times the parking area as they do building space. Show rooms need not be particularly high, while repair spaces typically require buildings with 20 to 25 foot heights. The major concern is the lighting. Buyers want to be able to see vehicles in the evening when it is dark, so these uses seek very high outdoor illumination. Lighting shall be addressed through creative design to meet village standards as well as user requirements. To lessen the impact of the lighting, the Village shall make three requirements of these uses. The first is the use of cut-off fixtures that limit the horizontal spread of the light. The second is to limit the height of the poles on which the lights are located. Typical dealers have 25 to 40 foot high poles. The Village shall require maximum heights of 15 to 20 feet. Finally, the Village shall require extensive buffering of the site where it faces residential areas, and there shall be an understanding that a majority of the inventory will be located off-site or within an enclosed facility. [1999]

10. Sales/Warehouse: This use has many of the characteristics of a big box, except that it may be even larger. Typically, these uses contain a warehouse, back office space, and a small sales room. The back offices may have multiple shifts, which means extra parking is required. Loading may also be more extensive than with a big box. All the techniques used for big boxes shall apply. Because these buildings are generally lift slab buildings the berming and vegetative roofs are particularly attractive means of reducing the visual impact. The screening of truck loading areas and containing the noise of trucks are also critical elements of the design. [1999]
11. Garden Specialty: This use has some attraction in that even large scale greenhouses have a certain rural character and are generally low in height and reduced volume. Architectural control of building to fit the Village's character is the primary issue. [1999]
12. Clothing Outlets: These uses may on the average be slightly smaller than the category dominants. Design treatment shall be similar. [1999]
13. Health/Fitness Center: This is often a freestanding use. It would be best linked with other buildings to mask its bulk. Good matches would be sporting goods stores, health food stores, and some clothing stores. [1999]
14. Elderly/Assisted Living: A project of this sort could be in the northwest portion of the study area, where it would be somewhat remote in relation to the shopping area. However, larger facilities of this type have vans to take people to shopping. The apartment or townhouse units could be integrated into the commercial, with residential above the commercial buildings. [1999]

Other design issues are primarily landscaping, circulation, or locational issues.

15. Parking Lots: Parking lot landscaping must be of the highest quality. Minimum parking lot landscaping shall be based on the equivalent of a planting island equal to two spaces (400 square feet) for every 16 to 20 spaces. This will reduce the impact of the pavement and visually break up large parking fields. The developers shall be allowed to cluster the landscaping so long as it breaks up the visual character of the area. Street trees shall be required along all interior circulation roads. [1999]
16. ADID Wetlands: The wetlands primarily on the western and northern borders of this area require special protection. The Village shall require larger than minimum buffers of natural landscaping in these border areas. The Village shall look carefully at the design and execution of the stormwater basins. Releases shall be to naturalized surface drainage features. [1999]

Site planning which creatively incorporates the wetlands is encouraged. It is envisioned that the wetlands become a site amenity for the users and the community at large. The potential exists for including retention/detention areas in an overall wetland plan with perhaps more formal treatment near the buildings, including water features, landscaping, walkways, and benches, which are nearly park-like leading to less formal natural wetland areas. Failure to consider the wetlands in initial planning could result in neglected unsightly dumping areas in

the future. This planning should also include walking paths through the site in both an east-west and a north-south direction. The potential exists to link these paths off-site to the forest preserve property located to the east. [1999]

17. Access to Site: An overall access plan shall be required, along with traffic studies. Any plan shall provide for more left turn capacity onto Lake Cook Road (dual lefts and greater stacking). Currently, this area regularly backs up beyond the stacking lane. A free flow right turn from west-bound Lake Cook onto Route 53 shall also be required. Land shall be dedicated for this purpose. [1999]

If the entire property is developed, there shall be two access points to both halves of the property. This will permit distribution of traffic to the roads in a even manner. Lights may need to be provided at each. If that is the case, the lights shall be coordinated to permit free flow. The two accesses shall be linked by an internal road. [1999]

18. Existing Route 53: This road shall be upgraded to four lanes through the entire length of the study area. It shall include the large landscaped median as used on Route 83, with additional refinement on plant material and placement. The potential magnitude of traffic from this area could be problematic. Customers will be drawn from the north, and the increased traffic volumes from this direction must be addressed. [1999]

19. Big box uses with their very large mass and automobile dealerships would be more easily screened if they are on the western portion of the site. [1999]

20. Big box and other large roofed structures shall consider the use of vegetated roofs. Such roofs have the advantage of softening the outline and scale of the building by installing vegetation on roofs and other elevated surfaces. The added advantage of this design is that these roofs reduce water run-off. [1999]

21. All new and existing utilities shall be buried. [1999]

Route 53 / Lake Cook Road Subarea Plan

The recommended subarea plan will provide flexibility for a wide range of uses and demonstrate requirements that any development must meet. The eastern portion of the site is the most developable with fewer limitations due to wetlands. The proposed FAP 342 extension provides an eastern border to the site. [1999]

Environmental Constraints

The subarea has a number of site constraints which severely limit the amount of buildable land. On the west side of Route 53, two large and one moderate sized wetlands dominate the site. The total land area on this side of Route 53 is 140 acres with approximately 62 developable acres. A large wetland splits the area into two sections. The northern section has approximately 35 acres of developable land. The amount of frontage on Route 53 is

limited by wetlands and more land is available towards the west side of the site. To the south of the wetland more frontage along Route 53 is available. Three outlots could be located along Route 53, to take advantage of the frontage, with a large big-box or movie theater building to the rear. The very back of the site is fairly inaccessible due to the configuration of the wetland area. This area would be best used for a storm-water detention facility. [1999]

The east side of Route 53 also has a number of constraints: the subarea is terminated to the east by the FAP 342 right-of-way, wetlands and a drainageway traverse the central portion of the site, and the site narrows considerably toward the north. In the future, if FAP 342 were to be abandoned or realigned, additional land to the east would become available to expand the planning area. Of the approximately 55 acres on the east side of Route 53 about 40 acres is buildable. The most buildable section of the subarea is the southeast corner: it is 25 acres in size, higher in elevation than the rest of the subarea and large enough for a good sized shopping center. [1999]

Land Uses

Anchor stores shall be used as part of the shopping center developments and would be category-dominants combined with shops and restaurants and other stores integrated into the streetscape. Smaller buildings with one-story shopping floors shall have second story office space. The construction of a theater as a portion of this development would greatly enhance the sales potential of the street by providing a built-in group of movie goers and restaurant diners to increase evening shopping activity and enliven the pedestrian environment. The site's buildable area narrows on the north end. A movie theater or offices shall be contemplated for this area. The extreme southern end of the development might also be a possible theater location. [1999]

The west side of the site is divided into two irregular development areas by wetlands. Despite a significantly larger total area, the west side has a much reduced development potential and cannot be internally connected. The southernmost development area is the largest and is recommended for a large user. An alternative extension of the shopping street might also be feasible. A big box or specialized category dominant that attracts one trip shoppers is also a possibility. This is also a potential site for a theater. However, unless the two sides of the road are linked, this is a less desirable theater location. A group of smaller shops and restaurants could be used to complement the larger user on this site. To the rear of the site is additional land for potential development. However, this land is remote from the road and will thus be difficult to market. It should be used to provide for detention facilities. The area north of the wetland is preferred to remain residential and to be considered, any other uses must be extremely sensitive to an compatible with the residential areas to the north and west. [1999]

On the east side of Route 53 is a 14.5 acre parcel currently proposed for a commercial greenhouse facility. This facility has been incorporated into the subarea plan. North of the greenhouse site is land owned by the Illinois Department of Transportation. This land will not be needed for the current alignment of the proposed FAP 342 tollway and will likely be available for development in the future. This parcel will be used to complete the roadway connection to Route 53, and the remainder will be large enough to locate a large

commercial facility. [1999]

Scenic Easement

The proposed plan maintains the 100 foot scenic easement along the entire length of the property. This is an important element, which must be retained to ensure that the entrance into Long Grove through a non-residential area has the character that the Village desires. The only possible penetration of the scenic easement would be to permit pedestrian access to the site and to provide some form of pedestrian crossing on Route 53. The design transition from one side of Route 53 to the other will require careful design control, and the uses on either side of the crossing will need to be carefully selected. While buffering from the possible toll road shall be required, this should be primarily in the form of a dense planting of canopy trees at 30 feet on center. [1999]

Boulevard

A boulevard shall be constructed as the centerpiece to this development. It shall permit a wide range of uses which front the street. The street shall be a wide boulevard with benches, trees, and other street furniture to provide a pleasant shopping environment. Some parallel parking shall be provided on the street which would require about 36 feet of pavement for two isles of parking and travel lanes. The parkway shall be about 50 feet in width. [1999]

Two main entrances shall provide access to the commercial area. Both would be candidates for signals and are spaced approximately a quarter mile apart. A third entrance on the east side would be right in and right out only. The boulevard would connect to all three entrances. The west side boulevard would access the two signalized intersections. [1999]

Public Amenity

The site shall contain some type of public amenity or civic improvement that would benefit the both the subarea and the community at large. Possible amenities could include donations for community park land, walking paths that connect to the nearby forest preserve, ball fields, or a community center. [1999]

Concept Plans

Two Concept Plans have been prepared for the Route 53/Lake Cook Road Planning Subarea. Both plans contain a mix of office and retail uses, as well as senior housing/assisted living, and incorporate the proposed commercial greenhouse facility. A pedestrian bridge across Route 53 is the distinctive feature of Plan A. The bridge would not be used by vehicles, but would allow pedestrian to cross Route 53 safely above grade. The bridge shall be integrated into the design of the commercial facilities on both sides of the roadway. This approach will unify the east and west sides of Route 53 and allow more concentrated development. [1999]

Plan B illustrates a more conventional shopping center and a street oriented traditional village design. Clearly the street oriented design is more desirable to the Village, and it would be preferable for both sides of Route 53. The more conventional shopping center would require more extensive landscaping and even more design features to make it distinctively "Long Grove." [1999]

Two concept plans have been prepared to provide alternatives that allow more flexibility if the study area has multiple developers. It also addresses concerns about the pedestrian bridge. The following table outlines the components provided in the plans. [1999]

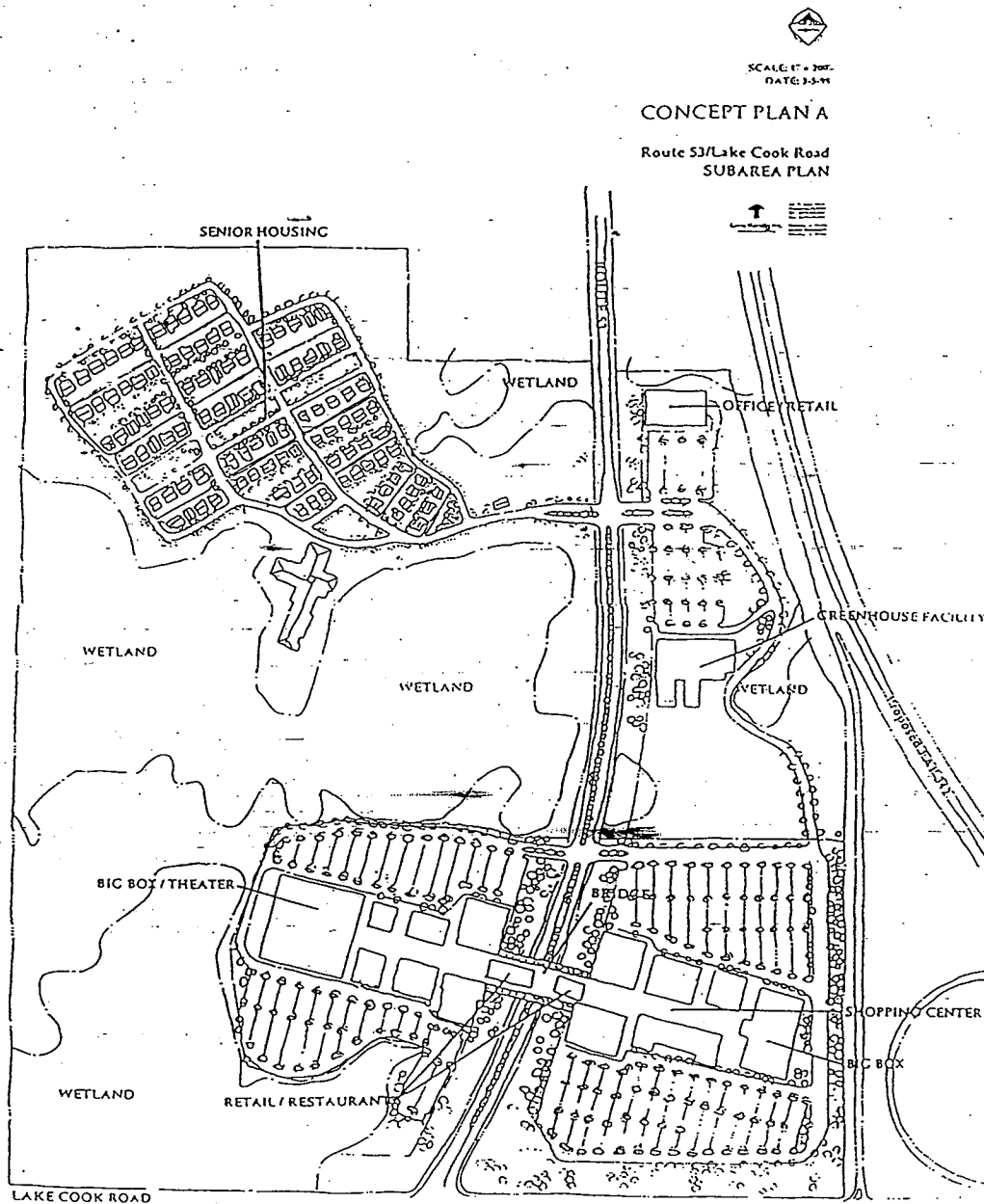
	Location	Height (floors)	Building Area (sq.ft)	Site Area (acres)	FAR (net)	Description
Plan A						
Senior Housing/ Assisted Living	west of 53 (north)	1 - 3		35+		multi-unit buildings and/or individual units
Office/Retail	east of 53 (north)	1	23,000			
Greenhouse	east of 53 (north)	1	50,000	14.5	0.08 - 0.12	proposed use
Shopping Center	both sides 53 (south)	1 - 2	373,150 - 730,700	20 (west) 25 (east)	0.19 - 0.35	bridge-facility (2 retail buildings on bridge)
Plan B						
Senior Housing/ Assisted Living	west of 53 (north)	1		35+		multi-unit buildings and/or individual units
Restaurants	west of 53 (south)	1 - 2	3 @ 6,000+	1 - 2	0.10 - 0.15	outlots along Rt. 53
Big Box/Theater	west of 53 (south)	1 - 2	100,000	15+	0.15	
Office/Retail	east of 53 (north)	1	23,000			
Greenhouse	east of 53 (north)	1	50,000	14.5	0.08 - 0.12	proposed use
Shopping Center	east of 53 (south)	1 - 2	170,000	25	0.15 - 0.20	misc. retail + anchor

Plan Implementation

Because there are multiple property owners in the study area, the Village will have to react to each submission in the context of the overall plan. Prospective purchasers shall be encouraged to acquire multiple properties so that the design ideals of this plan can be fully

Figure J-3

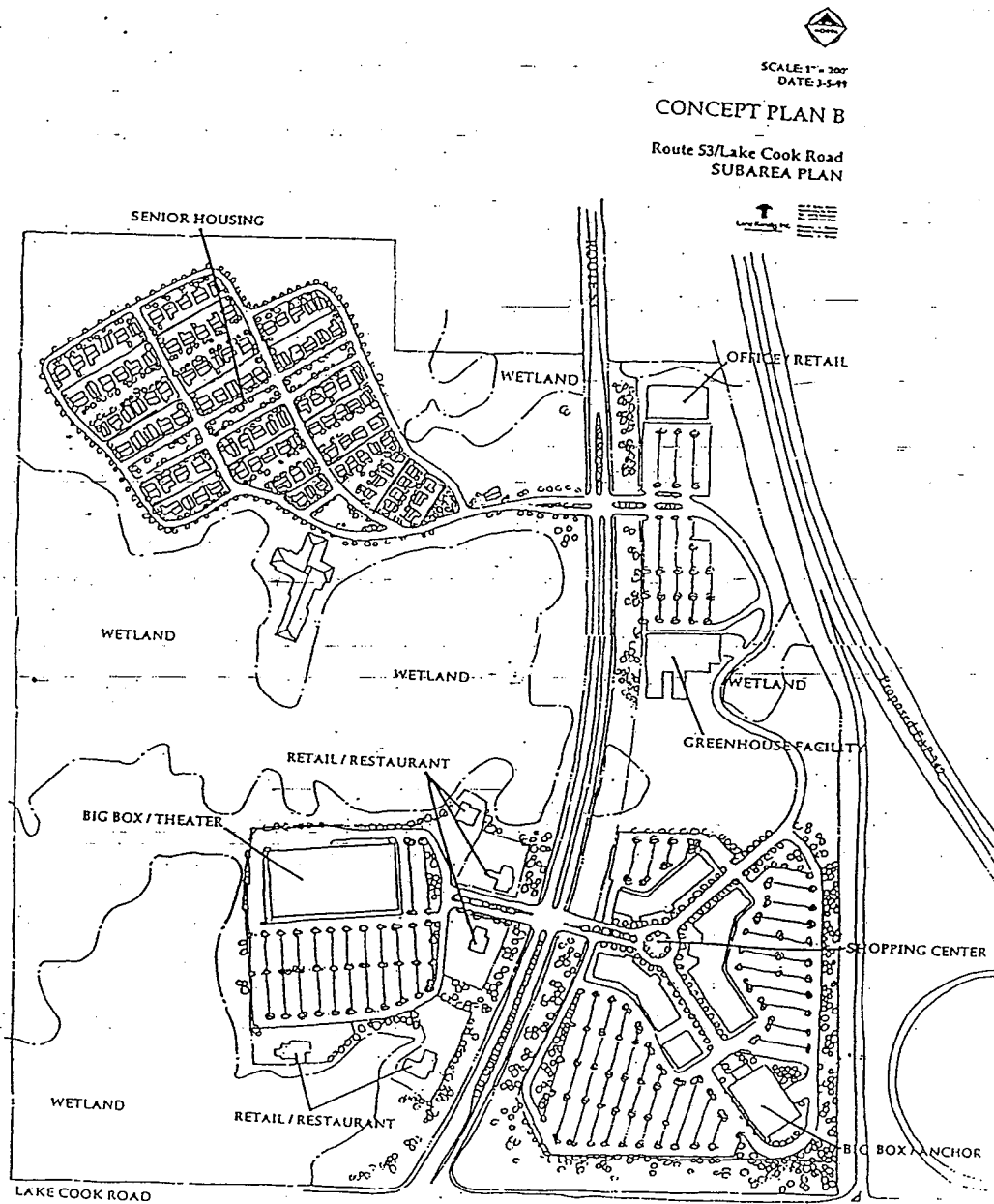
DETAILED SUBAREA PLAN FOR THE
LAKE COOK ROAD/ ROUTE 53 PLANNING AREA (PLAN A)



exploited. The concept of air rights over Route 53, to connect the east and west sides, requires a single developer. All parts of the plan are illustrative. In fact, the ideas expressed on the plan are interchangeable and can be applied to any of the parcels. The Village shall encourage uses that provide a sound sales tax base and are willing to meet the design guidelines. [1999]

Figure J-4

DETAILED SUBAREA PLAN FOR THE
LAKE COOK ROAD/ROUTE 53 PLANNING AREA (PLAN B)



THE LONG GROVE STATION PLANNING SUBAREA PLAN

Introduction

The proposed Long Grove Station lies north of the E.J. & E. Railroad and south of Midlothian Road, containing some 459 acres (Figure J-4). The largest of the three pieces (401 acres) was originally approved as a planned unit development in 1990. In 1995, 300 acres were condemned and acquired by the Illinois Department of Transportation (IDOT) for the FAP 342 (Route 53 extension). The large taking is a result of the current preferred alignment placing an interchange at Midlothian Road. The Village of Long Grove has long opposed extending Route 53. The Village will continue to fight that expansion and believes the proposal will be defeated. At that time, IDOT will be forced to sell all land holdings within the corridor. This Subarea Plan guides the eventual development of the Long Grove Station area, including IDOT holdings. [1996]

A number of important events have occurred that could dramatically affect growth and transportation in Lake County and Long Grove. First, in August 1996, the Wisconsin Central Railroad began commuter service from Antioch to O'Hare with connections to Chicago's loop. For the first time, Long Grove residents will have immediate commuter rail access from two stations: the Prairie View Station near Route 22 and the Vernon Hills Station on Route 45. Second, while the plans are tentative, Metra has discussed providing commuter rail service on the E.J. & E. Railroad. Third, IDOT and ISHTA are studying the Route 53 extension. Long Grove's opposition to extending Route 53 has always been grounded in environmental and land use concerns. Opening a new highway corridor would create increased growth and urban sprawl in an area that currently is planned for low density or is in a holding zone. This holding zone designation means the land is not needed to sustain growth for the next 10-20 years. [1996, 1999]

The proposed extension will create easy access to one of the County's last large areas of Countryside District (west of Mundelein, north of Wauconda, and south of Round Lake). The Lake County Zoning Ordinance states that the purpose of the Countryside District is "to protect and preserve on an interim basis areas of Lake County which are presently rural or agricultural in character and use. These areas are not presently required for urban development and, according to the population and land use projections of the comprehensive plan, will not be required during the twenty year planning period considered by the plan." Note the 1994 Lake County Framework Plan Update was not based on this road. The Plan acknowledges, "Although both roads [Route 53 extension and the westward Richmond extension] could serve as powerful catalysts for increased population and employment growth in west-central Lake County, they also carry the potential for increased traffic congestion in feeder arterials." The Plan concludes, "The County will prepare amendments to the Framework Plan when the Council [Corridor Planning Council] adopts its Route 53 land use plan. Also, because the Lake County 2005 Plan does not include Route 53, this plan will be remodeled." [1996]

Clearly, Lake County is congested. As the County continues to grow, congestion will only increase if automobiles remain the sole means of commuting to jobs and a County-wide transportation network is not created. To date, the Village has cooperated to the greatest extent possible to create a County-wide transportation network--a network necessitated by

surrounding municipalities.¹ Now, the Village is demonstrating that alternative development forms and transportation modes are an equally important aspect of relieving congestion. [1996]

Area Transportation and Land Use Relationship

In the 1940s and early 1950s, Lake County relied heavily on commuter rail. Communities were compact developments with small central business districts. However, with the Tri-State Tollway and Edens Highway, a whole new approach to commuting developed, having adverse impacts on commuter rail ridership. The Skokie-Valley electric lines were discontinued and service in Lake County was reduced, leaving Mundelein and northern Long Grove without rail service. Passenger service was also discontinued on the Wisconsin Central line which, at the time, was known as the Soo line. [1996]

Long Grove has conducted planning in an era where the sole mode of transportation has been the automobile. This Comprehensive Plan and the resulting zoning densities were set at levels that used ground water without lowering the water table.² Similarly, the densities could be sustained with private septic systems. Most importantly, the existing two-lane road network was adequate to support growth of a large area without widening roads to four lanes. That pattern of growth has not been followed by Long Grove's eastern neighbors; each has built at densities that require a significant portion of the existing road network to be four-laned to support development levels. [1996]

Providing METRA passenger service on the Wisconsin Central and, more importantly, the possibility of passenger service on the E.J. & E., is a major change. Increased rail service and the potential for a circumferential rail line that can serve major suburban office complexes is a major break-through. Today, a large percentage of people use automobiles for work trips even in areas served by rail because most major employment centers are located in areas served by highways. Residential development at higher intensities is randomly scattered. Rail works most efficiently where jobs and housing are concentrated around train stations.³ [1996]

The E.J. & E. does not go to the Chicago loop as do all other commuter rail lines. Rather,

¹ The Village did not oppose the State of Illinois' widening of Route 83, instead working with the State to design an efficient road that minimized impacts on Village character. Further, the Village has spent considerable resources to have land use and transportation consultants prepare Strategic Regional Arterial (SRA) alternatives to the Route 53 extension.

² This effort is in direct contrast to neighboring Buffalo Grove, Vernon Hills, and Mundelein. Each Village had falling well levels due to heavy mining of ground water resources until they hooked into systems that provided additional access to ground water.

³ "Areas around commuter rail stations, especially in high-density urban locations or in suburban central business areas, are ideal locations for high-density development, since many stations are located in commercial, industrial, or multi-family residential districts. New high-rise apartment buildings have been constructed near commuter rail stations in some communities, resulting in increased tax revenues for the municipality and convenience for residents. Higher residential development densities increase pedestrian station access and benefit nearby commercial areas." Land Use In Commuter Rail Station Areas: Analysis and Final Report. Recommendations for Integrating Commuter Rail Stations With Surrounding Communities. Northeastern Illinois Planning Commission and Metra. November 1991. Page 61.

it links important radial destinations. The line runs from Waukegan on the north to Indiana via Elgin and Joliet. The high growth area on I-90 and the Sears development sit right on the E.J. & E. In Lake County, Waukegan (the County seat), Abbott, Hawthorn Center, Mundelein, Long Grove, Hawthorn Woods, Lake Zurich, and Barrington would all be linked by this line. Long Grove believes that the Village, Lake County, and other communities should be planning for accommodating significant growth along the E.J. & E. Corridor. The 459-acre Long Grove Station is one of several large vacant land parcels that could be zoned as a transit-oriented community. [1996]

Lake County will continue to grow. Long Grove's neighbors are almost certain to continue to plan for and permit densities that cannot be sustained by the road network, causing increased congestion. Therefore, Long Grove, with vacant land along a future commuter rail line, must plan for a new transportation reality. [1996]

The Long Grove Station

The planning behind Long Grove Station considers two things. First, the E.J. & E. offers the opportunity to shift the transit scales away from automobile dependence toward transit trips. Users must realize no plan will shift all users. Realistically, the Village should anticipate 30 percent rail ridership. Second, the site has water and sewer services--elements required before any consideration of the densities suggested in the Subarea Plan. Given these elements and Long Grove's long-standing commitment to sound planning and environmental protection, the low-density development that would typically be built in the Village must be reconsidered. [1996]

This Subarea Plan is a conceptual guide to the development and marketing of Long Grove Station as a rail-oriented community that provides a northern focal point to the Village of Long Grove. Before outlining the Plan, one must understand the planning principles that were considered. [1996]

Most rail lines have suffered from the fact that ridership is often heavily loaded in one direction--in to Chicago in the morning and out from Chicago in the evening. This loading creates operational inefficiencies that, in turn, reduce the level of service that can be provided. In theory, the optimal rail system would be circular, with cities spaced along the circle allowing two-way traffic. When traffic is in one direction, trains must be stacked at the end of the line and ran in to Chicago to accommodate morning volumes; similarly, in the evening, trains must be stacked downtown for the evening commute. As a result, trains are out of service for part of the day. The E.J. & E. offers the ability to run trains in both directions because destinations occur all along the route. Further, concentrated housing at the train stations allows people to walk to jobs, shopping, and home from the train station. Substantial parking must be provided at the locations as well. To achieve the density needed, parking must be structured parking so walking distances are kept reasonable. [1996]

A model transit-based neighborhood includes a train station and high-density office, residential, and commercial; all within easy walking distance. This area must have a strong pedestrian orientation; however, the area should not be completely isolated from automobiles since a great deal of the region's population does not have ready access to

commuter rail. [1996]

The vision of Long Grove Station relies on the notion that other communities along the E.J. & E. will plan to optimize the potential for use of rail in their land use planning efforts. The E.J. & E. links the Lake and Will County seats. Also, the line goes through the Sears office complex on I-90 and other large holdings, such as the Waukegan lakefront and the Cuneo property in Vernon Hills. If appropriate planning is performed (especially for the Cuneo land), the percentage of people using rail can be vastly increased. Long Grove Station will offer high-quality living environments where people can walk to work or shop--a condition almost totally absent in Lake County today. This Plan provides a small-scale model of what could occur at the Sears and Cuneo properties or given a major redevelopment that could completely change Waukegan's future. [1996]

The model for transit station development areas has been understood since the turn of the century; simply witness the Lakeshore communities. First, a community (including residential, retail, and office) must be centered around the train station. Also, considerable commuter parking must be provided. Many residents in Long Grove, Mundelein, and Hawthorn Woods could use the rail line, but must have access to parking. Further, the encouraged densities will need extensive parking for customers or workers who cannot come by rail. Because the Illinois Department of Transportation owns the land, some proceeds of the sale of the land can be applied to build significant structured parking to serve the Station. Since structure parking is much more expensive, such an allocation is an enormous attraction to prospective residential and commercial builders. [1996]

A second key element is a sense of place. The Plan creates a community center for the 459 acres and some surrounding areas, such as Countryside, Sylvan Lake, parts of Diamond Lake, and south Mundelein. This Plan is enhanced by Long Grove's name. Further, Long Grove is noted for its environmental mind set. This Plan demonstrates that an urban place with transit does not have to destroy the environment. Over 48 percent of the site is preserved as permanent open space; in this manner, the residents share the same protected environmental areas as do other residents of Long Grove. [1996]

The Plan locates a transit station--Long Grove Station--in the heart of the community's core with two or three parking structures providing the needed parking for core residents, businesses, and commuters. Parking structures will be at the end of pedestrian streets that lead to the station and provide access to stores, offices, and other uses. All buildings will have arcades so pedestrians will not have to walk in rain or snow to reach their destinations within the urban core. The urban core extends approximately 500 feet from the station. Core buildings would be three to four stories high. If the building is on a slope, an extra story below the general grade of the central area would be permitted. A unified architectural theme will be imposed on the urban core. The parking structures would be designed to have condo/apartment units built into the sides of the building and use the roof surface, increasing the density and, at the same time, camouflaging the parking structure. The residential capacity of this area is from 249 to 330 dwelling units. [1996]

Beyond the neighborhood core, yet still within walking distance, is an area where attached housing is the dominant housing type. These higher density units would come in a variety of styles of housing, but protect wetlands and stream corridors. Designs would seek to maximize the number of units looking into natural open spaces and have internal open

spaces to provide quality living environments. These neighborhoods would be mixes of townhouses and units designed to appear as large single-family homes. This area would include from 190 to 270 dwelling units. [1996]

Farthest from the train station, the outer areas of the development would be devoted to single-family units, ranging from one-acre plus lots to lots as small as 5,000 square feet. The Plan would require all developers to provide a wide range of housing products and prices within each development section. A typical development pod is shown in Figure J-5. Note that the largest lot is approximately 1.2 acres or 53,000 square feet⁴ and several lots of 12,000 square feet have four units in a building designed to appear as a large old single-family home. Nearly every unit either fronts a neighborhood common area or backs to open space. The single-family areas would have a capacity of approximately 350 to 430 dwelling units. [1996]

The overall residential density shall be two dwelling units per acre. The area will have to be developed as a PUD under the normal Village guidelines. Without the train station, the parcel shall remain as to one- or two-acre zoning. [1996]

Design Considerations

A number of overall design rules will be applied to the development. Some are extensions of rules used throughout the Village. Others are extensions of practices started in other planned developments. The remainder are rules developed especially for this project. [1996]

1. The development shall protect all wetlands, except where roads must cross to serve either the Station or other critical areas of the site. [1996]
2. A 150-foot scenic easement shall be required along Midlothian Road. This easement is larger than typical; however, it is on a major road at the Village boundary. Creating the image of Long Grove is particularly important in this location. Further, experience has proven that larger scenic easements are more effective. [1996]
3. A natural drainage system shall be used throughout the area. Because of the higher densities, not all drainageway soils will be protected. The higher density and more urban community character of Long Grove Station requires more formal types of site planning. The overall open space ratio of approximately 48 percent compensates for this requirement. Granted, this development style is a change from normal Long Grove policy. However, positive surface drainage will be used to keep natural drainage open. In addition, detention will be encouraged in these areas. The positive surface drainage will replace the old farm tile system that has disrupted the original drainage configuration and natural wetlands. Where detention is used, the area will be restored to a natural condition. By keeping

⁴ This size is the buildable lot area. Larger lots can be provided by including open space areas protected by a conservation easement, adding substantially to the lot size. For example, including the scenic easement would increase the 1.2 acre parcel to two acres.

natural drainage patterns and using positive surface drainage rather than storm sewers, more wetlands will be created and water quality improved. Septic tanks are not being used so higher water tables are not an issue. [1996]

4. All major roads are to be boulevards with a minimum 16-foot planting island. The entry from Midlothian Road shall be a boulevard of significant proportions; it is a park space in addition to being a landscaped planting island. [1996]
5. In all areas where lots average greater than one dwelling unit per acre, significant common green areas shall front homes wherever possible. In the larger lot areas, the open space need not be as formal, and natural areas or conservation easements may be used. [1996]
6. Alleys shall be used to provide access to lots so narrower streets can support on-street parking. Further, alleys eliminate the problem of too much garage space dominating the street frontage. [1996]
7. A trail system shall be developed through the entire property. Active recreation facilities shall be provided in various areas indicated in the Plan. The Village and developers shall work with the Mundelein Park District to ensure adequate active recreation facilities are provided. In addition, natural areas, regardless of whether owned by a homeowners' association, the Mundelein Park District, or a private non-profit open space organization shall be maintained to Long Grove standards. [1996]
8. Berms, walls, and landscaping of at least 50-foot width shall be provided along the E.J. & E. right-of-way wherever residential abuts the right-of-way. This landscaping is intended to protect the residents from railroad noise and the power lines. In this one area, non-native species may be desirable to maximize the residents' protection. [1996]

Developer Expectations

The Long Grove Station Subarea Plan is contingent upon a commitment from IDOT and Metra to construct a train station in the general location indicated. If no station is built, this Plan does not apply. Each aspect of the Long Grove Station is an integral component of the larger Subarea Plan. While the Plan certainly creates neighborhoods, high-density residential without the supporting retail, office, and train station is out of character with Long Grove. Were this site composed of several smaller sites, the Village would have to guard against piece-meal development. In that event, one could seriously question allowing high-density residential without a 100-percent guarantee that the train station and other non-residential uses would follow. Further, having many developers would make urban design coordination exceptionally difficult. The Village recognizes these concerns and has approved plans for two coordinated developments west of the IDOT holdings. The Village would have to develop a new zoning district for the site, so the Village concerns are adequately addressed. Further, IDOT is unlikely to split the parcel upon resale. [1996, 1999]

The Village must remain committed to the complete package and reject offers to develop only portions of the 459-acre site. The Village must commit to courting a residential/non-residential developer with the financial ability to develop the entire parcel in a manner consistent with this Plan. As an option, the Village could allow a certain number of single-family areas to develop before multi-family units or non-residential uses with conditions attached. One important condition would limit the number of these "early" units to a density consistent with Long Grove until a specified amount of non-residential floor area, parking structures, and/or the train station were constructed. At such time, the developer would receive a density bonus, permitting constructing the high-density and multi-family residential. A second important condition is that the Long Grove Station be planned in its entirety. In this manner, should a "pod" approach prove financially necessary, the single-family areas can be final platted with the remaining area platted as outlots. Then, the future restrictions on the outlot (in terms of number and type of dwelling units) are recorded with the plat. The ability to develop incrementally does not lessen the importance of having Long Grove Station be developed by primarily one developer. [1996]

Extraordinary Site-Specific Costs

Any and all extraordinary site specific costs, such as but not limited to increased costs for security, must be borne by the development, not by the Village of Long Grove. [1996]

Figure J-5

DETAILED SUBAREA PLAN FOR THE
LONG GROVE STATION PLANNING AREA

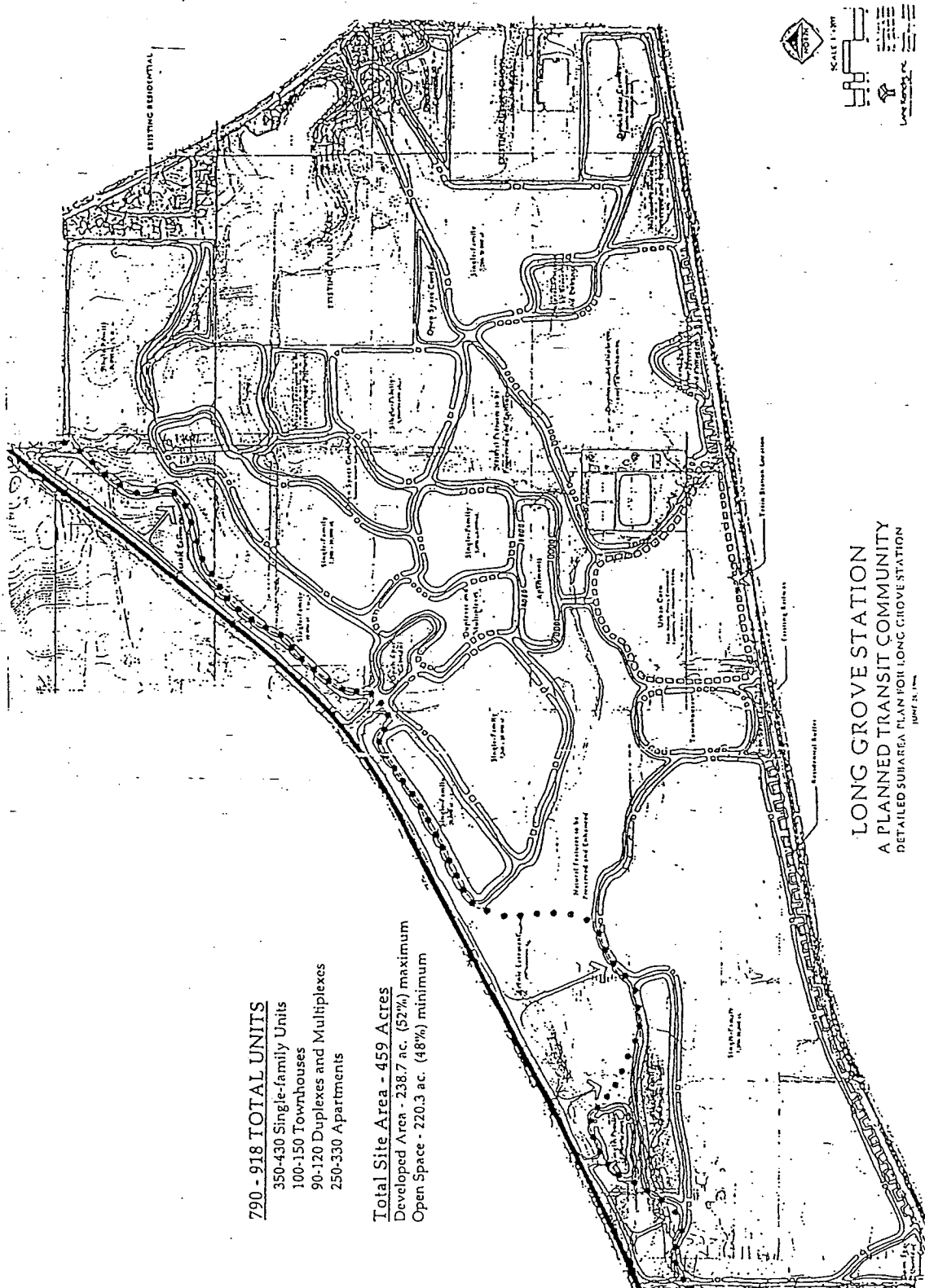
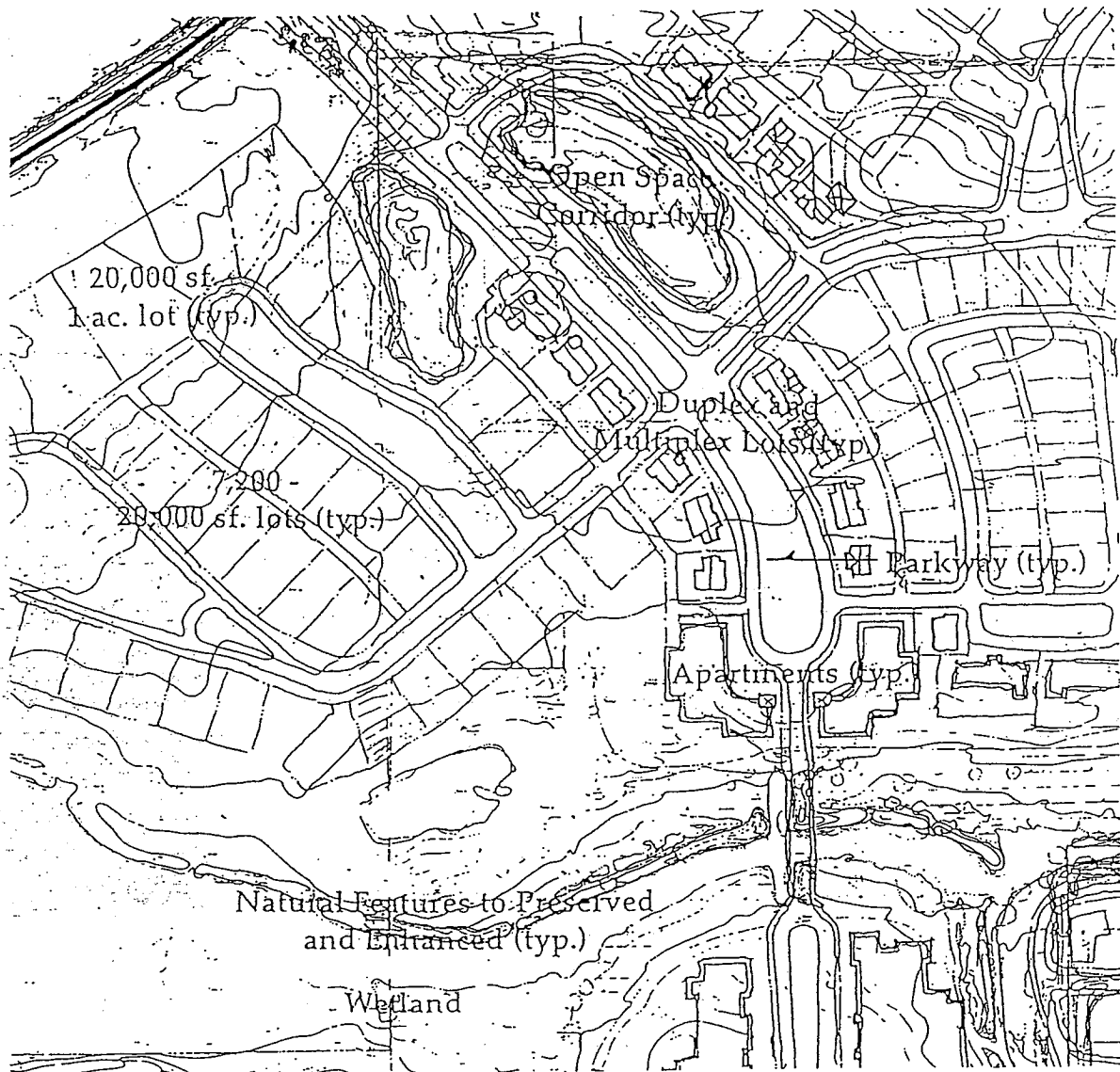
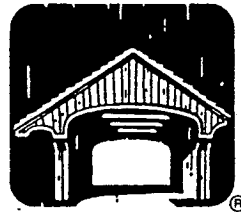


Figure J-6

LONG GROVE STATION SUBAREA:
TYPICAL POD DEVELOPMENT





VILLAGE OF
LONG GROVE

B-1A Subarea Plan

The B-1A area is graphically depicted on the B-1A Study Area map in pink and includes 8 separate sites, which are adjacent to or in close proximity to the B-1 District. The Village Center consists of the B-1 and B-1A Districts.

Priority uses are the most desirable and are indicated by an asterisk. Recommended land uses are as follows:

Site 1 The site contains eight parcels and represents a logical extension of the B-1 District. There presently are a number of homes on these parcels. Site 1 has immediate and direct pedestrian access to the rest of the B-1 District and is bounded by floodplain and a major road (Route 53). This site is the prime parcel for the expansion of the B-1 District. With the exception of gift shops, all the uses permitted in the current B-1 District should be permitted in this area.

Permitted Uses:

Antique Shops
Antique Shops*
Art and School Supplies and Schools
Artisans, and art galleries*
Bike and ski shop*
Bookstores*
Camera
Candy and Ice Cream
Delicatessen*
Dry Goods
Musical instrument and instruction*

Post Office*
Professional Offices
Restaurant*
Specialty hardware*
Theater for Performing Arts*
Wearing Apparel

Special Uses:

Gift Shops - these would be permitted only if the existing B-1 district's total floor area for these uses drops below the 1999 level.

Site 2 The fire station sits on prime land for additional parking or stores. It has excellent pedestrian access. The current use is non-residential, so a conversion to commercial would not be a major change. The Fairview Lane subdivision would have to be given better buffering than is currently the case. Land uses would be identical to Site 1 with the following additional uses:

Actor's workshop and theater.*
Day Care Facility.
Health club.
Special education facilities.

Site 3 Fairfield Drive leads to two building areas. There are two office buildings, a bank, and a health care facility. There are two additional parcels which comprise Site 3. While Site 3 is only 1,300 feet away from the current edge of the B-1 District, it is segregated from the rest of the B-1 District. This site is primarily oriented to Route 83.

Permitted uses:

Assisted Senior Living
Bank
Banquet Facility
Drug store/attached to clinic
Health Care
Health Club
Offices
Post Office

Restaurant/high quality/possible culinary school
Speciality sports store

Special Use:

Suites-hotel, small - This use should only be permitted if a Country Inn is already established and marketing information indicates a need for both facilities.

Site 4 This site is owned by several different landowners and is separated from the entire B-1 District by Route 83. The Route 83 crossing represents a major constraint. While pedestrian crossings at grade could be provided, the experience of crossing a major, four-lane, urban arterial is not likely to be particularly pleasant for pedestrians. The entire area is zoned R2. The protection of homes along Arlington Heights Road would have to be a primary element of the plan, including appropriate setbacks and additional landscaping not normally expected.

A public school (by special use) or a fire station would be permitted without a comprehensive PUD plan. The school would use a large portion of the area and redefine the potential of the remainder so there is no reason not to encourage this. The fire station relocation would free up Site 2 and should be encouraged.

There are two additional different options for this site. In both cases, it should not be rezoned except via a planned development that plans for the entire site.

Option 1.

An office-business park which would provide offices, restaurants including chains, health club, and suites-type motels. This is the direction that the area first started to develop in and is still a potential. Business park uses that provide high quality business in well designed masonry buildings would be by special use permit. It would be served by a road opposite Robert Parker Coffin, with full access to Aptakisic. Two partial accesses to 83 should also be permitted. The small suites-motel would only be permitted if a Country Inn is already established and marketing information indicates a need for this facility and seventy-five percent of the site is occupied with the other permitted uses.

Option 2.

This option treats the site as primarily residential. It would permit single-family elderly housing as a stand alone project, or a full range of elderly care beginning with single-family and permitting single-family, congregate care, and assisted living. The site will need a good buffer on all sides. To the rear, a buffer to provide a transition to the existing residential would be necessary. Other buffers would be required to insulate the development from the heavy traffic volumes on Route 83 and Aptakisic Road. The development should be designed as a traditional community, with overall open space of 50%. Uses that would be compatible with the residential would be permitted provided they were part of the overall design and related to the residential development not to the highway. The overall density would require a new zoning district.

Site 5 This property is zoned O&R, and, thus, a major use change is not required since it is not currently zoned residential. The intersection with Route 53 and McHenry Road is signalized. The Route 53 crossing represents a major constraint for the same reasons as the crossing of Route 83 (see Site 4). The site would have to have access via Fremont Way, a Village of Buffalo Grove Road. These uses should be well thought out as a linkage to the B-1 District and provide a quality experience. Permitted uses would be:

Country Inn
Performing arts center
Children's learning center

Site 6 South of the creek is another triangular area with nine parcels. All are zoned R3. There are two houses, two institutional uses, and a large parking lot. There is already significant pedestrian traffic across the covered bridge to the Church. Only the eastern portion of this area is suited to expansion of the B-1 District because it is separated from the rest of the triangle by the Church parking lot and the Montessori School. The parking lot and western portion should remain zoned R3; there are too many wetlands to permit development in any event. The eastern portion (1102 & 1103 RFD), which comprises Site 6, should be considered for:

Artisan housing and studio*

Bed & Breakfast
Shop and B & B*
Shop and residential

Site 7: DELETED - JANUARY 23, 2001 ORDINANCE 2001-0-2

Site 8 The elementary school is a suitable use and a significant amenity. If the school use were discontinued, the school building should be considered for reuse with the following uses:

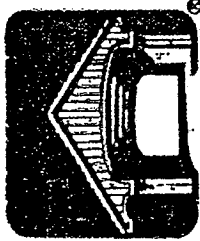
Permitted Uses:

Antique shops*
Artisan shops*
Book Store
Camera Store
Dry Cleaners
Library substation*
Performing Arts*
Personal Services
Post Office*
Wearing Apparel

Special Uses:

Shops that cater to village residents' needs.
Service businesses if located to the rear near Village Hall. At least fifty percent of the uses should be priority uses.

Site 9 This site is on the north side of Robert Parker Coffin Road. It contains several homes west of the Church. Currently, the residences are reasonably stable. However, after there is a significant expansion and development in accordance with this plan, these homes should be considered for their potential for bed and breakfasts.



VILLAGE OF
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Long Grove, Illinois 60047-9635
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B-1-A STUDY AREA

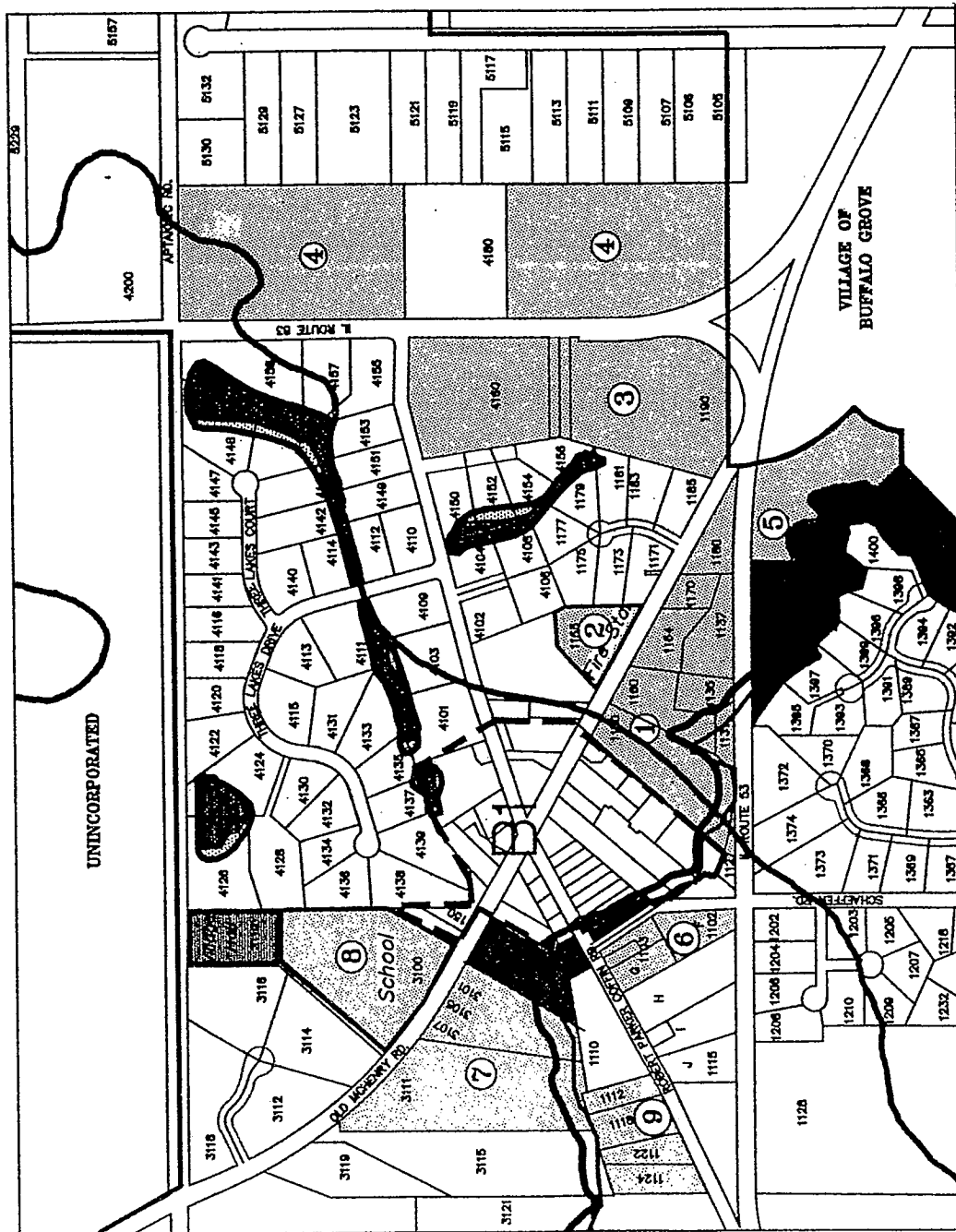
revised September 7, 1989

LEGEND

- REDEVELOPMENT SITES
- WATERBODY
- WATERWAY
- OPEN SPACE
- VILLAGE LIMITS
- INSTITUTIONAL SITES



Scale (Feet)
0 400 800 1200 1400





Appendix K

INTERGOVERNMENTAL COOPERATION

Every five years Lake County is scheduled to update the county's Framework Plan. This update is to be taken into account by the Village of Long Grove Plan Commission so that the Village can have adequate and beneficial input into those updates as they affect the Village and surrounding environs. During the county's conduct of these Framework Plan updates, the Village of Long Grove is to provide input into at least five important areas. The Framework Plan addresses cooperative planning, open space preservation, growth management, land use, and the transportation system. Each of these areas is addressed below with relevant actions which the Village is to take to be a part of the process. [1991]

1. **Cooperative Planning:** The original Framework Plan was based on the concept of mutual cooperation between the county government and the local units of government within the county. This original concept should be adhered to in any Framework Plan amendment, with local area plans representing the further refinement of the county's Framework Plan taking into account Village needs. The county Framework Plan should not take precedence over local planning efforts but should be reflective of those efforts. [1991]

In order to facilitate cooperative planning, the Village has entered into boundary agreements with the adjacent municipalities of Hawthorn Woods (on August 27, 1996) and Kildeer (on July 22, 1997). The Village will continue to seek cooperation with neighboring municipalities. [1999]

2. **Open Space:** The county is to be encouraged by the Village to work cooperatively with the Village and landowners for the acquisition of open space. Many communities that do not currently respect county open space goals shall be educated relative to its benefits. [1991]
3. **Growth Management:** This will continue to be a very big issue for both the Village and county during the planning period. In 1990, growth in the county was outpacing the ability of some municipalities, the county, and the state to provide adequate roads and necessary improvements to existing roads. In addition, many school districts have fiscal problems if growth continues at its current pace. As a result of this, impact fees are needed at the county level; but so are general county government expenditures to bring the existing roadway system up to acceptable standards. [1991]
4. **Land Use:** The current land use plan portion of the Framework Plan is badly out-of-date. It ought to be quickly updated to reflect reality. Presently, there are

developments in the Village of Long Grove such as White Oaks, The Fields of Long Grove, and Royal Melbourne which are all shown on the current Framework Plan in Countryside designations. The Framework Plan needs to be updated on a continual five-year basis which will not allow it to become out-of-date. All of the Long Grove area is to be shown in an Estate designation on The Framework Plan except for some small existing suburban areas. Suburban designations will need to be shown at various intersections where the Village plans have been modified. [1991]

The original Framework Plan can be made current by updating the existing maps in the plan. Without an updated accurate Framework Plan data base, none of the more important Framework Plan and land use decisions can be made. This necessary updating process would allow for the new county board to try and rebuild working relationships with the various local units of government in the county. [1991]

5. **Transportation:** During the planning period, the county shall be encouraged to amend the transportation element of The Framework Plan to make it consistent with Long Grove's transportation element of its own comprehensive plan. [1991]

DISCONNECTION

This section discusses Ill.Rev.Stat. 24-7-3-6 (hereinafter referred to as 7-3-6) and how the Village of Long Grove can prevent disconnections from occurring. Long Grove may find some protection against disconnections through innovative planning policies entwined with careful legal actions. The following describe some methodologies which may be used in conjunction with sound planning practice. [1991]

Current Legislation: The statute states that disconnections can occur by direction of the corporate authorities of the municipalities or by court action. Court action has become the more common approach because it allows landowner(s) to bypass the intricate world of municipal politics. In determining whether disconnection is proper, courts look at the following: [1991]

1. A minimum of 20 acres is required;
2. Property must be located on the border of the community;
3. Isolation of other property from the municipality as a consequence of the disconnection is prohibited;
4. The growth prospects, plan, and ordinances of a municipality may not be unreasonably disrupted;
5. Substantial disruption of community services like fire protection and utilities may not occur as a consequence of disconnection; and
6. The community may not be unduly harmed in the future due to loss of tax

revenues. [1991]

Once the area is disconnected, the statute is clear that the area cannot be subdivided into lots for another year. But once that year expires, the statute is silent. [1991]

Illinois courts interpreting this statute find that a municipality trying to prevent disconnections would have to prove the following: [1991]

1. There is a significant danger of other properties disconnecting;
2. These disconnections would have a clear disruptive effect on other existing properties that could be expressed in dollar terms; and
3. There is documentary evidence that there would be deleterious effects of future developments. [1991]

Preventing Disconnection: In light of the statute above, how can a community act to preempt disconnection? There are three possible strategies used here which may be combined with others as yet undocumented in this Comprehensive Plan: [1991]

1. Set forth language in the Plan that discourages disconnections from the Village;
2. Create disconnection barriers; and
3. Amend the state legislation. [1991]

This Plan strongly discourages disconnections. First, there is an immediate danger to the Village of Long Grove that disconnections could continue for many years. There have been two significant disconnections from the Village of Long Grove in the last 5 years. There is the potential for several more disconnections in the years to follow, because communities surrounding the Village of Long Grove have zoning ordinances that could be construed to allow more profitable development than that of the Village. Thus, any landowner interested in the potential of financial gain associated with more intense development might have the motivation to petition for disconnection. [1991]

These disconnections would have a clear disruptive effect on other existing properties in the Village that can be expressed in dollar terms. The property values of the lands adjacent to the disconnections are adversely impacted because of increases in congestion, pollution and visual blight. These could make the surrounding homes more difficult to sell than similar properties that are not adjacent to disconnected lands. [1991]

Disconnection will also affect the future development of Long Grove. Long Grove is a community that has done careful planning and has designed a comprehensive approach to land use that ensures that development pays its own way. Such an approach has helped achieve a desired fiscal position for the Village. Disconnection could disenfranchise the citizens of the Village of Long Grove. They will lose their planning, zoning and fiscal control over development because disconnection can lead to landowners breaking the plan and building in a manner that does not pay its own way. [1991]

Therefore, all landowners in the Village of Long Grove are henceforth strongly discouraged from disconnecting from said Village. [1991]

ACQUIRING PROPERTY RIGHTS TO BLOCK DISCONNECTIONS

The Village shall acquire property rights as a means of blocking disconnection from the Village. One strategy is for the Village to acquire small parcels of land along the fringe of the present village boundaries. These new Village areas shall be designated and improved as trails. However, the Village should first be given the right of a landowner in signing annexation petitions. [1991]

There are several programs that involve less than fee simple acquisition--acquisition of development rights, conservation easements, and annexation rights acquisition. Land ownership involves what lawyers call a "bundle of rights." These may be transferred as a whole, as fee simple, or separated as in mineral rights or easements. Development is one of the bundle of rights. Landowners may agree to separate their land into two components--first, the ownership with attendant uses and second, the development rights. [1991]

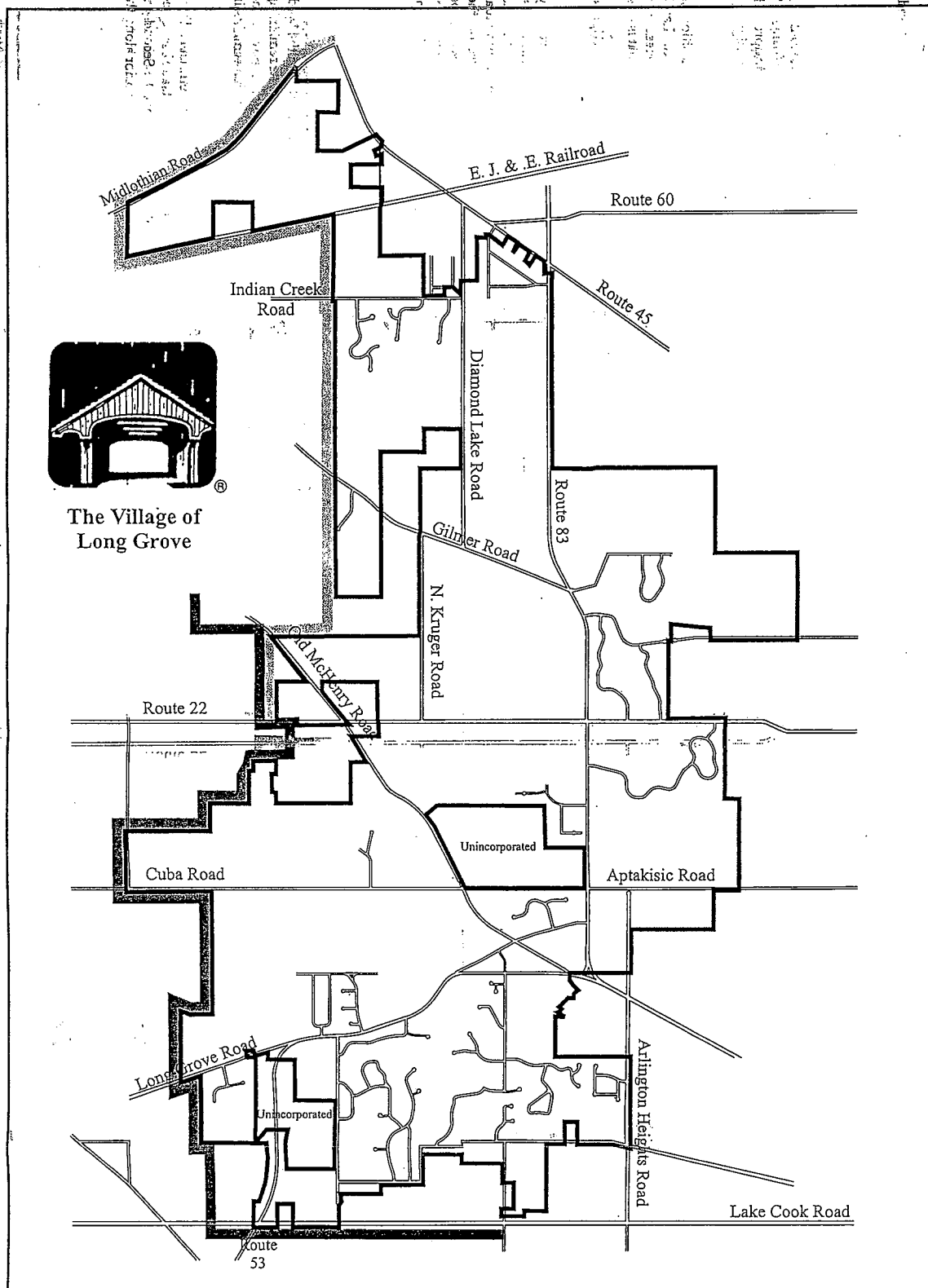
The Village shall acquire the development rights by executing a contract with property owners to sell or give those rights up to the Village. Once the Village owns those rights, annexation could not alter them. For example, certain property owners could all agree to transfer ownership of their development rights to the Village. These contractual agreements would acknowledge the right to have or construct a single house on the property and no other use. Once the Village had the development rights, it would be effectively and permanently separated from the ownership of the land. A new owner of one of these properties would have no rights to develop the property. The Village's right to prohibit development would likewise run with the land. A change of ownership or even annexation would not alter this right. [1991]

The next form of ownership is called a conservation easement. Landowners along the edge of the Village might want to limit development and eliminate a rezoning, yet retain the ability of their heirs to build single-family homes. They might own 12 acres and have 3 heirs. The conservation easement would identify three additional homesites on the land. The Village could acquire an easement which prohibited development on the remaining land and limit the existing lot and the 3 new lots to one house each. As with the development rights, the acquisition of the easement represents a contract that remains in effect despite changes of ownership or annexation. [1991]

There are two advantages of this program over the development rights alternative. First, the landowner retains a greater development potential, and the allowed lots can be located to maximize their value by taking advantage of the natural features of the site. Second, the Village can seek to preserve selected aspects of the site, such as a scenic corridor along the road or specific natural features. [1991]




CHANGING LEGISLATION

The Village Board will be active in seeking to change the statute. [1991]



Map K-1

BOUNDARY AGREEMENT LINES

-  Hawthorn Woods Agreement (8-27-96)
-  Kildeer Agreement (7-22-97)
-  Village Boundary