

City of ROCHELLE ILLINOIS

Comprehensive Plan Update, October 2016





Rochelle, Illinois

Comprehensive Plan Update

Comprehensive Plan Update

October 2016

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Chapter 1: Introduction

Introduction

Located in a rapidly changing region, influenced by the continuing expansion of the adjoining Chicago and Rockford metropolitan regions, and the growing National reliance on intermodal transportation services, Rochelle is experiencing new development not foreseen in the previous Plan. The expansion of Rochelle boundaries to incorporate the intermodal rail facility and the landfill to the east have significantly expanded its planning area, such that Flagg Center and the Village of Creston, together with a large percentage of Flagg, Dement, Alto, and Reynolds Townships, fall within Rochelle's extraterritorial jurisdiction.

Nicknamed the "Hub City," the City of Rochelle is a regional economic center providing goods, services, and jobs in North Central Illinois. Rochelle's location at the juncture of major regional and interstate highways and of two rail lines which connect Rochelle to major cities on the North American Continent, and proximity to the Chicago International-Rockford Airport provides excellent opportunity for community and economic development.

The City of Rochelle's desire to preserve its history and manage its growth is evident in its commitment to sound planning. Rochelle's planning program was formalized in 1973 with the adoption of its first Comprehensive Plan. In 1995, development trends, evidenced by an ever expanding Chicago metropolitan area and local development activity, prompted City officials to undertake a Comprehensive Plan update. The desirability of Rochelle as a location for residential, commercial, and industrial development is the result of many regional and local forces, natural resources, and location factors.

The continuing expansions of the Chicago and Rockford metropolitan regions have created dynamic development opportunities bringing new pressures on the transportation system and municipal service functions of the City. Significant development activities in recent years, such as Mighty Vine Tomatoes, Bright Farms, Airport runway expansion, Nippon Sharyo, Chicagoland Skydiving, and The Box Office Distillery will continue to reshape the character of the community. The City's investment in electric utility and fiber-optic broadband infrastructure has provided incentives for recent expansions of high-technology data storage facilities and related businesses. The City's goal to maintain a high quality-of-life for all residents and to provide a progressive business environment is dependent on its ability to create a community that is sustainable economically, ecologically, and socially. This requires a balanced economic base that ensures adequate services to all residents and employers.



In 2015, the City initiated a comprehensive Branding, Development & Marketing Action Planning process to identify strategies to promote the economic potential, vitality, civic engagement and sense of community for business and citizens of Rochelle. The Branding study emphasizes the importance of thinking and acting like a business – finding new ways to import more dollars that is exported by spending elsewhere, and creating a unique identify or offering to be successful. One of the principal focuses of the study is the revitalization of Downtown and broader community branding and repositioning effort.

To advance the goals of the Branding Study, City officials recognized that public finance assistance would be necessary to revitalize the older commercial districts of the City. While the City has experienced some new commercial projects in newer developments along Route 38, commercial sites along Route 251 (7th Street) south and in the Downtown lack the kind of investment that has been experienced in the newer commercial areas. The adoption of the Downtown and South Gateway Tax Increment Financing District in 2015 now provides the financial incentives necessary to enhance the development potential of the Downtown area and Route 251 south corridor, and as a result will contribute to attracting new business interests to Rochelle. New development as a result of financial incentives made available through TIF assistance creates synergies that encourage people and companies to visit and invest in Rochelle, and which leads to a stronger and more diversified economic base.

In light of these trends, the goals of the Branding, Development & Marketing Action 2016 Plan, and the adoption of Tax Increment Financing for the Downtown and South Gateway (Route 251), City officials reaffirmed their commitment to coordinated planning with an Update to the Comprehensive Plan in 2003, 2009 and this 2016 update.

Purpose of the Comprehensive Plan

The Comprehensive Plan is the framework, or blueprint, for future development and revitalization based on a thorough assessment of existing conditions, trends, goals, and objectives for the future. It is a visionary policy document that provides direction for the City’s future natural, social, and economic environment. It is comprehensive in nature, whereby land use, community facilities, utilities, urban form and design, housing, transportation, and economic development goals and objectives are integrated into a unified scheme.

This Plan is intended to provide the substantive and legal framework for zoning and other day-to-day land use decisions required of the City. This Plan update is a long-range vision intended to provide an



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overall policy framework against which individual proposals can be evaluated by the Planning and Zoning Commission and by the City Council.

In many instances, the recommendations of the Plan can only be achieved through cooperation of property owners and through the development review process on a site-by-site basis. This is true for many areas along the Kyte River corridor where the Plan recommends a continuous “greenway” as part of a pedestrian/bike system, and as a high quality environmental habitat to enhance the image and quality-of-life in Rochelle. Other recommendations of the Plan can only be implemented by other governmental jurisdictions, over which the City has no control. For instance, recommendations for additional parkland and school sites can only be carried out in cooperation with the Park and School Districts.

The Comprehensive Plan, as stated in Illinois State Statutes, is an advisory document “ ... and itself shall not be construed to regulate or control the use of private property in any way, except as ... has been implemented by ordinances duly enacted” As such, the development of various regulations and codes is necessary to implement the plan. The courts increasingly have looked for a rationale behind a City’s Zoning Ordinance that can be used to weigh the relative merits of zoning changes or to justify the costs of compliance that a zoning ordinance may require. The process of establishing consistency between the Comprehensive Plan and regulatory documents meant to implement the Plan should be the focus of the next phase in Rochelle’s planning process.

Likewise, the Comprehensive Plan must also be distinguished from zoning. Zoning is the legal tool the City uses to carry out the recommendations of the comprehensive plan and to effectively manage growth in accordance with approved development policies. The City is granted this regulatory authority by the State under Chapter 65 of the Illinois Municipal Code. Specifically, a zoning ordinance regulates items relative to the use of land (i.e., height and size of buildings, size of lots, building setbacks and parking). It establishes definitions, standards, and procedures for the City’s governing body to review and approve specific land developments. There are other development control ordinances that supplement the zoning ordinance, such as subdivision regulations and sign controls.

Zoning, however, should be based on a sound and rational plan. Though Illinois State statutes do not specifically require that a plan be prepared to support zoning controls, case law reveals that land development regulations cannot be arbitrary. Hence, it is always in the best interest of a community to



ensure that there is consistency between recommendations of the comprehensive plan and the regulations of the zoning ordinance.

Chapter 2: Community Development Guidelines

Introduction

Goals and objectives serve as policy guides in preparing Comprehensive Plan elements for community character, land use, housing, community facilities and services, transportation, utilities, and economic development.

These goals and objectives are the result of public participation workshops and of information, ideas, and direction provided by City officials, citizens, property owners, and members of the Rochelle business community. The Plan is based on a continuum of personal and collective decision-making and represents a new community consensus forged around key quality-of-life issues. The identification of overall goals and the formulation of objectives in support of these goals are intended to summarize the first step in this process of preparing Comprehensive Plan elements.

Vision - The overall ideal of the future which sets the tone for all activities.

Mission – The actions to be taken to move toward achieving the goal.

Goal - The ultimate aim or ends which form the vision, towards which an effort is directed.

Objective - A specific target established to achieve a goal.

Vision

The vision for Rochelle is to be a preeminent, progressive Midwestern community where public services, high-speed information technology, and superior transportation systems provide the foundation for excellent quality of life.

Mission Statement

The City of Rochelle is committed to providing fiscally responsible, high quality, responsive services to our community.



Community Character

Goal: Allow the City to expand, but develop standards to ensure that new sections maintain and enhance the traditional character of Rochelle.

Objectives:

1. Adopt special zoning standards to protect the residential character of 7th Street (IL Route 251) and Lincoln Highway as special contributors to the traditional character of the City.
2. Create detailed sub-area plans to provide a framework for new developments and revitalization.
3. Utilize the downtown revitalization plan/branding, development, and marketing action plan created by Roger Brooks International.
4. Adopt landscape, site plan review, and appearance design review guidelines for all non-residential development.
5. Extend the existing grid pattern of streets to new sections of town. Limit dead-end streets.
6. Encourage site planning, design review, and subdivision standards which mirror the best features of older parts of town.
7. Promote "Smart Growth" principles by supporting infill development, by assuring open space separation between Rochelle and neighboring communities, and by protecting areas from premature urban development.
8. Explore the reinstatement of historic preservation districts to protect more homes and businesses from severe alteration.
9. Establish an urban forestry program to maintain and plant trees throughout the City to enhance its character, and appearance. Utilize our "Tree City USA" status to further assist with environmental planning. Develop environmentally-oriented site planning standards and preserve environmentally sensitive areas. Incorporate conservation standards into the zoning ordinance to better protect environmentally sensitive areas from development impacts.

Goal: Improve the appearance of gateways into the community.

Objectives:

1. Promote and enhance the Downtown and Southern Gateway as viable commercial districts. A concerted effort should be made to encourage aesthetic improvements and to attract appropriate land uses.
2. Prepare a landscape beautification program for all major roads into the City to enhance the City's image, to buffer industrial and residential areas, and to highlight commercial structures.



3. Enhance the appearance of commercial uses along IL Route 38 through the establishment of design guidelines.
4. Strengthen boundaries and buffering between industrial and residential sections of the City.
5. Enhance the IL Route 251 south gateway.
6. Enhance user amenities at the Rochelle Municipal Airport, Koritz Field.

Land Use

Goal: Create an efficient, attractive, and sustainable development pattern.

Objectives:

1. Promote a variety and concentration of uses in the Downtown. The City of Rochelle will encourage an intensive development pattern that will provide a substantial employment and residential base. Development will contain a mix of uses, including office, retail and support services, restaurants, entertainment, housing, civic and recreational opportunities.
2. Ensure that conflicts between neighboring land uses are minimized with logical land use transitions and buffer yards.
3. Ensure that a desirable balance and distribution of land uses is achieved through planning for economic and residential growth that enhances Rochelle's community character and sense of place.
4. Use existing public facilities to serve new development whenever possible.
5. Require all development within Rochelle's long-term growth area to be served with a full array of municipal services.
6. Encourage collaboration between the City, Counties, and neighboring jurisdictions with regard to planning initiatives and development policies.
7. Coordinate land development with transportation system improvements.
8. Conserve and restore natural resources
9. Promote the use of renewal resources
10. Promote the use of sustainable building design and construction, and energy conservation programs for public and private buildings, by creating incentives for achieving LEED (Leadership in Energy and Environmental Design) certification in new construction or retrofitting existing buildings.



Housing

Goal: Continue to provide quality housing of all types to residents of Rochelle.

Objectives:

1. Strengthen the Downtown residential function. An expanded residential population can extend the hours of activity beyond working hours, provide support to expanded retail and entertainment uses, and provide an impetus for quality infrastructure and services. New, higher density residential uses in the Downtown will accommodate a variety of household types and income levels.
2. Ensure that new affordable housing (multi-family and single family homes) continues to be built.
3. Separate residential and non-residential uses in new growth areas and enhance buffers between them.
4. Provide a greater range of housing options for senior and disabled citizens.
5. Ensure that open space, pedestrian, and transportation linkages occur between new developments by creating sub-area plans for the growth areas.
6. Promote the construction of energy efficient homes that utilize fewer resources and that contribute to a sustainable community.
7. Consider a program of more robust residential occupancy inspections prior to transfer of property ownership.

Community Facilities and Services

Goal: Ensure that existing and future facilities and services meet the needs of residents and the business community.

Objectives:

1. Avoid constraining future growth of the airport by promoting low intensity industrial uses and restricting residential development in the hazard zones of the airport.
2. Require new housing subdivisions to address green space needs by coordinating efforts with Flagg-Rochelle and Dement-Creston Park Districts.
3. Locate new parks adjacent to greenways where possible. In addition, consider creating green corridors connecting environmentally sensitive areas, local and regional parks, and other conservation areas.



4. Limit construction, regulate development, and enhance flood control in floodplain and greenway areas. New map to be adopted August 2016. Develop the Kyte River corridor as a high quality greenway.
5. Continue the program of tree-planting along major corridors and arterials to buffer the community from visual and noise impacts.
6. Work with Rochelle Community Hospital to establish a task force to undertake an assessment of the health care needs of community residents.
7. Encourage building a community recreation center.
8. Partner with the parks and school districts, faith-based organizations, and other groups to provide a full array of youth activities and programs throughout the community and during all times of the year in order to improve the quality-of-life for children and teens. Set aside land in northwest growth areas for schools and other municipal purposes.
9. Mandate stormwater facilities in new developments and other critical areas, and update facility maintenance standards in the zoning ordinance.
10. Consider imposing mitigation fees to offset the impacts to government for providing infrastructure, services, facilities, and conservation activities.
11. Evaluate waste management disposal and community recycling services to provide incentives which would reduce residential and business waste and provide ways to increase recycling.
12. Promote energy conservation through utility incentives.
13. Develop a renewable energy plan, establish indicators, and set sustainability targets.

Transportation

Goal: Create an efficient and safe transportation network.

Objectives:

1. Explore means of routing thru-traffic, especially truck traffic, around residential areas and downtown Rochelle.
2. Provide truck routes with ample right-of-way and landscape buffering, particularly when these roads are adjacent to residential areas.
3. Create and expand the bike trail (pedestrian shared-use path) system to form a regional network with adjacent communities. Require new subdivisions to provide bike path linkages, develop City-specific pedestrian shared-use path regulations and design standards, and include pedestrian shared-use paths on existing and future overpasses to facilitate pedestrian and bike



movements across roads, rails, and streams. Continue to coordinate the expansion of the system with Ogle County's trail planning efforts.

4. Ensure that all streets, including those within new developments, are "complete streets," e.g., safe, efficient, and accessible to motorists, bicyclists, pedestrians, transit users, and people with disabilities.
5. Create a safe and attractive pedestrian environment in the Downtown. Improvements to the visual character, comfort, and convenience of the pedestrian experience will help draw increasing numbers of people to the Downtown.
6. Protect the viability and growth potential of the airport by establishing strict development regulations.
7. Minimize curb-cuts and require cross-access easements for properties along IL Routes 251 and 38 commercial corridors; implement an access management program for all collectors and arterials in the City, and improve traffic signalization, capacity, and level-of-service at key intersections.
8. Strive to make Rochelle as pedestrian-friendly as possible; create a complete sidewalk system that enables residents and visitors to walk about the entire community in a safe, convenient, and comfortable manner, including on existing and future overpasses.
9. Implement a Quiet Zone in Rochelle along the railroad tracks to mitigate the impact of train horns and whistles in the community. To be completed by December 2016.
10. Explore converting all alleys into "green" streets. This initiative would include the use of permeable paving to reduce stormwater runoff, improve grading to assist drainage, light fixture that adhere to 'dark-sky' light standards, and naturalized detention areas to improve infiltration of stormwater through the use of prairie plants and other natural landscape elements.
11. Explore transitioning the City's vehicles to a "green" fleet by acquiring hybrid or electric vehicles, including those that run on alternative fuels, such as biodiesel and E-85, and limit truck idling.



Economic Development

Goal: Build a strong, diverse, and self-sufficient economic base.

Objectives:

1. Promote Rochelle as a center of business activity and economic growth both locally and regionally.
2. Expand the industrial base, focusing on manufacturing, high-tech/research, transportation and distribution businesses that benefit from proximity to the UP Global 3 and interstate highway system.
3. Promote development and growth of retail establishments which are currently under represented.
4. Consider attracting a RV Park to a location in or around Rochelle with proximity to I-88/I-39.
5. Encourage new business development as part of existing centers of the community.
6. Keep the Downtown strong through annual events and completion of a revitalization/branding plan.
7. Maintain the historic Downtown area as a unique shopping, entertainment, and living area, distinct from commercial corridors of the community.
8. Encourage public/private partnerships. The success of the Rochelle's economic development program is dependent upon the private and public sectors working together toward the revitalization of the City. Work with the Rochelle Area Chamber of Commerce to connect local businesses and retailers with up-to-date local and regional economic, demographic, traffic, market and other data to help them stay competitive and to grow their businesses.
9. Work with the Rochelle Area Chamber of Commerce to devise a marketing strategy to recruit new retail businesses.
10. Develop a distinctive streetscape style and other design features to better define the Downtown business district from surrounding areas.
11. Develop a variety of user-friendly, online brochures on topics such as development permits, signage, design review, site plan review, fence regulations, and energy code requirements, among others.
12. Explore opportunities for streamlining the development approval process, including the use of merit-based incentives.
13. Take a proactive approach to development and revitalization by identifying key areas, creating a parcel inventory and assembling potential sites.



14. Enhance the marketability of vacant and underutilized properties and encourage private investment to strengthen the City's tax base. The City will effectively market all vacant or underutilized properties in an effort to attract new commercial investment. Additionally, efforts will be made to retain the existing, viable uses that contribute to the desired quality and the ultimate vision of the City.
15. Support the continuing development of a renewable energy campus on the south side of Rochelle.
16. Strengthen the Downtown's commercial function and encourage business development that maximizes links to related businesses, infrastructure, and customers. New and expanded commercial uses within the Downtown should accommodate a variety and mix of commercial and office uses that are compatible and that complement the existing uses.
17. Promote Downtown as a family-centric, activity-driven district in a rich country-living environment with cultural depth.
18. Attract young families and entrepreneurial persons with an interest in "market fresh" business opportunities (farm-to-table dining, food preparation and manufacturing).
19. Work with the State to create a Main Street Program to guide and direct the implementation of the Downtown branding strategy.

Utilities (Infrastructure)

Goal: With an emphasis on environmental stewardship and conservation, Rochelle Municipal Utilities will continue long-range planning for both expansion of and improvements to the utility infrastructure that supports the City of Rochelle and surrounding area.

Objectives:

1. Continue to extend utilities east of I-39 and south of I-88 to provide opportunities for new commercial growth; extend utilities west and north of Rochelle to provide for expected residential growth.
2. Continue to find innovative ways to enhance Advanced Communications, Electric, Water and Water Reclamation systems.
3. Continue the development of Advanced Communications by improving fiber optic and broadband technologies that promote Rochelle as a leader in high-speed data and communication services required by businesses now and in the future.
4. Provide reliable electrical service while striving to maintain competitive rates and responsiveness to new developments which require long-range planning for power supply, transmission, and distribution. Because the aesthetic desires of the community are important,



where possible, design facilities that are either underground or that blend well with the surrounding location.

5. Balance the cost of new infrastructure with the requirements for water production, electrical distribution, sanitary sewer collection and water reclamation associated with a growing community.
6. Continue to consider availability of service for new development as an important part of the long-range planning process. The use and development of natural resources, such as wind power, solar, and other renewable energy resources should also be considered and encouraged. Conservation and environmental stewardship through the use of new technology should be given careful consideration in all aspects of the expansion and operation of Rochelle's utilities, e.g., LED (light emitting diodes) street light fixtures; using reclaimed water.
7. Explore the potential to deploy high-performance green infrastructure practices within public rights-of-way. Establish a green infrastructure planning session with all City departments to create an agenda to develop a Green Infrastructure Action initiative. Evaluate permeable pavement, bio-retention, and other green infrastructure improvements on public streets.
8. Seek funding and implement a pilot/demonstration green street project, and measure cost and performance as a basis to consider widespread application throughout the City.
9. Promote green infrastructure practices in new development and redevelopment.
10. Codify and provide incentives for high-performance building and sustainable site development practices.



Chapter 3: Planning Strategies

Introduction

The impact and influences of regional changes require a proactive approach in defining what the community desires to be and the character it wants to maintain and create. City officials and residents have expressed the desire to improve the character and quality of the community through the provision of services and recreational opportunities, preservation of open spaces, integrating sustainable practices and programs, and development of high quality residential areas. The Branding Study also emphasizes the importance of portraying Rochelle as a family-friendly, active, caring, accepting, safe, clean community with a small town feel. The community also recognizes the benefit of a strong and diversified employment base.

Purpose

The Planning Strategies (this Chapter) and Future Land Use Plan (Chapter 4) are planning tools and statements of general land use policy used to direct development of the City of Rochelle. The Planning Strategies are a description of general planning principles that were used in the creation of the Future Land Use Plan. The Planning Strategies establish the fundamental development guidelines from which more specific land use recommendations are made.

The Planning Strategies are the expression of the essential planning principles that were employed to create the “framework” for more detailed land use and design guidelines for sub-areas of the community. These “strategies” are the basic organizational elements that must be in place in order for the City to be successful and to achieve the goals and objectives contained in this Plan.

While the particulars of the Future Land Use plan may change over time, the principles illustrated on the Framework Plan Map will continue to provide the foundation of which subsequent changes will be evaluated.

Guidelines for Future Planning

The Future Land Use Plan map illustrates the distribution of various land use types and general densities. The Future Land Use Plan map represent how goals and objectives are applied to guide anticipated growth in an orderly fashion, consistent with anticipated growth forecasts for the Year 2020. The following general development guidelines form the framework for future land use decisions:



General Development

- Establishment of a land use pattern and densities which minimizes conflicts between conflicting land uses by appropriate use transitions and by landscaped setback and buffer-yard areas.
- Protection of the traditional development form of the City, while allowing for the application of new development standards and techniques where appropriate.
- Minimize development within floodplains, wetlands, conservation areas, and woodlands to ensure the preservation of their important environmental function and natural amenity.

Residential Development

- Develop future residential neighborhoods in a manner which preserves the historic residential and rural character of the planning area, through the preservation of historic homes, road corridors, and stable neighborhoods.
- New development should provide for a wide range of housing types and price ranges to provide for more affordable and for “upper scale” housing.
- Foster neighborhood diversity through the development of scattered sites for multiple family uses and for the mix of dwelling types, sizes, and prices.
- Ensure all new residential development is served with public water distribution and water reclamation collection systems.

Commercial and Industrial Development

- Future non-residential development should be located in areas which have the highest levels of accessibility to regional and local major roadways.
- The availability of large tracts of land with access to urban services, such as water reclamation collection and water distribution systems, are essential prerequisites to development.



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- The overall development pattern should provide for a range of land-use types including commercial, business/research, and industrial development with adequate area for long-range expansion.
- Establishing compatibility between non-residential and residential uses should be accomplished through delineation of transitional use districts or extensive buffer-yard requirements and building setbacks.

Open Space and Public Sites

- To maximize their usefulness and accessibility, major open space and public sites should be located in close proximity to the population served.
- Stream corridors should be retained as open space where needed to preserve natural landforms and vegetation, to protect wildlife habitats, as well as to provide opportunities for recreation.
- Where possible, recreation and other public uses should be located on shared sites with flexibility to accommodate multiple uses.

Utility Service

- Development should be capable of being served by the existing utility systems or a logical, phased expansion of the system, without requiring duplication of facilities.
- Public utility system expansion should be used to encourage a contiguous, compact pattern of urban development.

Roadway Corridors and Gateways

- The Framework for Planning Strategies (See Framework Plan map) continues to express the need for the City to upgrade the appearance of its principal roads that serve as gateways to the community.

Sustainability

- Sustainable practices in land use patterns, development practices, and in public infrastructure shall promote more efficient, alternative uses of natural resources.



- Residents and businesses shall be encouraged to incorporate green technology, practice energy conservation, and implement green infrastructure improvements.

Overall Growth Management Strategy

Rochelle continues to be a desirable location for residential and economic development as the result of many regional and local forces, natural resources, and location factors. Rochelle is located in a rapidly changing region influenced by the continuing expansion of the Chicago and Rockford metropolitan regions, and it is experiencing rapid changes as a result of new economic development opportunities not foreseen in the previous Plan. The annexation of the Union Pacific Global 3 Intermodal Rail Facility on 1,200 acres of land on the City's southwestern side brought significant new development opportunities, as well as impacts on the transportation system. The large expansion of Rochelle boundaries to incorporate the intermodal rail facility and the landfill to the east, have significantly expanded the City's planning area, such that Flagg Center and the Village of Creston, together with a large percentage of Flagg, Dement, Alto, and Reynolds Townships, fall within Rochelle's extraterritorial jurisdiction.

The impact of regional changes and influences requires a proactive approach in defining what the community desires to be and the character it wants to maintain and create. Community leaders, stakeholders, and City officials have expressed a desire to continue to expand and promote Rochelle's competitive advantages for retail, broadband technology communications, transportation-related industries, and manufacturing industries. They also wish to ensure that the provision of services, schools, health care, quality of life, recreational opportunities, preservation of open spaces, and development of high quality residential areas are retained and enhanced to protect the character of the City and its residents. The Branding Study also identified several leading brand concepts around which to both revitalize and promote Rochelle as a community with a high-quality of life centered around:

- Health and Wellness (access to high quality health care, locally grown produce, recreational opportunities in and near the City)
- Family Playground (access to lakes, bike paths, parks)
- An Amazing Downtown (with programmed public plaza and market)
- Agricultural Heritage (farm-to-table experience)
- Life-enriching Experience (skydiving center, cultural events, arts)



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The relationship between the amount of developed land and the population of the City is an indicator of future growth needs in order to estimate future land use requirements. The ratios between various existing land use categories and population were applied against future population estimates to determine “order of magnitude” estimates of required acreage for various non-residential land uses. These figures are not intended to be absolute, but rather to provide a starting point from which to plan for growth. The future population estimates used for the calculations are found in the “Community Assessment” section in Appendix A.

The overall strategy for Rochelle’s growth is based upon the following assumptions:

- ❖ Based on projected population growth trends to 2020, Rochelle will have to add approximately 300-800 new dwelling units (including single family and multiple family housing) and will have to develop approximately 90-240 acres to support this population increase. However, the impact of UP Global 3 and jobs created by it and new industrial growth forecast over the next ten years could result in higher population estimates than projected. Currently, approximately one-fifth of the numbers of persons employed in Rochelle are in local industrial businesses. If Rochelle achieves industrial growth as suggested below, the City may expect to have a significantly larger employment base resulting in higher population than projected. Preliminary estimates suggest that the growth rate could double from 1% to 2% per year, resulting in an additional 1,000 people residing in Rochelle over that projected from historical growth trends of Rochelle and similar communities. If this were to occur, then the number of new housing units estimated to serve the larger population would also be expected to double.

- ❖ Rochelle’s position at the “hub” of major rail and highway systems and its proximity to major metropolitan centers will continue to offer competitive economic development advantages for industry and commerce. The “Hub City” will continue to enjoy a larger share of future manufacturing and distribution facilities. Employment opportunities and new business locations will expand at a considerably higher rate in the next ten years due to the influence of the intermodal rail facility. City officials and industry experts estimate that the development of distribution, warehouse, and service related businesses could add over 2,000,000 sq. ft. of building floor area over the next few years, resulting in a need of 100 or more acres for industrial and business/technology park purposes.



- ❖ Growth in Ogle and surrounding counties, combined with Rochelle’s highway access advantage, may result in new regional shopping opportunities that could add an additional one million square feet to the City’s commercial base and resulting in a need for 60 to 80 acres of land for commercial development.
- ❖ While Rochelle will continue to be the target of large industrial and distribution businesses, the City is well positioned to take advantage of other development opportunities, such as new major retail centers, an RV park, and high-technology/research business centers.
- ❖ Rochelle will benefit from a growing residential and employment base. Excellent access to all forms of transportation, lower cost of living and business operations, along with increased access to broadband services through the expansion of the existing fiber optic infrastructure, availability of electric, water, and water reclamation services at reasonable prices, will continue to be of tremendous importance for all types of development in Rochelle and its utilities service territory.

Residential Growth Strategy

Objective: The objective of the residential element of the Future Land Use Plan is to protect and foster healthy, safe, attractive, quiet, convenient, economically diverse, and sustainable residential neighborhoods which maintain stable property values.

Strategy: Residential uses account for approximately 6,118 acres, or 22% of the total land area. The major thrust of new residential growth for single-family detached homes is planned to occur in the City’s northwestern areas. These areas should be used to diversify the City’s housing choices. The residential growth policy expressed in the Planning Strategies continues to identify the north and northwest areas of the City as the best locations for expansion of the City housing base. The new Lincoln Grade School on Flagg Road and the potential for major new community level parks in this part of the City provide important location benefits for new housing development. Convenient access to new schools, parks, pedestrian shared-use paths, and other community facilities are important elements for strong neighborhoods.

As a result of the expansion of the industrial areas south of I-88 discussed in the industrial growth strategy section below, the expanded residential area associated with the existing Southgate subdivision



on Gurler Road is no longer the best long term use for this area, as it is likely to become an isolated residential area surrounded by industrial uses.

This Plan recognizes the value and importance of many existing, older single-family residential neighborhoods in terms of their quality, stability, and affordability. These areas provide an entry point for young individuals and families either who wish to remain in Rochelle or who move here to work in new businesses and industries. This will require the City to consider rezoning many single family areas now zoned for duplex and multiple family uses.

The need for additional multiple-family housing is also addressed through the designation of several additional multiple-family sites in various locations in the City.

This Plan also introduces the concept of “Mixed Use/Traditional Neighborhood Development” areas where moderate density residential is recommended. In these areas emphasis should be given to creating incentives for developers to build neighborhoods which have a variety of architectural styles, product types (e.g., ranch, two-story homes, townhomes), and income levels (e.g., small lots and homes intermixed with larger lots and homes). The following planning principles should be considered when developing traditional neighborhoods.

Traditional Neighborhood Planning Principles:

1. Follow Smart Growth neighborhood planning principles to avoid the creation of scattered, isolated areas of residential development which are too small to be economically provided with a full range of community facilities and utilities.
2. Provide each neighborhood area with a full range of necessary facilities, including schools, parks and open spaces, convenient shopping opportunities, and safe, attractive streets and pedestrian shared-use paths.
3. Each neighborhood should be identifiable and distinctive. Creativity in layout and detail should be encouraged to minimize the “cookie cutter” approach. The boundaries of the neighborhood should be discernable through the use of open space buffers, transition areas, or other edge treatments which help create a sense of identity.



4. Provide variety in housing types, in age groups, and in income. Different family needs, such as day-care, elderly care, and home-based work, should be accommodated.
5. Incorporate open-space planning into each neighborhood. Parks and other public spaces are interesting and safe when they are visible from surrounding areas.
6. Each neighborhood should have a central place that serves as the symbolic focus of the area. This might be a well landscaped central street, a park, or some civic use. It also might be an appropriately scaled commercial and service center.

Residential Holding Capacity

Assuming a future household size of 2.5 persons, the Future Land Use Plan provides sufficient land area to accommodate a population considerably larger than anticipated by population estimates. Future land reserves dedicated to low- and moderate-density residential development totals almost 6,000 acres. The Plan accommodates 4.5 percent of residential lands for multi-family development, with the remaining 95.5 percent for single-family development. The Plan provides a contingency reserve of about 300% more holding capacity than is needed to support the projected population levels for the year 2020. At an average density of three (3) housing units per acre, this land reserve could accommodate approximately 30,000 additional residents, which is many times greater than the 2020 population projections indicate will be likely in Rochelle. A holding capacity substantially greater than the expected population is necessary for several reasons:

- More rapid residential growth than indicated by the population projection based on past trends and indicators, fueled by an increasing expansion of metropolitan areas away from central cities;
- A variety of parcel sizes in different ownerships and locations is desirable to provide for the needs of the housing market and to avoid undue speculation in land;
- A substantial portion of the land set aside for higher densities will actually remain or be developed at lower densities.



Commercial Growth Strategy

Objective: The objective of the commercial element of the Future Land Use Plan is to provide for a full range of business and shopping activities to meet the needs of the residents of Rochelle and environs, to expand opportunities for tourism-related activities, and to diversify the City's tax base in attractive and convenient locations designed to minimize impact on residential areas.

Strategy: Future Land Use Capacity Analysis indicates commercial uses occupy approximately 1,110 acres, or 4% of the total land area. The following three types of commercial areas are provided on the Future Land Use Plan:

- Downtown Mixed-Use District (about 30 acres)
- General Commercial Area (about 520 acres)
- Interchange Commercial Area (about 560 acres)

Subsequent to the 2003 Comprehensive Plan Update and consistent with the Land Use Plan, retail and service businesses have been added to Rochelle's commercial base. The overall commercial development strategy expressed in the Plan, therefore, remains a reasonable and sound approach to Rochelle's long-term opportunities.

Downtown Mixed-Use District

The Downtown Mixed-Use District area is the historic retail, civic, and social core of the City and the heart of the community. Historically the largest concentration of commercial uses existed in the Downtown area; however, strip commercial development along Seventh Street and IL Route 38 could be a serious competitor to Downtown businesses.

The Downtown core area consists primarily of eight blocks, bounded by Sixth Avenue, North Main Street, the railroad tracks, and North Sixth Street. The dominant retail area occurs along Lincoln Highway. While there are currently few vacancies, this Plan reaffirms the City's commitment to revitalize the Downtown business district as the center of civic and social life of Rochelle, providing a complement of retail and service uses catering to the needs of residents as well as offering specialty shopping opportunities that draw from a wider region. The City has been undertaking projects as part of the multi-year Downtown streetscape improvement Plan. To encourage the restoration of buildings, as has been done by several owners over the last three to four years, the City should establish a facade and sign improvement program emphasizing the historic character of existing buildings in combination



with an evaluation of the historic preservation qualities of individual buildings and the Downtown area as a whole.

This Plan also acknowledges that although the Downtown area should remain the figurative center of the City, it will not be the dominant retailing location. Newer shopping centers, free-standing businesses, and large discount retailers as located north of the Downtown along Seventh Street and IL Route 38, will be the major source of the City retail tax dollars. This does not, however, diminish the importance and potential success of the downtown area as a “specialty retail, civic, entertainment, and service center. The Plan also recommends the creation of additional public “greens” or parks to provide relief in the intensity of development in the Downtown area, to create opportunities for socializing, and to enhance the character of Downtown by making it a more inviting place. These concepts were embraced by and promoted in the Branding Study that found that many of the branding concepts could be combined in a revitalized Downtown through the development of a dynamic and programmed “third place” that will attract residents and visitors alike. The foundation of the “third place” is the recommendation to develop a public plaza and pavilion to be the central focus of the Downtown. The brand idea is to make Rochelle an enriching social experience in an amazing downtown – “An intimate gathering place alive with music, food, a year-round public market, with multi-cultural entertainment programed year around.” #SpiritedLife

In addition to a renewed focus on creating a vital, public space in the Downtown, the Branding Study over 60 recommendations to advance the City’s overall branding program. Below is a summary of the key initiatives from the Branding Study:

- Initiate a Main Street Program, modeled after the national program, with a full-time Main Street manager;
- Establish is Downtown free, publically accessible Wi-Fi internet network;
- Update and expand the streetscape improvement program;
- Create a Downtown Development Master Plan for the public plaza, pavilion and adjacent retail;
- Create a zoning overlay district for the Downtown redevelopment area to address the unique uses, parking, sign, and historic character;
- Create a Downtown Business Improvement District to fund the Main Street Program;
- Create a Downtown “Design Review Committee;”
- Design and implement a vehicular and pedestrian wayfinding sign system;



The success in maintaining the Downtown area as a vital place of business must be addressed in a comprehensive Downtown revitalization plan and through zoning regulations which clearly distinguish the uses permitted in Downtown from the type of uses that are more appropriately located along Seventh Street and IL Route 38. There is also a need to expand upon the tourism potential provided by the Rail Fan Park, by recommendations from the Lincoln Highway Association Plan, the Branding Study and by other local initiatives.

General Commercial

General Commercial Areas are located along Seventh Street in the northern and southern sections of the City and along IL Route 38. Recognizing the trend of development to expand commercial areas along IL Route 38 (as also recommended in the Buxton Report, which favored the area at the intersection of IL Route 38 and I-39 on the northeast side of Rochelle as having the best retail potential of three sites under consideration), the Plan provides for the expansion of existing commercial areas that benefit from proximity to the interstate system. New commercial facilities should be provided in convenient groupings such as the commercial areas provided adjacent to highway interchange locations. The basic reasons for discouraging uncontrolled strip development include the following:

- Speculation and inflated land values result in a large amount of unproductive vacant land;
- The mixture of non-commercial and commercial uses that normally accompanies marginal strip commercial development depreciates the land for both purposes;
- Strip development along a busy street makes pedestrian crossings difficult and hazardous as well as impeding successful merchandizing;
- The additional traffic generated often results in the necessity to make streets wider, requiring purchase of expensive commercial frontage, and in vehicles turning into and out of many access points which interrupts traffic on major arterial roads and creates serious traffic hazards; and
- In many instances, the businesses are of a marginal nature and add little to the shopping selection and tax base of the community.



Interchange Commercial

Two large Interchange Commercial Areas (I-39 and IL Route 38; I-88 and IL Route 251) are present in Rochelle. The interchange commercial areas should provide sufficient land to enable the development on either side of internal access roads. Development in these areas should not have direct access to the arterial street system, but rather should be served by a collector road, which would in turn provide access to the arterial street system a safe distance back from freeway access and exit ramps. A future interchange is to be constructed at I-88 and Thorpe Road.

To account for the location advantages along the IL Route 38, near the I-39 Interchange, there should be an expansion of highway commercial use along IL Route 38, west of Dement Road. Uses permitted in this area should not compete with the type of businesses desired in the downtown, but should complement commercial opportunities available in Rochelle by providing locations for businesses that due to their unique impacts, such as large land areas, parking areas, and drive-through lanes, would not fit into the character of downtown.

Technology Growth Strategy

Objective: The objective of the technology element of the plan is to provide a corridor in proximity to the Northern Illinois Technology Triangle (NITT) that can be economically served by public utilities with redundancy and reliability.

Strategy: The existing 160 acre Business and Technology Park is located adjacent to the NITT and has been designated as a Technology Overlay District (TOD). This zoning restriction effectively protects those companies, who have made major capital investments, from potential adverse impacts of other land uses not compatible with technology oriented businesses. The availability of multi-gigabit access to the fiber optic network and a redundant source of electrical power from two separate distribution substations are critical components of site requirements for the technology sector.

The Rochelle Business and Technology Center currently is the only on-ramp to the NITT. This provides the City a major site advantage for technology based companies looking for potential sites in which to locate data centers or disaster recovery facilities. The location of the Rochelle Center is well positioned to provide significantly reduced terrorism risk in comparison to major metropolitan centers, but the Center is readily accessible by air through the Rochelle Municipal Airport or by major highways including I-39 and I-88.

Expansion of the Business and Technology Park is planned to the north. While it is difficult to project the future land use requirements associated with the technology element, adjacent land to the west of the



Park should be considered in the event the demand for technology based businesses exceed the land currently envisioned for this purpose.

Industrial Growth Strategy

Objective: The objective of the industrial element of the plan is to provide a variety of sites for a mixture of manufacturing, warehouse, and office/research uses in locations near existing industrial complexes, adequate road and rail transportation facilities, and which can be economically served by public utilities.

Strategy: The strategy is to devote strategically located lands (approximately 12,000 acres or 43% of the land area) to the south, west, and east of the City to manufacturing, warehouse, and renewal energy.

The Plan Update continues to recognize the strong historic trend of development that has favored the eastern, southern, and western areas of the City for continued expansion of its industrial base. Proximity to the interstate system, rail access, and availability to public utilities provides Rochelle with superior location advantages for warehouse, distribution, agricultural processing, and manufacturing businesses. Such activities have and will continue to be directed to the City's west, south, and east. Much of this land consists of large-scale industry located adjacent to the railroad tracks. Smaller-scale businesses are located predominantly along Seventh Street and First Avenue. Large tracts of level vacant land on the City's east side provide excellent future industrial sites. These areas have excellent access to rail, highway, and utility services, which are essential prerequisites for the location of most industries. Most new development is planned for the southeast quadrant as an extension of the existing industrial area along Wiscold Road, currently the location of major cold storage warehouse facilities.

Consistent with regional economic development policy and the objectives of the *Illinois Research and Development Corridor*, the Future Land Use Plan proposes Office/Research, Business and Technology Park, and Limited Light Industrial and Warehousing uses on both sides of I-88 and I-39. The City of Rochelle is the only community in Ogle County that has the immediate opportunity to support such development along the I-88 corridor. The Future Land Use Plan takes advantage of the prime exposure and the two interchange access points as key factors in promoting this type of development. While areas on the north side of I-88 and west side of I-39 have better access to utilities and roads; areas to the south of I-88 and to the east of I-39 are seeing new infrastructure investments being made to serve future development activity, such as the renewable energy campus south of IRE.



What is Sustainable Development?

While a holistic approach to sustainable development is typically based on three criteria: environmental protection, social progress and economic development; sustainable development in the context of this Plan is best described as community-wide development focusing on the preservation of environmental quality, conservation of natural resources and promotion of livability for present and future generations. Sustainable development emphasizes the creation of compact, walkable, vibrant, mixed use neighborhoods with connections to nearby communities, and the provision of convenient and efficient transportation options such as buses, trains, car pools, bicycle lanes and sidewalks.

What is Green Building?

The tenant of green building is the practice of creating structures and using building practices that are environmentally responsible and resource efficient. Green building focuses on the entire life-cycle of a building from siting to design, construction, operation, and ongoing maintenance.

The acquisition of 1,200 acres by the Union Pacific in the City’s southwestern area for the UP Global 3 Intermodal Rail Facility opened significant new potential for industrial expansion in Rochelle to the west of the City along the IL Route 38 corridor. This offers significant new growth opportunity for industrial, service, and agricultural businesses related to or benefitting from proximity to the UP Global 3. Tentative proposals from industrial developers for large scale industrial parks along IL Route 38, together with improvements to the transportation system make this area a prime location for new industrial development.

Sustainable Growth Strategy

Objective: The objective of the sustainable element of the plan is to promote stewardship of our resources and to create a healthier, higher quality of life for all Rochelle residents, while improving conditions for business success.

Strategy: This Plan envisions Rochelle as a vibrant and engaging place to work and live, where environmental and ecological resource protection, and sustainable practices draw residents, businesses, and visitors. The City seeks to integrate sustainable principles in urban redevelopment, new development, natural resource protection, providing alternative transportation options, reducing stormwater, encouraging efficient and environmentally friendly use of and forms of energy.

Natural Environment

The conservation and protection of sensitive environmental features such as floodplains, creeks, and wetlands are important to help maintain wildlife habitats, aquifer recharge areas, and stormwater detention capacity. The importance of these natural areas is recognized by the City’s Stormwater Management Plan and Regulations Ordinance that



establishes standards to ensure their protection. The environmental corridors formed by these environmental features, as shown on the Framework Plan, provide the City with opportunities to extend the existing multi-use recreational paths and connection between existing and potential parks and open spaces. The natural resources strategy is an essential part of the City’s sustainability plan to preserve and create a system of open spaces that will provide the relief in the pattern of urban development necessary to create a healthy balance between the built and natural environment.

Built Environment

The built environment is key part of Rochelle’s commitment to developing a sustainable community. The way in which the planning and design of a community’s housing stock, buildings, and infrastructure is undertaken has a dramatic impact upon quality-of-life by improving health, attracting investment and reducing impacts upon natural resources. Towards that end, there is an emerging focus of communities to encourage the development of economically sustainable buildings and neighborhoods. On a community-wide level, this focus is often termed “sustainable development.” On a site specific and individual building level, this is commonly referred to as “Green Building.”









Energy Conservation

Rochelle has initiated a number of programs to foster energy independence, and will continue to encourage the practice of energy conservation, energy reduction, and the promotion of renewable energy sources. Newer concepts like community energy planning are emerging as ways to identify proactive, sustainable steps that a municipality can take to address sustainability issues. Community energy planning is the concept of reviewing and evaluating community design options for a more efficient and sustainable use of energy. Rochelle should consider developing a Comprehensive Energy Plan that is proactive in identifying opportunities to 1) alleviate the City’s energy dependence through improved efficiencies and a culture of conservation and 2) to increase the use, access, and promotion of clean and renewable energy sources. Community Energy Plans focus, not only on energy consumption at the individual building level, but also on energy consumption in the larger realm of land use and transportation decisions.






See the Appendix ‘Opportunities for Sustainable Design’ for a description of initiatives, tools and programs to implement sustainable objectives.

CITY OF ROCHELLE Framework Plan







OPPORTUNITIES

-  Agricultural
-  Residential
-  Commercial
-  Employment
-  Airport/Municipal
-  Open Space Buffer
-  Water/Lake
-  Environmentally Sensitive

TRANSPORTATION

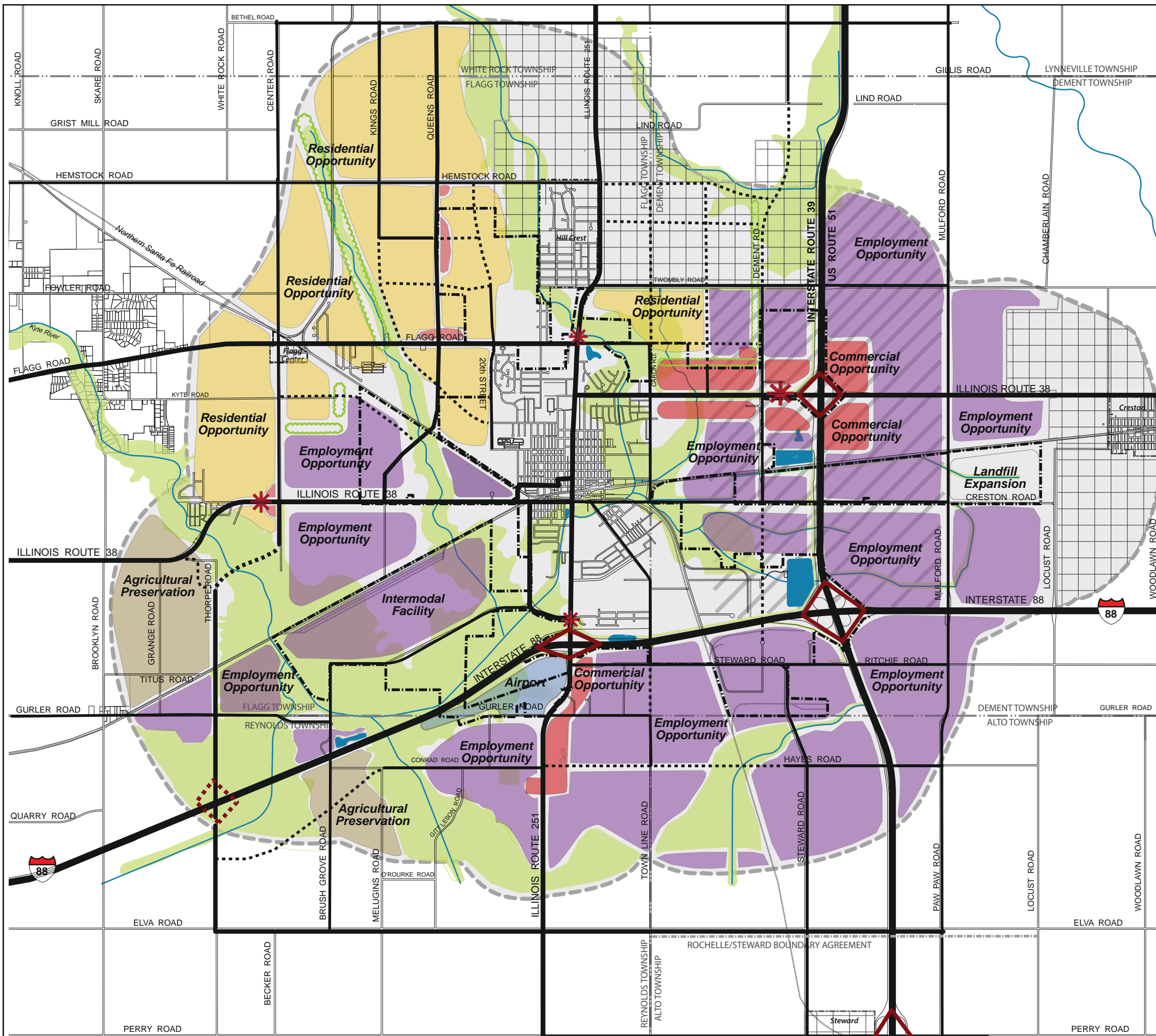
-  Major Transportation Connections
-  Future Transportation Connections
-  Entry Gateway
-  Existing Interchange
-  Future Interchange

MISCELLANEOUS

-  Rivers/Lakes
-  Railroad
-  Rochelle Municipal Boundary
-  1 1/2 Mile Planning Boundary
-  Technology Corridor
-  Adjacent Community Planning Area

Note: Watershed Management Areas are currently under study; locations TBD.

Last updated in September 2016 by





Chapter 4: Future Land Use Plan

Introduction

The Future Land Use Plan is the long-range guide or “blueprint” for determining the quality and character of development that will likely take place in the City of Rochelle through Year 2020; rather than a direct, immediate indication of zoning regulations to apply to specific properties. As such, it should be referred to in developing or amending zoning and subdivision ordinances and other regulatory measures and in deciding the size and locations of community facilities and utilities.

Purpose

The purpose of the Future Land Use Plan is to provide guidelines for controlling the character of the community, for ensuring municipal services and facilities will not be overburdened, and for establishing a balanced, stable tax base. The objective of the Future Land Use Plan is to identify locations within the planning area for the variety of land uses that will make Rochelle a vital, growing and attractive place to live and work.

The comprehensive planning process encouraged discussion about the character and consequences of future development alternatives. The future land use recommendations herein build upon the goals and objectives found in Chapter 2. The principal aim of the Future Land Use Plan is to maintain the traditional form and natural environmental characteristics of Rochelle and its countryside, while promoting new commercial and employment opportunities.

Land Use versus Zoning

It is important to note that the Future Land Use Plan Map is not a zoning map. Zoning regulates specific aspects of development, such as yard dimensions and building height, in addition to the location of certain types of land use in districts. Thus, the Future Land Use Plan Map is a very useful tool for protecting the enjoyment of property and community character, even if the zoning map does not exactly agree with the land use map. The Future Land Use Plan Map, on the other hand, is basically intended to guide where certain types of development are to be located, and it is not intended to restrict the use of land. A land use plan indicates, in a general manner, the location of current and future uses of land for various types of development. It is meant to be a guide for establishing more finely-tuned regulations such as zoning and to guide decision making which may involve public or private investment in property development.



The degree to which a zoning map will conform to a land use map depends on two factors: how finely-tuned the land use map is, in terms of dividing land uses into those which conform to districts, and how often the zoning map is amended. Typically, a land use map is changed much less frequently than a zoning map, because it is intended to encompass a longer time frame and provide a more general guide to development. If, however, the land use map for the City distinguishes between various categories of land use (e.g., low density residential versus medium density residential, -- as does the land use map for Rochelle), and if the zoning map is created at the same time, the two maps may be essentially the same at the time they are created.

Future Land Use Categories

Research of various sources of information regarding Rochelle's growth indicates that the City's population will likely increase by 750 to 2,000 persons through Year 2020. New growth areas shown on the Future Land Use Plan exceed the amount of land needed to absorb this growth. The reason for this oversupply is to allow for market flexibility and location choice, so as to not artificially inflate land values. However, the timing of development of any given parcel will to a large extent depend upon the availability of municipal utility services.

The purpose of land use categories, described in the following paragraphs, is to provide for a more rational and gradual transition between different areas of the community and to provide a general description of uses anticipated in each of the City's land use categories. Many of the descriptions refer to a maximum density for a particular land use category. All recommended residential densities described below are based upon the "gross buildable acreage" or "net acreage" of a site. The gross buildable part of the land is determined by subtracting those portions of the property which cannot or should not be developed due to flood plains, wetlands, poor soils, protected wildlife and natural areas, woodland and natural prairie areas. Densities indicated are for general planning purposes only. Proposed developments will be evaluated and advised as to the acceptable number of units which appear to be appropriate based on the physical constraints of the property in question plus any other considerations.

The land use categories described below are illustrated on the Future Land Use Plan Map.



Agricultural Preservation:

The Agricultural Preservation land use category is intended to discourage premature development of vacant and agricultural lands. The primary function of this category is to encourage the preservation of economically viable agricultural land and rural areas.

Future Growth Area:

One of the most important functions of urbanizing communities, such as Rochelle, is its ability to provide a full range of public services. Future growth areas consist of lands outside the corporate limits of the City which may be served by the extension of public utilities. These areas shall serve as “holding areas” with the specific purpose of reserving lands in strategic locations for future residential, commercial, industrial, or technology development. These areas are not expected to be needed to accommodate growth through Year 2020, but should be protected from incompatible development.

Recreation/Public Open Space:

The Public Open Space/Recreation category includes existing and proposed public open space, conservation areas, and recreation facilities. Specific areas have been designated in the Plan as Regional Stormwater Detention/Retention facilities. These regional facilities are also intended to serve as passive recreation areas.

Environmentally Sensitive:

The Environmentally Sensitive category identifies lands that are sensitive to development and which contain unique environmental characteristics which should be preserved. These characteristics include wetlands, floodplains, woodlands, and prairies. These sensitive areas should be treated with special standards to protect them from development, for example, 100-ft. buffers around stream corridors, wetlands, etc. In addition to their sensitive nature, these areas also provide the City with such natural functions as flood storage and conveyance, pollution control, and wildlife habitat. It should be noted that the precise boundaries of the flood plains, wetlands, and soils which might limit development are imprecise and that the areas indicated as environmentally sensitive on the land use plan do not imply conservation of these lands as permanent open space. A wetlands or soil specialist needs to be consulted to determine the particular constraints of a specific site.

This land use category is also recommended along several major road corridors to either protect the existing rural character of the roadway or to enhance the appearance, where needed, of the community along major entrance routes into the City. The depth of these buffer areas ranges from 50 to 200 feet,



depending upon the use and depth of the property. These areas should be free from development and include intensive landscaping to mitigate the visual impact of urban development.

Low Density Residential:

The Low Density Residential category promotes single family residential development at densities not to exceed 3.5 dwelling units per net acre. These residential areas are intended to serve as a transitional district between the more urbanized portions of the City and the rural sections of the planning area and also to provide opportunities for “upper-scale” housing choice. Development of these areas shall be contingent upon the availability of public water service and water reclamation collection systems.

Under certain conditions, very low density (at or below 1 dwelling unit per net acre), large-lot rural residences may be appropriate. Such developments would likely be built in a rural setting, but due to an increasing population and the rising demand for land in Rochelle and vicinity, would likely become part of the urbanized area in the future. Therefore, these developments, which would require a pre-annexation agreement, should be provided with municipal water and water reclamation systems as opposed to individual well and septic, which would then be required to become part of the public urban utility system at that point in which Rochelle’s boundaries adjoin such area. Conservation design standards may be desirable for such rural residential developments depending on the unique circumstances involved. In addition, such very low density rural residential developments would be eligible for a relaxation of certain curb, gutter, and lighting requirements in order to preserve a rural atmosphere.

Moderate Density Residential:

The Moderate Density Residential category is intended to preserve the historic, traditional pattern of single family development in the older parts of the City and also to encourage a mixture of single family detached and attached residences on varied lot sizes in new growth areas, not to exceed 4.0 dwelling units per net acre, where adequate public water reclamation and water systems exist, or can be made available.

Medium Density Multi-Family Residential:

The Medium Density Multi-Family Residential land use category is intended to provide for duplex, single-family attached, and low-rise multiple-family residences at densities not to exceed 12 dwelling units per gross buildable acre, in areas where adequate public water and water reclamation systems exist, or can



be made available. These areas are intended to provide for affordable home ownership opportunities in locations that are compatible with single family detached neighborhoods.

High Density Multi-Family Residential:

The High Density Multi-family Residential category is intended to recognize existing projects and provide additional opportunities for affordably priced, sustainable housing at a density not to exceed 28 dwelling units per gross buildable acre. Areas suggested near the downtown retail core (multiple family and mixed use business/residential) are intended to provide higher density housing to support and create a walk-in market for downtown businesses and also to provide opportunities for senior citizen housing within walking distance to shops, entertainment, and civic activities. It may include a mixture of businesses (service, office, and retail uses) on the first floor with high density multiple family dwellings above and is meant both to encourage redevelopment of older residential areas exhibiting signs of deterioration and transition and to provide additional business opportunities near the downtown area.

General Commercial:

The General Commercial land use category is intended to provide for retail establishments which offer a wide range of goods and services in locations which have access, either directly or via frontage roads, to heavily traveled major arterials. The purpose is to provide for commercial uses which are oriented to the automobile and which do not depend upon adjoining uses for reasons of comparison shopping and pedestrian trade. These areas shall be served by public water and water reclamation systems.

Downtown Mixed Use District:

The Downtown Mixed Use District category is intended to preserve and strengthen the retail, office, service and residential functions of downtown Rochelle as the hub for business and civic life. Retail shopping and convenience stores, offices, personal and business services, and apartments above the first floor are compatible uses. Emphasis should be given to revitalization efforts to further distinguish the historic downtown area from general business areas in terms of the character, design, and quality of the environment, its civic and social function, and in the mix of retailing and entertainment uses.

Interchange Commercial:

The Interchange Commercial land use category is intended to encourage the development of large parcels under a planned development approach for land in the vicinity of I-88 and I-39. "High-profile" commercial and business uses, which depend upon high visibility and ease of accessibility to highways, are encouraged and should be controlled by a unified master site plan. Corporate office/research,



hotel/convention centers, regional shopping centers, RV parks, and travel service centers are examples of preferred uses in interchange commercial areas.

Business and Technology Park:

The Business and Technology Park land use category is intended to provide for a compatible mixture of office, research, and technology uses located adjacent to fiber optic corridors. The intent of this category is to require a master site plan approach for the development of large parcels incorporating high quality design standards for building, landscaping, and signs.

Industrial/Warehousing:

The Industrial land use category is intended to provide for heavy manufacturing, warehousing and high intensity distribution facilities and related uses. Suggested areas are intended to provide for the continued expansion of existing industrial areas which are near or adjacent to railroad lines and existing and proposed major roads and highways. The development of industrial parcels should incorporate landscape buffering and screening standards and architectural design standards to enhance the character of the City and the quality of industrial areas.

Municipal/Institutional:

The Municipal/Institutional land use category applies to those lands where existing or proposed Federal, state, or local governmental activities are conducted, as well as to major public and private educational, medical, religious, and other non-profit organization facilities.



















Subareas for Redevelopment Opportunities

The following subareas are identified as revitalization opportunities to further improve the appearance of prominent areas in the City:











- *Caron area*
- *Area between railroad tracks downtown*
- *DelMonte area by 15th Street*
- *IL Route 251 corridor south of First Avenue*
- *Downtown Appearance*

CITY OF ROCHELLE Future Land Use Plan

LAND USE

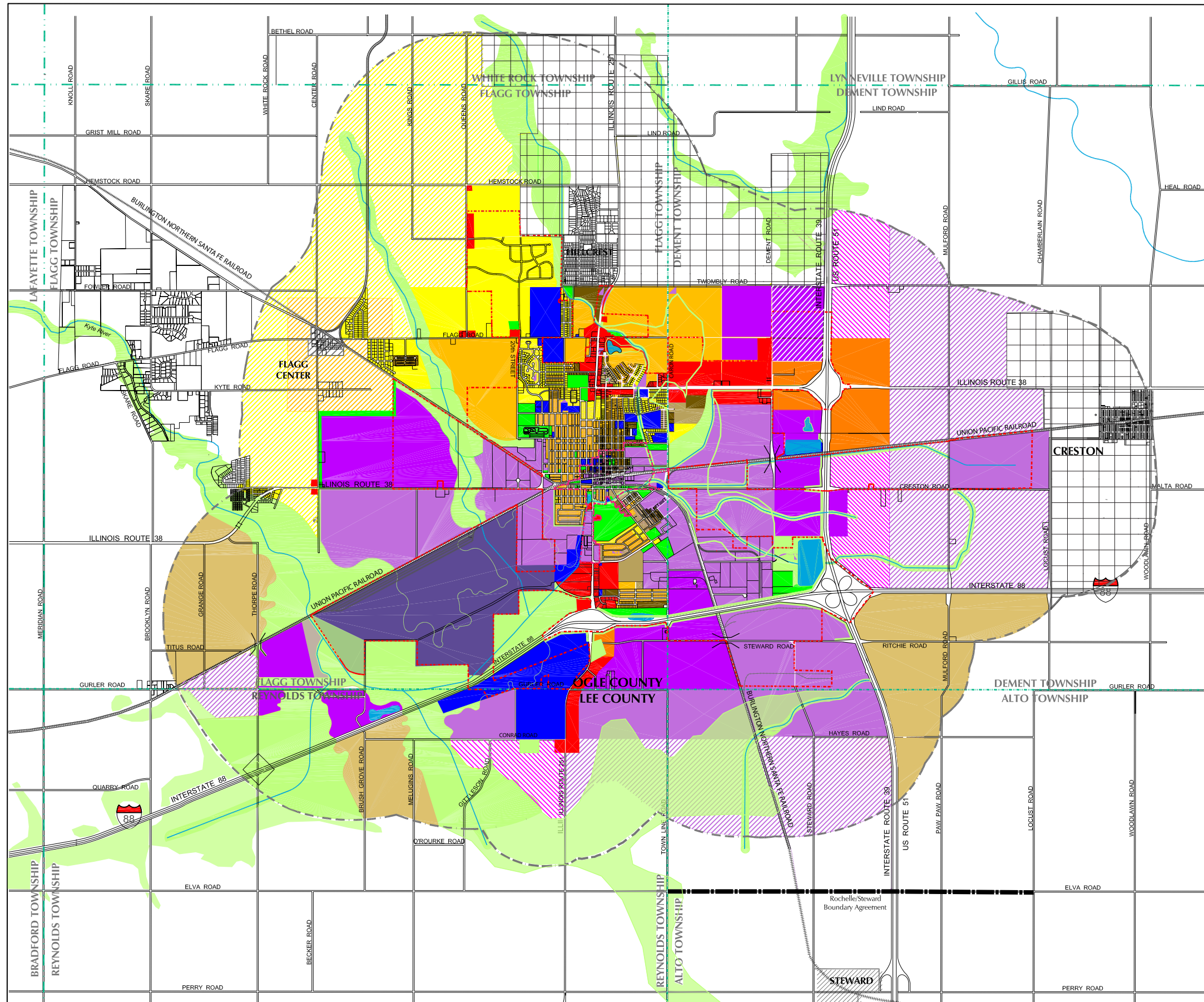
-  AGRICULTURAL PRESERVATION
-  ENVIRONMENTALLY SENSITIVE
-  RECREATION/PUBLIC OPEN SPACE
-  LOW DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL (FUTURE GROWTH AREA)
-  MODERATE DENSITY RESIDENTIAL
-  MODERATE DENSITY RESIDENTIAL (FUTURE GROWTH AREA)
-  MEDIUM DENSITY MULTI-FAMILY
-  HIGH DENSITY MULTI-FAMILY
-  CBD COMMERCIAL
-  GENERAL COMMERCIAL
-  INTERCHANGE COMMERCIAL
-  BUSINESS-RESEARCH PARK/LIGHT INDUSTRIAL
-  BUSINESS-RESEARCH PARK/LIGHT INDUSTRIAL (FUTURE)
-  TECHNOLOGY PARK
-  INDUSTRIAL/WAREHOUSING
-  INDUSTRIAL/WAREHOUSING (FUTURE GROWTH AREA)
-  INTERMODAL FACILITY
-  MUNICIPAL/INSTITUTIONAL

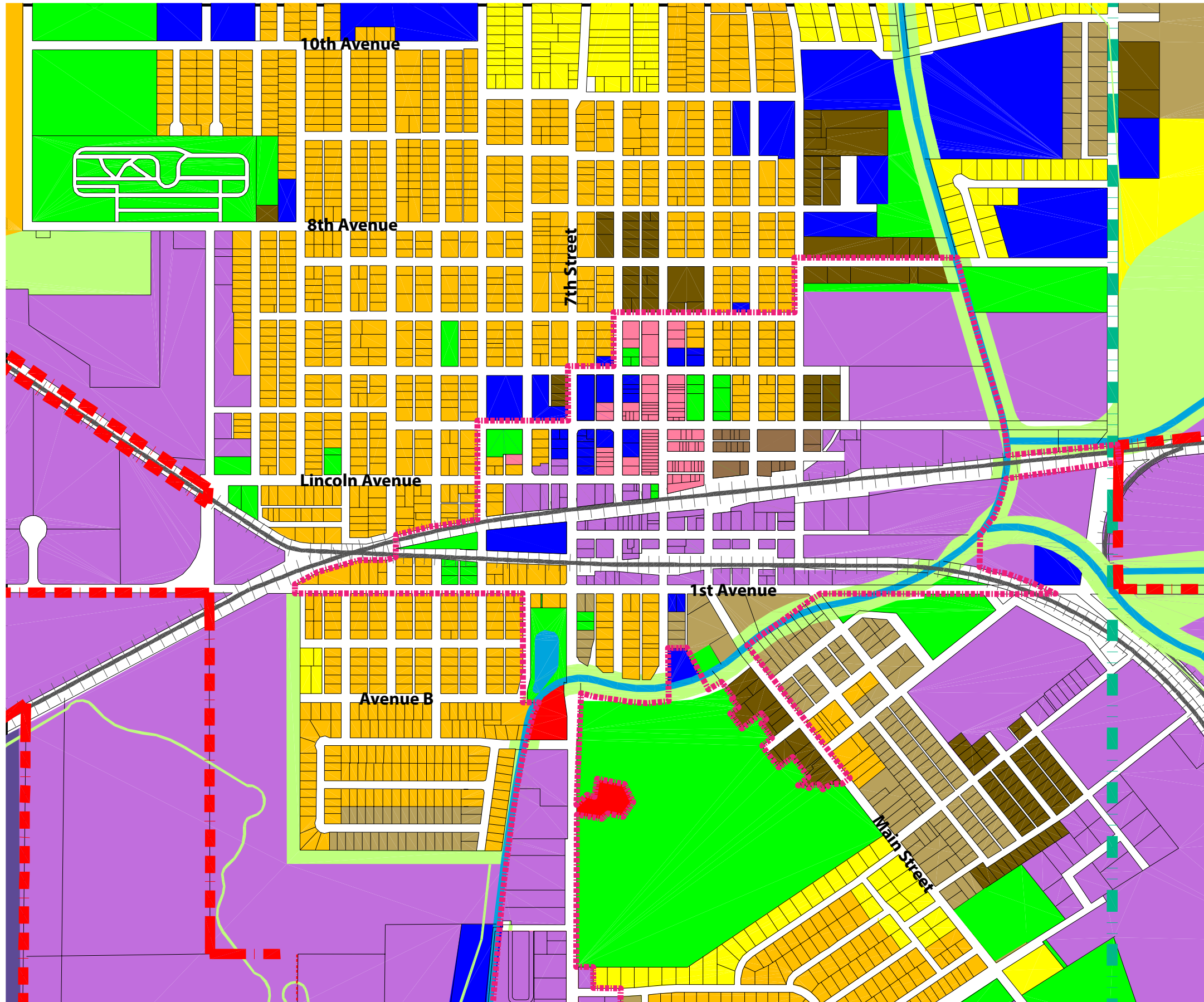
MISCELLANEOUS

-  RIVERS/LAKES
-  RAILROAD
-  ROCHELLE MUNICIPAL BOUNDARY
-  TOWNSHIP/COUNTY BOUNDARY LINE
-  DOWNTOWN & SOUTH GATEWAY TIF BOUNDARY LINE
-  1/2 MILE PLANNING AREA BOUNDARY
-  PROPOSED INTERCHANGE
-  EXISTING OVERPASS
-  ROCHELLE/STEWARD BOUNDARY AGREEMENT
-  ADJACENT COMMUNITIES



June 2016





CITY OF ROCHELLE Downtown Land Use Plan

LAND USE

- AGRICULTURAL PRESERVATION
- ENVIRONMENTALLY SENSITIVE
- RECREATION/PUBLIC OPEN SPACE
- LOW DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL (FUTURE GROWTH AREA)
- MODERATE DENSITY RESIDENTIAL
- MODERATE DENSITY RESIDENTIAL (FUTURE GROWTH AREA)
- MEDIUM DENSITY MULTI-FAMILY
- HIGH DENSITY MULTI-FAMILY
- CBD COMMERCIAL
- GENERAL COMMERCIAL
- INTERCHANGE COMMERCIAL
- BUSINESS-RESEARCH PARK/LIGHT INDUSTRIAL
- BUSINESS-RESEARCH PARK/LIGHT INDUSTRIAL (FUTURE)
- TECHNOLOGY PARK
- INDUSTRIAL/WAREHOUSING
- INDUSTRIAL/WAREHOUSING (FUTURE GROWTH AREA)
- INTERMODAL FACILITY
- MUNICIPAL/INSTITUTIONAL

MISCELLANEOUS

- RIVERS/LAKES
- RAILROAD
- ROCHELLE MUNICIPAL BOUNDARY
- TOWNSHIP/COUNTY BOUNDARY LINE
- DOWNTOWN & SOUTH GATEWAY TIF BOUNDARY LINE
- 1/2 MILE PLANNING AREA BOUNDARY
- PROPOSED INTERCHANGE
- EXISTING OVERPASS
- ROCHELLE/STEWART BOUNDARY AGREEMENT
- ADJACENT COMMUNITIES

160 ac

40 ac

0 1/4 1/2 3/4 1 mi

June 2016



Chapter 5: Transportation Plan

Introduction

The transportation system is important both in supporting and fostering planned growth and in maintaining a high quality of life by minimizing traffic conflicts and encouraging pedestrian and bicycle access. This Transportation Plan element of the Comprehensive Plan provides an orderly and functional hierarchy of arterial and collector streets to meet these objectives. The Transportation Plan and map should be used as a guide in the review of detailed development plans submitted to the City, and potential long-term road improvements, taking into consideration the existing and planned road network. Implementation of any specific project will depend on available funding and City priorities as established by the City Council. The location of proposed roads is only conceptual and is subject to change based on assessment of environmental conditions and final development plans.

Roadway Classification

It is vital to the movement of people and goods, and sound planning, to establish a street classification system. Each road classification builds upon the classification above it, leading to a road network that is tied to the larger region.

To assure an efficient road network, the continuation of the grid system of streets, or a modified grid system (allowing for curvilinear streets), is suggested for moderate density residential development. The extension of the grid street system avoids the creation of isolated neighborhoods and serves to better distribute traffic throughout the community.

All existing and recommended streets in the City of Rochelle are classified on the Transportation Plan Map (See Figure A7 in the Appendix) according to three categories: Major Arterial, Minor Arterial, and Major Collector. Each type of street has a unique function in the total circulation system. The function and purpose of these streets are as follows:

Arterials

Arterial roadways consist of Federal or State highways, or heavily travelled streets that carry a high volume of regional or inter-community traffic. Major arterial streets (ADT 10,000+) are generally the extension of regional access roads where they enter the City. As such, they form the basic framework of the transportation system of the City. Ideally, local streets should not have access to arterials and curb



parking on arterials should be avoided except where vehicular volumes are light. These streets are not meant to provide access to adjoining lots and therefore access should be limited. Arterials should be the primary route for truck traffic. Future roads and road upgrades will be reviewed as necessary for 120,000 lb roads. Such road networks will need to be planned and analyzed as part of the Transportation Plan.

Major Arterial: State routes and local streets serving the planning area are typically the highest traffic volume corridors in the region. Service to abutting land uses is prohibited or strictly controlled to assure safe and efficient movement of through traffic.

- *Minor Arterial:* Local streets interconnect with and augment the major arterial system. This system places more emphasis on land access and distributes traffic to smaller geographic areas than major arterials.

- *Planned Arterial Road Improvements:*
 - The funding of the overpass to Jack Dame Road proposed in the 2009 Plan has been secured and construction is complete. Bridge to be done when funding is available. This improvement will allow IL Route 38 to pass over the UP railroad tracks at First Avenue. IL Route 38 traffic will then be routed around the historic City center via a series of new and existing roadways to remove truck and automobile through traffic from the central community and direct it to roadways better designed or suited to accommodate heavy traffic volumes. Plans include a pedestrian crossway to allow residents to walk and bike to bypass the railroad tracks when blocked. The estimated cost for this improvement is \$18.2 million.

 - A portion of the Dement Road extension proposed in the 1996 Plan and 2003 Update has been completed. Dement Road is planned to extend both south and north of its current location: extended south between Creston Road and Steward Road and extended north to connect with Lynnville Road. Dement is intended to serve existing and planned business and industrial areas and to be a primary alternative truck route. The future extension of Dement Road will significantly improve local collector roads, such as Caron Road, by reducing truck traffic on local roads.



- The planned extension of Flagg Road, east of IL Route 251, to Dement Road will provide a much needed bypass route on the north side of the City. This improvement will alleviate existing and projected traffic congestion problems at the intersection of Jones Road, IL Route 251, and IL Route 38. The location of the new high school and potential elementary school, as well as the residential and commercial development that has taken place on Flagg Road limits its ability to function as an arterial. Hemstock Road, on the far northern end of the urbanized area, is a more appropriate roadway to be used as an outer bypass roadway. To serve in this capacity, Hemstock Road should be extended east of IL Route 251.
- With the expansion of Rochelle south of I-88, it will benefit the City to have a major arterial road on the western edge of its planning area that links both the north and south portions of the City without traveling directly through the core of the community. Center Road and Thorpe Road are recommended as the preferred western bypass. These roads were chosen because they are existing roadways and have existing railroad and Interstate crossings. In addition, Queens Road will be extended from Flagg Road south to Route 38 on the west side of Rochelle.
- Conrad Road is extended west along the I-88 frontage to meet Thorpe Road. This, in conjunction with the extension of Conrad Road east to join Hayes Road, creates an interconnected outer beltway road around the entire City.
- A new interchange is now proposed for I-88 at Thorpe Road instead of I-39 at Hayes Road. This will enhance the utility of the City's western bypass, will provide superior access to the UP Global 3 and other industrial and business park uses, and will relieve traffic congestion on other arterial roads. The proposed Thorpe Road interchange is within 3 ½ miles of the I-88 interchange at IL Route 251.



Collectors

Collector Streets serve the dual function of moving traffic from arterials to the local street system (ADT 3,500). These streets are intended to provide direct access to abutting properties and should be restricted to through truck traffic.

Collector streets penetrate neighborhoods, collecting traffic from local streets within neighborhoods and channeling it on to the arterial street system. Collectors primarily provide access to adjacent land uses and carry local traffic movements within residential neighborhoods, commercial, and industrial areas. Collector streets are not intended to interconnect adjoining neighborhoods or to carry regional through traffic. The spacing between collector streets should, generally, not exceed one-half mile.

Where new collector streets are shown in undeveloped areas, their location illustrates a general recommended location rather than a specific alignment (see Transportation Plan Map). Much of the proposed major collector road system remains unchanged; however, some updates are called for as a result of recent transportation planning initiatives.

- *Planned Collector Road Improvements:*
 - Carrie Avenue will be extended west across Kyte Creek and the railroad tracks to connect to a future southern expansion of Queens Road, which is planned as part of the City's outer arterial road network. This road will provide a secondary east-west connection to Route 38 and new residential areas.
 - Roadway upgrades will continue to be made along perimeter bypass routes including Paw Paw Road, Mulford Road, Bethel Road, Center Road, Thorpe Road, Gurler Road, Hayes Road and Elva Road.
 - Thorpe Road will be realigned to provide a direct connection with Center Road at its intersection with IL Route 38. In addition, a new road will connect Thorpe Road to IL Route 38 about a mile west of the IL Route 38/Center Road intersection.



Roadway Design Standards

In addition to the recommended thoroughfare routes described above, the other major element of the Transportation Plan is the establishment of appropriate standards for right-of-way (ROW) specified for each major roadway and pavement cross-section. The roadway classification system has been created to meet demands placed on the roadway network by various land uses and densities of development. The following section describes each class of roadway and the appropriate ROW and pavement widths.

1. Major Arterial: The major arterial roadway is the core of the regional highway system, designed to serve as a major traffic artery for movement of vehicles through a city or between various parts of a city. Typically, this would be a four-lane roadway, with two lanes in each direction, and a fourteen foot median if desired. Parking along major arterials is discouraged. Pavement width can vary between 48 feet and 52 feet, back-to-back of curb, with a minimum 3-foot median and 12-foot left-turn lane. The larger width is preferred when accommodating bike or truck traffic.

Major arterial streets should be spaced at two-mile intervals. Generally, right-of-way should be 120 feet. If a median or parkway is desired, the right-of-way may be increased.

Regarding 120,000 lb roads, future roads and road upgrades will be reviewed as necessary. Such road networks will need to be planned and analyzed as part of the Transportation Plan.

2. Minor Arterial. Minor arterial roads are designed to carry a fairly large volume of traffic to the major arterial road. Minor arterials should be used in areas of dense development to supplement the major arterial system and in areas of lower density development where there are not sufficient traffic volumes to warrant construction of major arterials.

Typically, a minor arterial road will have one lane of traffic in each direction and a fourteen foot median if desired. Minor arterials can consist of two through lanes with parking on both sides. However, parking on minor arterials should be avoided where possible. Pavement width should be 40 feet, back-to-back of curb. These roads should be spaced at one-mile intervals. Generally, right-of-way would be 80 feet to 100 feet, if a median or parkway is desired for safety or other reasons. Usually, a 70 to 80-foot right-of-way will be appropriate.



3. Major Collector: Major collector roads are designed to channel smaller volumes of traffic from local residential and commercial/industrial streets onto the network of minor and major arterial roadways.

Typically, a collector road will have one lane of traffic in each direction, with two through lanes and parking on one side. Pavement width should be 40 feet, back-to-back of curb. These roads are located approximately midway between two arterial streets. Right-of-way should be 66 to 80-feet.

4. Neighborhood / Local Streets: Neighborhood streets are designed to provide direct service to abutting residential lots and to carry residential traffic to major collector streets.

Typically, a neighborhood street will have one lane of traffic in each direction, with at least one through lane, and parking on one or both sides. Pavement width should be 31 feet, back-to-back of curb. These roads are located approximately midway between two arterial streets. Right-of-way should be 60 to 66-feet.

The design of the neighborhood level street system is a key element in fostering a sense of community and attractive environment. The following standards should guide new residential developments:

- Successful communities thrive on accessibility and communication between neighbors. Ensure easy access between housing types and between housing and other uses. Subdivisions should not be walled off into separate enclaves but should be oriented toward major streets.
- Streets should be laid out in an interconnected network, similar to the existing pattern of development in the City. There should be more than one direct way to get to most destinations; the use of cul-de-sacs is limited. A regular grid system of streets is the most historically enduring form of town planning. However, as long as the overall pattern of the grid is respected, the internal configuration of streets should be flexible to preserve natural features and allow for creative designs which incorporate internal open space and variation in the grid pattern.



- Provide for several attractive options to the use of the automobile, such as walking, bicycling, and riding transit. This should be accomplished by making “complete streets” e.g., including dedicated space for motorists, bicyclists, pedestrians, and transit riders. And, just as street connectivity is important, so too is sidewalk and bike path connectivity, so that there is a comprehensive interconnected network of pedestrian shared-use paths in all corners of the community.
- The layout of blocks and streets should encourage walking and bicycling. Walkable blocks have sidewalks and are shaded by canopy trees. The use of a regular grid facilitates walking. Blocks which are very long, and incomplete blocks with cul-de-sacs, discourage walking.
- Design intersections with small curb radii and with marked crosswalks. A large turning radius, such as 30 feet, requires a person to cross more of the street and allows cars to turn at greater speeds increasing safety problems for pedestrians. Smaller radii, such as 20 feet, result in reduced street pavement to cross.
- Design residential streets narrow enough to discourage speeding, but wide enough to allow parking along at least one side of the street. The benefit is a safer and more attractive, intimate streetscape character.
- Encourage alleys for vehicle access and utility placement. The use of alleys allows garages to be built at the rear of the lot, removing automobile storage as a dominant aspect of the house front.

Access Management

Access management is the process of coordinating, planning, designing, and implementing land use and transportation strategies so that the flow of traffic between the road and the surrounding land is efficient and safe. Poorly controlled property access along portions of the City’s arterial and collector roads contributes to congestion, safety problems, and poor appearance. The problem is not necessarily traffic volumes, but it stems from the frequent number of turning movements within relatively short distances from each other.



The following standards should guide the City’s management of access points along its roads:

- Limit the number of future access points / curb cuts along arterial and collector streets.
- Consolidate existing access points whenever possible by requiring private access “frontage” drives that serve multiple developments.
- Space signalized intersections and full-access driveways about 1,300 feet apart, with right-in/right-out driveways a minimum of 650 feet apart. With regard to non-residential development, this spacing may be somewhat restrictive in allowing incremental development. However, this can be overcome by allowing temporary access drives which would be replaced by “frontage” service drives interconnecting several businesses after a sufficient number of parcels are developed. This requires that setbacks for parking areas and other site improvements be adequate to allow future construction of a frontage service road.
- Prepare corridor plans for the City’s key arterial and collector roads to ensure more aesthetically pleasing, safer, and less congested roadway corridors and to provide specifics on the number and approximate location of future access points, landscaping, and streetscape appearance improvements along major arterial roads.
- While the Transportation Plan Map shows conceptual alignments of future arterials and major collector streets, a corridor plan can provide more detail on access points and design guidelines. Both the Transportation Plan element of the Comprehensive Plan and the corridor plan(s), when available, should be referenced when reviewing proposed development plans or subdivision plats.

Intersection Signalization

Attendant to the establishment of the functional organization of the City’s arterial system is the management of traffic and road capacity to ensure a safe and efficient vehicular movement. An evaluation of the existing and proposed roadway network resulted in the identification of critical



intersections which may warrant new traffic signalization. The Transportation Plan identifies locations where new signalization may now or in the future be warranted; two proposed traffic signals along IL Route 38 east of IL Route 251 shown in the previous Plan are removed; several other proposed signals have been added: IL Route 251, IL Route 38 west of Rochelle, Queens Road, Creston Road, Steward Road, and Hayes Road. The installation of automated traffic signals at any one of the recommended intersections must be studied further to determine if present or future conditions meet specific criteria established by the State of Illinois Department of Transportation (IDOT), Manual Uniform Traffic Control Devices (MUTCD), and the Institute of Traffic Engineers (ITE) Manual.

Further monitoring and analysis of intersection traffic counts/turning movements and road capacity will be necessary as development continues. Furthermore, the City may need to consider traffic signals at other critical intersections, not identified in the Plan, depending on actual development patterns and the resulting changes in traffic origin/designation.

Pedestrian Shared-Use Path System

Pedestrian and bike paths should be an integral part of the transportation system, permitting alternative modes of movement to major activity centers of the City and providing recreation opportunities. A joint effort, undertaken by the Rochelle Area Cycling Committee (RACC), the City of Rochelle, and the Flagg-Rochelle Community Park District, resulted in construction of several miles of bicycle path along the Kyte River corridor and 20th Street. The RACC developed a plan to expand this trail system throughout the City and link it to a proposed County-wide pathway, shown on the Transportation Plan. Planning for this system should be extended throughout the City and the County, linking employment centers (including the Rochelle Airport and the newly developing industrial and commercial areas south of I-88), neighborhoods, parks, schools, and the downtown. Pedestrian and bike path overpasses should also be included to allow people traveling on foot and by bike to be able to cross streams, railroads, and roads safely and quickly in a pleasant manner. At any existing road bridge, dedicated lanes should be provided for pedestrians and bicyclists as well. The Kyte River corridor and other greenways identified on the Land Use Plan should be considered as the major spines for this system. Greenways provide a safe, continuous, and scenic route for trails.

Other routes for the extension of these paths should be considered to make a complete network of pedestrian shared-use paths linking every public facility, park, and open space. Rochelle's trails are planned so as to link with both existing and future trails as outlined in the Ogle County Greenways and



Trails Plan. While nearby Lee County and DeKalb County do not currently have existing or planned future trails that directly extend to the border of Ogle County in the vicinity of Rochelle, the opportunity exists for enhanced cooperation and coordination among all three of these counties and the City of Rochelle to eventually connect their respective trail networks.

According to the American Association of State Highway and Transportation Officials (AASHTO), the space recommendations for bicyclists include a minimum of four to five feet for a bike-only lane. While 8-feet is the minimum acceptable width that IDOT will approve for grant funding purposes. In order to provide sufficient space for both pedestrians and bicyclists, the recommended minimum width of improved pathway surface is 10 feet. In areas of high pedestrian/bicycle volumes, the minimum pathway width should be 10 to 12 feet. In general, sidewalks and bike paths should be given distinct facilities for safety and efficiency reasons, as illustrated in the accompanying images shown here.

Construction of these paths could be facilitated through the use of zoning incentives and bonuses negotiated under planned development procedures, through the subdivision process, or through annexation agreements. Incentives such as increased density, smaller lot sizes, and reduced setbacks could be granted to a developer in return for their dedication of easements and/or the construction of pedestrian shared-use paths for public use. In conjunction with this approach, or as an alternative, the City could fund the extra cost of constructing additional pavement over that amount associated with required sidewalks.

Quiet Zones

Quiet Zones are allowed under Federal law to require locomotives that currently sound its horn at highway rail grade crossings to be quiet. The Federal Railroad Administration has determined that if train horns are not sounded at a crossing, the risk for accidents at those crossings increases significantly; therefore, in order to create Quiet Zones, municipalities must offset that increased risk by improving safety at each crossing.

To address a 40% increase (currently 120/day) in trains crisscrossing the City, a plan is in place to address the required design and implementation standards for Quiet Zone status on 12 railroad crossings throughout the City and will be completed in 2016. To establish a new Quiet Zone the active grade crossing must have warning devices, which may consist of flashing lights, gates, constant warning circuitry, power-off indicators, and an advance warning sign that advises motorists that train horns are not sounded at the crossing, depending on the road classification. The costs of preparing the at-grade



crossing(s) to the standards required are generally borne by the local community. Of the potential Supplemental Safety Measures that may be used to mitigate the silencing of locomotive horns at railroad at-grade crossings, gates with medians or channelization devices (traffic separators) are the recommended improvements to limit the ability of vehicles by-passing the gates.

Aviation

Koritz Field/Rochelle Municipal Airport serves local aviation needs for the City of Rochelle and is a vital component to the City's economic development. The airfield, with one runway, is located on the south side of the City immediately south of I-88. At the time of this Plan's publication, there are 40 aircraft based at the field, and on average, the airport handles approximately 50 aircraft operations per day.





















The City has recently completed significant improvements and enhancements to the airport in 2014. These improvements include infrastructure improvements, such as water, water reclamation, fiber optics, land acquisition, a new 12,000 sq. ft. hangar, an extension to the existing runway and a taxiway, a new terminal building, and a parallel taxiway, among other investments. The total cost of these enhancements is estimated at around \$24 million. Since the last Plan Update, the City welcomed two new businesses to the airport – Rochelle Avionics and CSC Skydiving.

The proposed Future Airport Layout Plan notes that a future north-south runway will be located just west of the intersection of Route 88 and Illinois Route 251. The layout shows aviation easements (areas that limit on what can be built) to buffer the proposed runway on both the north and south end, as well as on the east side of Route 251. The runway extends south from Route 88 crossing Gurler Road and extending to Conrad Road. Please refer to the Appendix (See Figure A13) to view the Future Airport Layout Plan and associated aviation easements.




In order to facilitate the future growth and development of Koritz Field, the City should preserve ample open space in appropriate areas. This may entail the acquisition of lands to the south of the existing facility so as to ensure that future airfield development can proceed in a timely and cost-effective fashion. In addition, adjacent lands should be developed with uses that are compatible with an airfield, such as light industrial, warehousing, and distribution facilities. Residential uses should be strictly avoided in the vicinity of the airfield in order to avoid associated noise pollution and in the interest of safety.

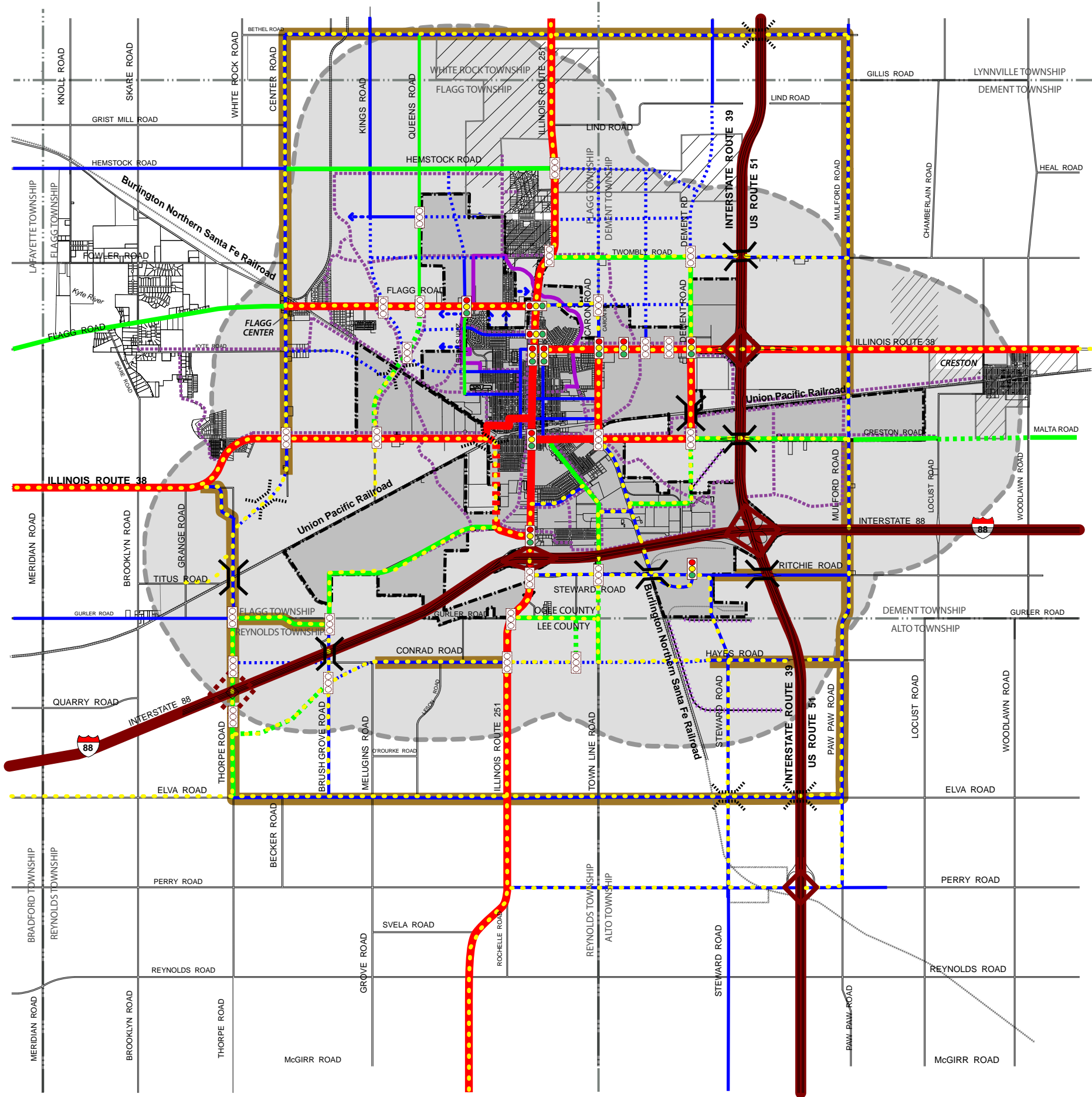
CITY OF ROCHELLE Transportation Plan

TRANSPORTATION

-  Expressway
-  Existing Major Arterial
-  Existing Minor Arterial
-  Existing Collector
-  Future Major Arterial
-  Future Minor Arterial
-  Future Collector
-  Roadway Upgrade
-  Future Roadway Extension
-  Existing Railroad
-  Future City Railroad Extension
-  Existing Truck Route
-  Existing Bike Trail
-  Future Bike Trail
-  Existing Traffic Light
-  Future Traffic Light
-  Existing Overpass
-  Existing Interchange
-  Potential Future Interchange
-  Future Overpass

MISCELLANEOUS

-  Rivers/Lakes
-  Rochelle Municipal Boundary
-  1.5 Mile Planning Boundary



Last updated in March 2015 by



0 1/4 1/2 3/4 1 mi



Chapter 6: Community Facilities and Services Plan

Introduction

This element of the Comprehensive Plan concentrates on the essential public facilities and utility systems necessary to support urban growth. Proposals regarding existing and future community facilities and utility needs (e.g., parks, schools, fire stations, institutional facilities, and pedestrian/bicycle pathways) are presented on the Community Facilities Plan Map and the Community Utilities Plan Map. As the population of the City of Rochelle and the surrounding area expands, so will the demands placed upon facilities such as schools, parks, public buildings, and utilities. Therefore, at some point in the future the need for additional facilities becomes a major concern.

Municipal Services

Administrative Services

Overall, a 12.3% increase in population is projected by 2020. For most staffing issues, the City should anticipate a similar level of increase to maintain its current level of service. For services which are not directly correlated to residential growth (such as building inspection), staffing levels may need to increase at a slightly greater rate to meet the growth in demand from non-residential developments. Other services may not need to increase substantially. In the future, the City may need to acquire additional space for some of the operations currently housed in City Hall.

Police Department

The Police Department occupies part of the City Hall building. Currently, the Department has approval to employ 21 police officers and 7 staff members. The Department, which operates a fleet of 13 patrol cars, may need a new police facility in the next five to ten years. If the Police Department relocates, it will leave space in City Hall to allow other departments to expand. Other ongoing Departmental needs include information technology investments and training.

Fire Department

The Rochelle Fire Department occupies a single building on Fifth Avenue. The Department has one 2000 aerial ladder truck, two 1984 ambulances, one 1989 ambulance, two 1995 engines, one 1996 ambulance, one 2001 ambulance, and one 2005 ambulance. A new firetruck was purchased in 2016. The Department employs 13 full-time and 30 part-time/on-call staff.

The Department has several long term capital improvement needs. In the short term, two ambulances will need to be replaced. The vehicle fund (funded by money received from ambulance calls) is currently sufficient to cover the costs of these replacements. The vehicle fund also should be able to support any other equipment acquisitions through 2020, which may include additional hazardous material equipment.



As Rochelle continues to grow in land area and increase in population, there will be a need for new, manned fire facilities. To enhance efficiency in fire protection service, some of the services provided by Rochelle and the Ogle/Lee Fire Protection District have been consolidated. This resulted in an expanded service area of 135 square miles and an additional population of 4,000 people, for a total service area population of 14,000. The Department currently responds to about 2,000 calls per year, an increase of approximately 40 percent over the past four years. Long term plans envision relocating the downtown facilities into two new satellite stations, one located at the north end of the City and one in the southeast area, to better serve Rochelle's growing residential and industrial areas.

Refuse and Recycling Services

The City of Rochelle in concert with other local organizations and businesses provides a broad range of refuse and recycling services to residents and businesses. Rochelle contracts with Northern Illinois Disposal Services for waste disposal. The City promotes recycling through the 'Reduce, Reuse, and Recycle' program. Recycling programs with local businesses provide opportunities to recycle used tires, and motor oil. The household hazardous waste site is located in Rockford, while the Rochelle police department accepts waste medicine. The following are current residential recycling programs offered in the City:

- Residential waste bins for a broad range of plastic and paper materials, except for containers that have been exposed to hazardous materials. For buildings that do not qualify for the residential program, the City provides a pick-up site.
- Appliance and electronic recycling curbside service is available from Northern Illinois Disposal for an additional fee, with local businesses providing recycling options. Rochelle, Ogle and Lee Counties also provide drop-off locations in the City or during special collection events.
- RMU provides recycling drop-off services for compact fluorescent bulbs, rechargeable batteries, and cell phones.
- All yard waste is recyclable through the City's yard waste recycling program, including large brush that is bundled. In addition to regular landscape waste pickup, the City provides leaf vacuum services during fall months.

Health Care

In Rochelle, residents obtain health care services from Rochelle Community Hospital, independently-owned health and rehabilitation centers, health-care professionals, physical therapy/rehab facilities, and a prenatal clinic.

Rochelle Community Hospital

The hospital is one of the largest employers in the community employing nearly 260 people. Having access to quality healthcare in a City of 10,000 is a vital part of the community and the surrounding area which it serves, totaling approximately 35,000 people. A total of 26,000 square feet was added in 2016, making the overall hospital campus 108,000 square foot facility.



Rochelle Community Hospital is a 25-bed, full-service Critical Access Hospital, which specializes in a holistic-approach to the well-being of its patients, enhancing every aspect of their care by giving the personal attention its patients have come to know with the latest in advanced technology. The active medical staff consists of 9 physicians emphasizing Family Practice, Internal Medicine, and General Surgery. Specialists in Cardiology, Oncology, Neurology, Podiatry, General Surgery, Ophthalmology, Orthopedic Surgery, and Pain Management see patients in the Multi-Specialty Clinic five days per week.

Physicians from EmCare Emergency Physicians staff the Emergency Department 24 hours a day/7 days a week. This Department was expanded in 2006 and a rooftop heliport was added. The project also updated the surgery area with state-of-the-art operating suites defined as some of the best in the region by the surgeons who operate at Rochelle. A new same-day surgery unit and an Intensive Care Unit were added. Rochelle Hospital recently established a network affiliation with OSF St. Anthony Hospital in Rockford IL.

Outpatient services include Diagnostic Imaging, Laboratory, Fitness Center/Cardiac Rehabilitation, Infusion/Chemotherapy, Pain Management, Pulmonary Rehabilitation/Respiratory Therapy, Diabetic Education and Rehabilitation Services. The Diagnostic Imaging department is completely electronic and now offers digital mammography and a 160 Slice CT scanner. A variety of support groups offer assistance to patients with Parkinson's Disease, Diabetes, Cancer, and more. In addition, classes are offered to the community including CPR, First Aid, Safe Sitter and classes for healthcare providers.

RCH offers an Urgent Care Clinic for the treatment of minor illnesses and injuries as an alternative when doctors' offices are closed. The active Medical Staff physicians treat patients in the Urgent Care Clinic. The Urgent Care Clinic is open seven days a week on a walk-in no appointment needed basis. Rochelle Community Hospital operates two clinics: On the Go Healthcare Clinic located at the Petro Travel Plaza and Family Healthcare Clinic on the hospital campus. Rochelle Community Hospital is known for its personal care and attentive staff.

Social Services

While economic and physical improvements are needed to enhance the quality-of-life in Rochelle, they must be complemented with social improvements that raise self and community pride and enhance the well-being both of individuals and the overall community. A variety of social service and outreach agencies serve the greater Rochelle area, providing programs and services relating to family services, counseling, mental health, seniors and transitional housing opportunities, clothing and food, health, education, employment and financial assistance. The extensive range of social service agencies servicing Rochelle and area residents, as described below, is one of Rochelle's strengths.



Senior Services

The Hub City Senior Center originated in 1980 for Rochelle senior citizens. The Center, at 401 Cherry Avenue, Rochelle, provides transportation, daily activities, services, and programs for the senior citizens in the greater Rochelle area. Nutritious meals are served weekdays in conjunction with Lifescape Community Services to an average of 45-50 people per day. Meals are also delivered to area shut-ins.

Lincoln Manor and Countryside Village Apartments provide subsidized housing for qualifying senior citizens.

Domestic violence

HOPE: Help Offer Protective Environment (HOPE) provides temporary shelter for women and their children; adult counseling for women and men who are victims of abuse and individual children's counseling; support groups for women and their children, and assistance in obtaining orders of protection and support through the legal process. Crisis and support counseling are available twenty-four hours, seven days a week, with referrals to outside resources also available.

Disability assistance

The Northwestern Illinois Center for Independent Living (NICIL) is a community-based, non-residential organization, dedicated to enhancing the options available to people with disabilities so they may choose and maintain individualized and satisfying lifestyles in Whiteside, Carroll, Lee, Ogle, and JoDaviess counties. To fulfill this mission, NICIL offers direct services to individuals, combined with advocacy for social change, to allow greater integration of persons with disabilities to live independently within their respective communities.

Village of Progress is a private not-for-profit corporation, founded in 1969 to meet the needs of adults with disabilities who reside in Ogle County. The agency is governed by a 15-member Board of Directors that represent the various walks of life and virtually every community in the County. The purpose of the Village is to provide training services to persons, age 16 or older, with disabilities, so that they may live a fulfilling life as contributing members of their home and community.

Rochelle Area Community Foundation (RACF)

The Rochelle Area Community Foundation offers an opportunity for individuals, families, and businesses to leave a legacy for future generations that will sustain the quality of life which we have enjoyed for decades. The Community Foundation is a public, charitable organization designed to attract gifts that will be shared with Rochelle Area non-profit organizations for the benefit of the entire community.

Other services

Brooks Learning Center (Focus House) is an Ogle County-owned youth shelter-care facility operated by the Ogle County Probation Department. Established in 1975, Focus House provides 24-hour care services for adjudicated youth, including residential care, on-site schooling and education, counseling, health care, leisure/recreation activities, and post-discharge (aftercare) services. The primary goal of Focus



House is to return each child to his/her family, avoiding further — and more severe — court-mandated actions.

Sinnissippi Centers’ vision of how it serves clients and its communities is: *“Together creating highest level of care, empowering people of all ages to find joy and hope.”* In following that vision, Sinnissippi strives to provide the best behavioral healthcare services in the most professional and culturally sensitive manner possible through its mission to provide quality, coordinated, and responsive behavioral healthcare services to children, adolescents, adults, and families from Sinnissippi’s office location at 1321 North 7th Street in Rochelle.

Sinnissippi offers over 30 individual programs and services to residents of Rochelle and Ogle County, including mental health, substance use, and family counseling. Among Sinnissippi’s program and service offerings are alcohol and drug treatment services; individual, group, family, and marital counseling; psychiatric services; intensive day treatment; the Healthy Families Program; the Early Childhood Mental Health Program; employee assistance programs; student assistance programs; the Domestic Violence Intervention Program; and supervised apartment living. Sinnissippi also offers anger management groups, the divorced parents’ education program, Parenting Today’s Youth, and Wellness Action and Recovery Plan (WRAP) classes.

Park Districts

Community Parks

As the name implies, a community park provides facilities and open space for the entire municipality. This type of park serves as a community focal point, providing a site for special events, sports tournaments, and daily recreational enjoyment of Rochelle residents. Community parks are typically between 30 and 50 acres, although smaller parks may also be classified as Community Parks when their function is to provide facilities to the entire community - not just to a specific neighborhood or activity.

Community parks should be easily accessible from all parts of the community. They often include lighted ball fields, swimming pools, community centers, trails, picnic areas, playground equipment, and off street parking. Community parks have a service area of 1½ miles.

Four new community-level parks are suggested by this plan for further consideration by the Flagg-Rochelle Park District:

1. *Flagg Road at 20th Street*
2. *The reclaimed quarry area immediately south of Flagg Road*
3. *Proposed regional detention area along the Kyte River north of Hemstock Road*
4. *Lake Lida area*



Neighborhood Parks

Neighborhood parks provide residents with “close-to-home” open space and recreational facilities. The size of each neighborhood park will vary with the size and population of the neighborhood served, but should generally be between 3 and 12 acres.

Neighborhood parks are often equipped with playground equipment, informal ball fields, and tennis or basketball courts. Ideally, all residents would have a neighborhood park within a half mile of their home.

Numerous conceptual locations for neighborhood parks are shown on the Parks and Trails Plan Map. Two locations are important to note. One of these locations is incorporated into the redevelopment of the former high school ball fields. While the redevelopment of this site is likely to be based on its prime location and its relatively flat topography, a portion of the site should be preserved as park space to serve the existing and future residents of this neighborhood. The proposed regional detention facility along the Kyte River tributary that runs along the west side of the community offers an opportunity to expand the neighborhood level park space available in this area.

Several sites in the Downtown area are recommended as open space/park area to provide relief to intense urban development, to serve as attractive amenities, to enhance the character of the downtown, and to provide for passive or active enjoyment.

A pocket park is a small neighborhood park, less than an acre and serving an area less than ¼ mile service area. It can usually only accommodate a playground for active uses or remain as open space for passive uses. Even though these parks are small, they serve a useful purpose by providing drop-in recreation opportunities within neighborhoods.

Current Situation

There are two park districts within the City limits: Flagg-Rochelle Community Park (FRCP) District and Creston-Dement Park District.

Flagg-Rochelle Community Park District

In 1964, a referendum was passed in Flagg Township, which now includes only a portion of the City of Rochelle, to create the FRCP District to provide parks and recreation services. This Plan incorporates applicable portions of the FRCP District’s comprehensive plan.

The FRCP District uses school district lands and facilities for many of its recreational programs. According to school officials, these facilities are in constant use. A well-developed community center with a gym and community/game rooms is needed to relieve school facilities. In addition, there are opportunities for the City, School Districts, Park Districts, and local churches, among others, to expand upon their cooperative efforts in providing outreach, support, and constructive supervised activities for the youth of the Rochelle area. The current focus of the Park District is on reinvestment in parks,



Rochelle, Illinois Comprehensive Plan Update

programming, community and recreational centers, after-school/weekend/summer activities, athletics, art, music, educational, and intergenerational pursuits can enhance the quality-of-life not only for the youth but for the entire community.

The FRCP District currently operates 16 parks and three indoor recreational facilities (Spring Lake Marina, Teen Town). The parks total 522.61 acres. The vast majority of this acreage is either outside of town or on the outskirts of town. At 320 acres, Skare Park is the largest park in the District and is located five miles west of the City. The second largest park (at 108 acres) is the Lyle Kunde Recreation Area. This recreational area, acquired in 1994, contains a 75-acre fishing lake, a boat ramp, parking lots, and picnic areas.

Based on the National Recreation and Park Association's (NRPA) long-used guidelines (which, while the NRPA no longer specifies particular quantitative ratios, still serves as a good starting point for analysis) of 10 acres of park land per 1,000 people served, the FRCP District would need 143.26 acres to serve the existing population of the City of Rochelle and Flagg Township. Currently it has more than three and a half times this amount. In fact, it has more than enough acres to serve the entire population of Flagg Township even when the City has developed all the land proposed for residential on the Future Land Use map; however, the acreage is not dispersed in parcels throughout proposed residential areas. Also, the District needs to improve some of these parks so that they can be used for active outdoor activities.

In addition, the FRCP District needs to ensure that all residents have park facilities close to their homes. Some parts of Rochelle are underserved unless the District acquires additional sites for tot lots and neighborhood parks. In particular, the District needs to acquire land in northwest Rochelle. Again, while the existing acreage does exceed the National standards, the acreage is not located in areas that allow it to serve future population centers. This Rochelle Comprehensive Plan revision attempts to address this by recommending general locations for future community level and neighborhood level parks.

The FRCP District recently completed a needs assessment which led to a 2009-2014 Comprehensive Plan which is available on the District's web site: www.rochelleparkdistrict.org. As a result of this planning process, the District has completed many upgrades to existing parks, including 2 new fishing piers, new shelters, a disc golf course, new tennis courts and established a dog park.

Also from the District's needs assessment, the District noted an apparent need for a new Community Recreation Center, and the District has completed a feasibility study for the construction and operation of such a center.

Creston-Dement Park District

In 1992, Creston-Dement Park District (CDPD) was organized to provide parks and recreation to the residents of Dement Township and the Village of Creston. The District maintains Booster Park, a 7.5 acre community park on the south edge of Creston adjacent to Creston School. Booster Park has a shelter with full kitchen, restrooms, volley ball court, and it includes an enclosed building which is available for



parties, etc., and also is used as the School's bus garage. CDPD also assists Creston School with maintenance of two ball fields and basketball courts at the school.

Maps have been prepared for the District's future plans for a shared-use pedestrian path around and through Creston extending east along Malta Road and west along Creston Road, with a foot-bridge over the Union Pacific Railroad tracks in the Tower Park area, a new neighborhood park. The District also has plans for two neighborhood parks with softball field and playground equipment in the new Creston Commons subdivision. These neighborhood parks will be created as part of Creston Village ordinances which require a 10% green space set-aside for parks and recreation.

School Facilities

THE GREATER ROCHELLE AREA SCHOOL SYSTEMS

Rochelle Township High School District 212

Rochelle Township High School (RTHS) District 212 (grades 9-12) is the HUB in the wheel of greater Rochelle area education. Home to 962 students in a Flagg Road Campus, it draws students from the Rochelle Elementary School District 231, Kings, Eswood, Creston, Steward rural elementary districts and one private elementary school that encompass 12 townships in three counties: DeKalb, Ogle, and Lee. Because rural districts could not provide a comprehensive high school curriculum for the few students enrolled, RTHS District 212 was established to serve high school-aged students in the greater Rochelle area. The following townships lie within the boundaries of RTHS District 212: Alto, Dement, Flagg, Lafayette, Lynnville, Malta, Monroe, Pine Rock, Reynolds, Scott, South Grove, and White Rock.

The current RTHS District 212 campus (962 enrolled in the fall of 2016) was built in 2004 for 1500 students. It is ADA compliant, secure, and energy efficient. In 2007, the District purchased 34 acres west of the campus for future development.

Approximately 35-40% of those enrolled in RTHS prepare for a college education. The Advance Placement Class Exam pass rate is 86%. RTHS alumni are studying at Cornell, Harvard, Stanford, and Yale universities. The remaining 60-65% of RTHS students enlist in the military, enroll in community college, or prepare for technical and vocational professions. Dual credit coursework in cooperation with the Kishwaukee Education Consortium enables community college students to graduate high school with as many as 19 college credits.

As projected residential development occurs, RTHS District 212 feeder districts will face unique challenges. Residential growth is forecast for the northwest sector of the District while industrial development is expected in the southeast. Constructing adequate facilities in the feeder districts to accommodate growth in the residential sector, absent an increasing industrial and commercial tax base, will be the challenge.



Rochelle Elementary School District (RESD) 231

RESD 231 includes 1,800 pre-kindergarten through 8th grade students from four neighborhood elementary schools and the Rochelle Middle School who reside in Flagg and Dement townships in Ogle and Lee Counties.

Each elementary school is currently operating at about 90% capacity. The middle school is operating at about 77% capacity.

The original Lincoln School building (c. 1909) was replaced in 2013 with the new Lincoln School built immediately west of the Rochelle Township High School. The District recently took an option on 49 acres west of the High School for a future site. Within the next decade an additional elementary school (450 students) and a middle school of 800 may be needed.

Rochelle Elementary School District serves a very diverse population. The Hispanic population and English Language Learners have increased significantly over the past decade. There has also been a significant increase in the number of students from low-income families.

Of the 34 elementary districts in the state that have greater than 68% low-income students and greater than 42% Hispanic population, Rochelle Elementary District is one of two of those districts that had over 21% of students meet or exceed on the PARCC tests in reading and math in 2015.

Rochelle Elementary School District is a state leader in the Response to Intervention model of instructional delivery to meet the needs of students.

GROWTH IMPACT ON CITY OF ROCHELLE SCHOOLS

While Rochelle’s schools are currently experiencing stagnant-to-limited growth, new residential development planned to occur primarily in the northwest quadrant of the City’s planning area will require the construction of new schools. Based on population forecasts through 2020, it is anticipated that a new elementary and middle school will be needed to support new residential growth. Potential general locations for these new facilities are indicated in the northwest quadrant of the City where most new residential growth is anticipated. Residential growth also will impact adjacent school districts.

The expansion of the Rochelle’s non-residential tax base as proposed in this Plan, together with the potential use of development impact fees, should be considered to offset the rising costs of education for existing as well as new students.

Rochelle Township High School on Flagg Road in northwestern Rochelle, together with the recent acquisition of 34 acres immediately west of the current campus, is well positioned to address projected residential growth patterns for the long term.



Miscellaneous Services

Civic Center: Hickory Grove Civic Center provides theater and conference facilities and is managed by the Ogle County Civic Center Authority.

Library: The Flagg-Rochelle Public Library District maintains a collection of over 60,000 volumes at the central library location in downtown Rochelle.

Historical Society: The Flagg Township Historical Society and Museum provides historical and genealogical information to the community in a building located in the downtown area.

Lee-Ogle Transportation System (L.O.T.S.): The Lee-Ogle public transportation system opened in the fall of 2008. Currently all citizens in Ogle County can access low cost transportation both within and outside of Ogle County within established routes. Fees within the county are \$2.00 one way. Arrangements must be made 24 hours in advance of the need.

Transportation is currently provided within the communities of Creston, Hillcrest, Mount Morris, Oregon, Polo, and Rochelle on Monday thru Friday. Transportation routes also exist to Sterling, Dixon, Oregon, Rockford, and DeKalb. Students attending Kishwaukee College or citizens using Tri-County Health Center on the Kishwaukee College campus can use public transportation to access the college and the health center.





Rides for seniors over the age of 60 are being provided at no charge. A suggested donation of \$2.00 is suggested to help sustain the system. The system is funded by the Federal Transportation Administration, contracts with public-private entities, the City of Rochelle, and most through user fees.

CITY OF ROCHELLE Community Facilities Plan

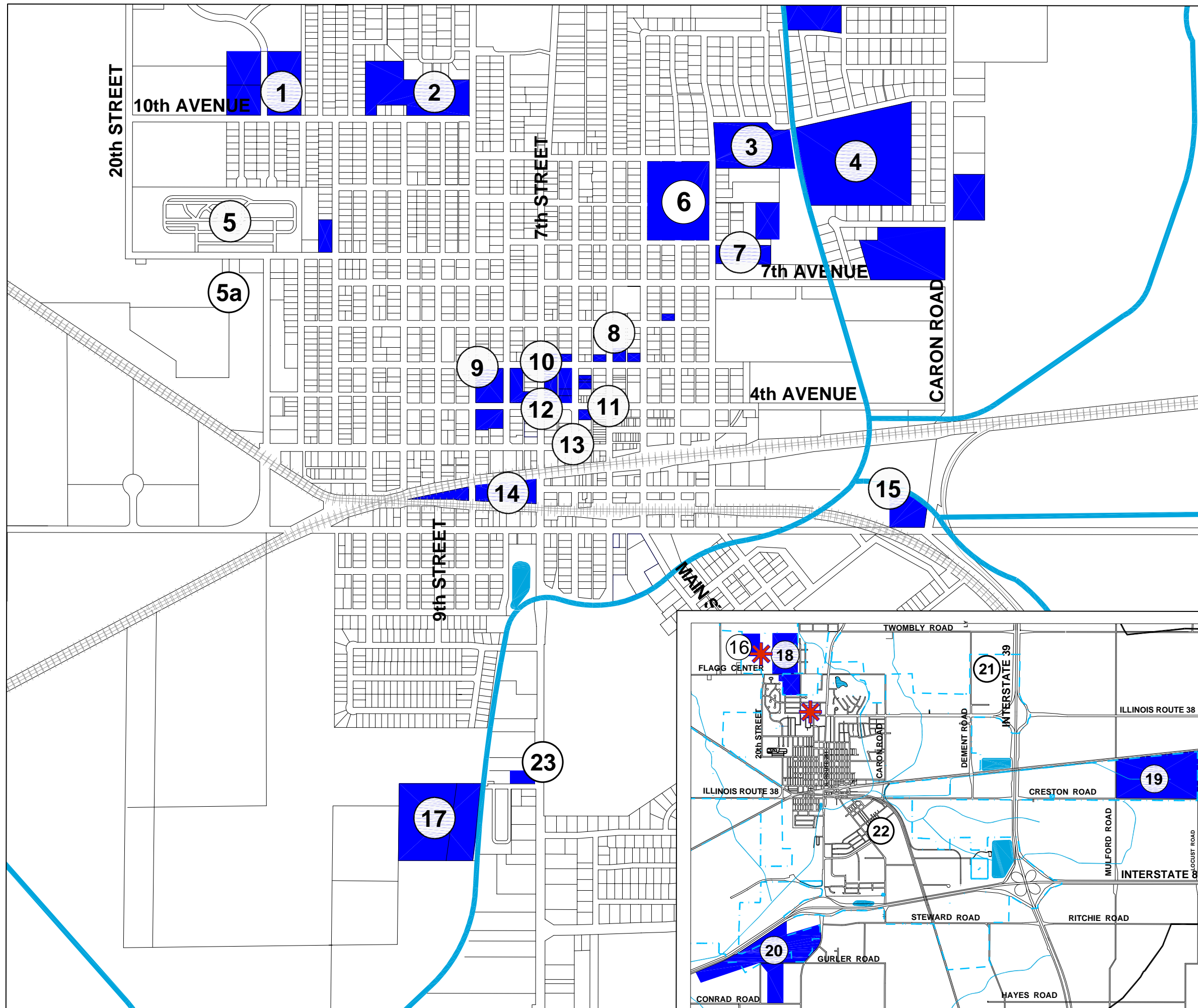
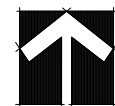
MUNICIPAL/INSTITUTIONAL USES

1. St. Paul Lutheran School
2. Tilton Elementary School
3. May Elementary School
4. Rochelle Middle School
5. Lawnridge Cemetery
- 5a. Lawnridge Cemetery Expansion
6. Rochelle Community Hospital
7. Flagg Rochelle Park District
8. Rochelle Fire Station
9. Central Grade School
10. Rochelle City Hall and Police Department
11. Rochelle Municipal Utilities
12. Rochelle Public Library
13. Rochelle Visitors Center
14. Rochelle Rail Fan Park
15. Rochelle Public Works
16. Lincoln Elementary School
17. Rochelle Water Reclamation Plant
18. Rochelle Township High School
19. Rochelle Landfill
20. Rochelle Municipal Airport
21. Rochelle Technical Center
22. St. Patricks Catholic Cemetary
23. Water Department Building

MISCELLANEOUS

-  RIVERS/LAKES
-  RAILROAD
-  ROCHELLE MUNICIPAL BOUNDARY
-  POTENTIAL FUTURE RECREATION CENTER SITE

Last updated in March 2015 by















(Parks and Trails Plan)

CITY OF ROCHELLE Parks and Trails Plan

TRAILS

-  Existing Bike Trail
-  Future Bike Trail (2003 Plan)
-  Future Bike Trail (since 2003 Plan)
-  Proposed Pedestrian Multi-Use Path
(To be built along with the Jack Dame Road Overpass / Rochelle Southwest Truck Loop)



PARKS

-  Water
-  Existing Parks
-  Proposed Neighborhood Parks
-  Proposed Community Parks
-  Floodplain / Conservation-Recreation Areas
-  Stormwater Detention Area

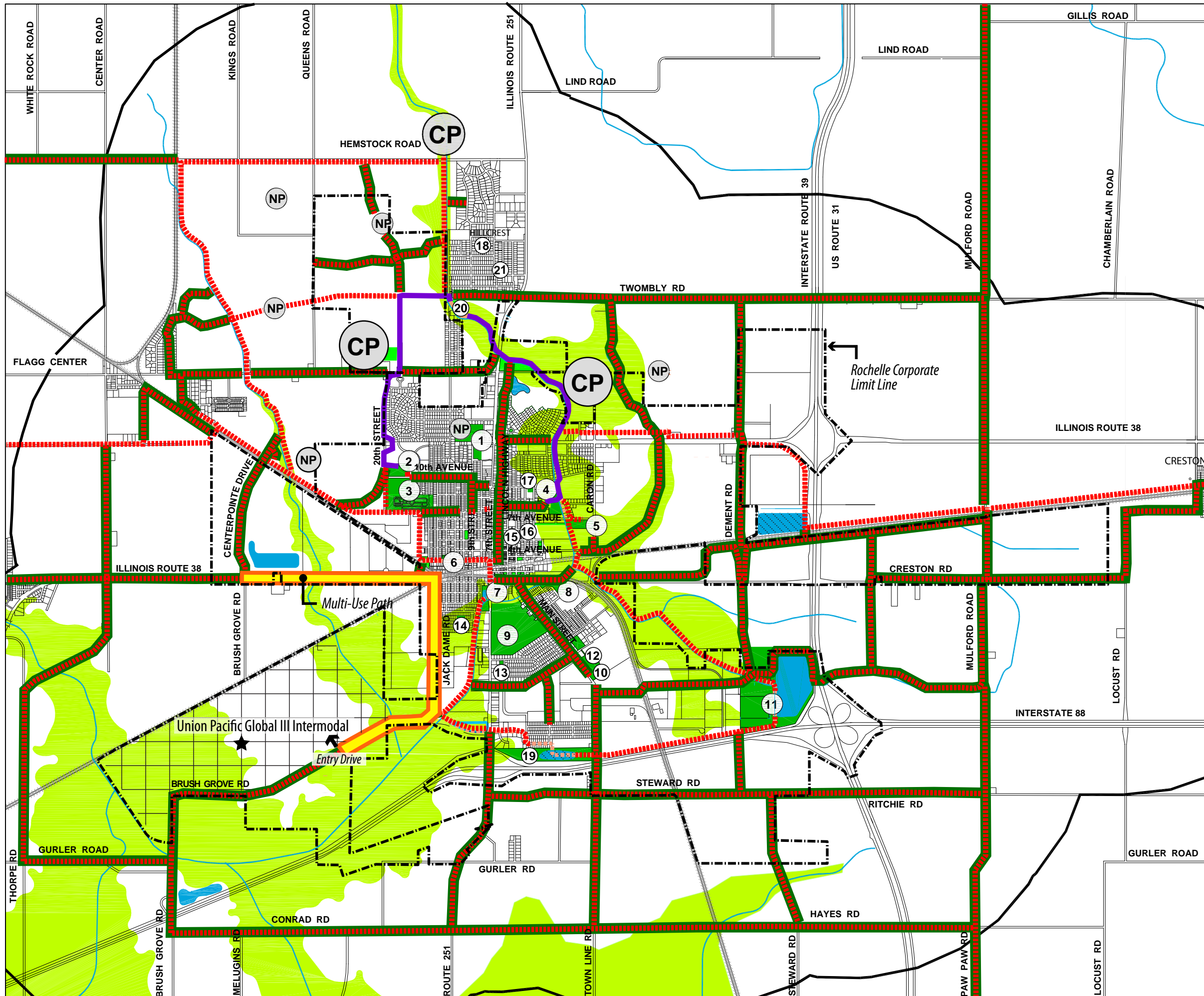
EXISTING PARKS

1. Helms Park (North and South)
2. James T. Atwood Memorial Park
3. Peter and Mary Cooper Memorial Park
4. Floyd J. Tilton Memorial Park
5. Midwest Park
6. Frank and Marie Kelly Park
7. Spring Lake Aquatic Park
8. Memorial Park
9. Golf Course
10. VFW Park
11. Lyle Kunde Recreational Area and Lake Sule
12. Bark Park
13. Connolly Park
14. Sweeney Park
15. Page Park (City owned)
16. Gazebo Area (City owned)
17. Community Ice Rink
18. Powers Park
19. Drexler Park
20. Flannigan Park
21. Hillcrest Park

OTHER

-  Union Pacific Global III Intermodal
-  Rochelle Corporate Limit Line

Last updated in March 2015 by





Chapter 7: Utility Plan

Rochelle’s Municipal Utilities (RMU) plan for future water and water reclamation collection facilities is shown on the Community Utilities Plan Map (See Figure A12 in the Appendix). Water reclamation system extensions, lift stations, and water mains, water storage facilities, and wells planned for the foreseeable future are included, along with existing facilities and the current IEPA Facilities Planning Area.

ADVANCED COMMUNICATION DIVISION

All new developments in Rochelle include provisions for connectivity to the City-owned fiber optic network by RMU’s Advanced Communications Division. Over the last two years the City has added approximately 25 miles of fiber optic network services within the City limits, and is planning to expand the network along Interstate I-88. Currently, approximately 120 businesses in Rochelle receive internet and voice services. Two years ago the Communications Department joined the Northern Illinois Technology Triangle, which has reduced the rate Rochelle pays for bandwidth. This expanded network has provided for the connection of the Rochelle Police Department to the Ogle County Department in Oregon IL. The fiber optic network has recently been expanded to Squires Landing, and RMU is working with the Village of Hillcrest to provide fiber optic service to all its residents and businesses. With the completion of the new RMU Technology Center located in the Rochelle Business and Technology Park, Rochelle is well-positioned to provide state-of-the-art communications and entertainment services to all sectors of the community. The Technology Center is currently at capacity, generating over \$1 million in revenue yearly to the City. Current planning provides for up to three expansions of the RMU Technology Center.

Future Advanced Communication plans include:

- Extension of the fiber optic network west along Route 38 following the completion of Jack Dame Road;
- Fiber to the homes in all new residential areas as well as commercial and industrial areas; expanded services including Phone, High Speed Internet, and Entertainment, to all customers in its service territory including Hillcrest, Creston, and rural residential areas.

ELECTRIC DIVISION

RMU is a Transmission Owner, a Load Serving Entity and Distribution Provider. RMU is not FERC regulated, though it is NERC regulated through its RFC registration. The City’s utility’s electrical service area includes long-term contracts with neighboring cities of Hillcrest and Creston. The Hillcrest service agreement (50 years) ends in December 2017. The Creston agreement was signed in 1998 for 40 years. RMU does not see any material changes to this relationship and the two municipalities are cooperating in other areas such as water reclamation. The Electric System service area encompasses an area of approximately 100 square miles. The population of this service area is presently estimated by the City to be in excess of 20,000. RMU serves approximately 7,057 retail customers.



RMU is connected to the Commonwealth Edison Company (“ComEd”) system in two interconnect points located approximately two miles apart. The Caron Road substation is fed through a 138 kV transmission line to ComEd at a location 6.3 miles south of the City in Steward, Illinois. RMU’s second substation, known as the Twombly Road substation, is fed through a 12 mile 138 kV transmission line to a separate location also in Steward, Illinois. Both transmission lines are owned by RMU. For reliability purposes, RMU constructed a 3-mile 138 kV line which extends due north from the Caron Road substation to provide a redundant feed to the Twombly Road substation. RMU is actively pursuing a third line for geographical redundancy reliability. In total, RMU owns 20 miles of 138 kV transmission lines and 130 miles of distribution lines.

RMU is also actively pursuing revenue requirement opportunities towards the ComEd zone where RMU has provided Bulk Electric System (“BES”) services since connecting to the overall regional grid in 1970.

Generating Facilities

The present generating facilities operated by RMU consist of dual-fuel and diesel generating units, with an aggregate nameplate rating of 17,700 kW, two peaking generators with a combined nameplate rating of 5,000 kW, and a gas turbine with a nameplate rating of 4,200 kW. These units are located at two sites within the corporate limits of the City, and the units are interconnected with RMU’s distribution system. During 2014, RMU added a solar Photovoltaic (“PV”) plant with a power of 312 kW and three fuel based generators that provide 10.8 MW of generation capacity (for black start capability). The generators will be automated in operation to provide for efficiency in peak shaving and critical backup capabilities for cold warehouse customers. The solar plant was 60% funded by a grant from a private foundation.

Electric Division plans include long-term power supply needs to be provided from the Joint Action Agency of NIMPA with the addition of medium term block contracts for peak hour energy requirements. Existing transmission facilities are adequate to meet the electrical requirements for the foreseeable future. RMU has upgraded the Caron Road substation by adding 6 feeder connections and related transformer for greater capacity. Long-range planning will require continued improvements and expansion of the transmission system. Substation and distribution facilities throughout the electrical system will continue to expand as the service territory increases in density and load. residential, commercial and industrial growth.

The authority for the establishment of rates and charges for the various services provided by the Electric Division is vested exclusively in the City Council. Duly established electric rates are not subject to review or approval by any administrative agency of the State of Illinois or any other governmental agency.

The electric rates were increased 3% effective May 1, 2014 to compensate for the increase in capacity costs being imposed on PJM-served utilities. Based on the independent rate analysis studies completed the last two years, RMU designed the changes in the rates to further move revenue requirements toward a full cost of service allocation. RMU is reviewing the rate structure each year and is consistently



reviewing added services such as energy savings rates selectable by e.g. residential customers. One such new service is the optional Time of Use “Summer Saver” introduced in July 2014 which provides a risk free way for residential users to save on their monthly bill by moving demand off peak hours. This will lead to RMU overall saving money as the demand capacity charges are the most volatile charges expected in the industry for the next five years. RMU introduced a summer rate for all residential customers in spring of 2013 for the same reason and received very positive response resulting in a 10% reduction in the residential segment peak that summer. RMU is currently reviewing adding pre-paid as a service.

Future Electrical facility plans include:

- Additional distribution facilities to serve the northwest residential development planned for the Queens Road area;
- Additional 35KV substation and distribution facilities to provide the highest level of service to the Dement Road area including the Rochelle Business and Technology Park;
- Additional substation and distribution facilities to serve projected industrial and commercial growth along the Steward Road, south IL Route 251, and Gurler Road area;
- Additional distribution facilities to serve planned industrial and residential growth along west IL Route 38, and commercial growth along east IL Route 38 between Caron and Dement Roads.

Sustainability Initiatives

The Electric Division currently engages in several sustainability initiatives to conserve energy consumption. The following are programs and initiatives underway in Rochelle:

- During 2014, RMU added a solar Photovoltaic (“PV”) plant and generators that provide for efficiency in peak shaving and critical backup capabilities for cold warehouse customers.
- Rochelle’s arrangement with the bio-gas plant at the landfill continues for 24/7 energy through a power purchase agreement. RMU recently installed a GIS system which helps track electric, water and sewer assets.
- The optional Time of Use “Summer Saver” rate plan introduced in July 2014 provides a risk free way for residential users to save on their monthly bill by moving demand off peak hours.
- RMU provides energy savings incentives, such as Variable Frequency Drive (“VFD”), Roof Top Unit and rooftop solar incentives for industrial and commercial customers.
- For residential customers, RMU is offering free programmable thermostats and air conditioning “tune-up” rebates. These incentives have the effect of reducing segment demand peaks which reduces the requirements to invest in distribution systems and peak shaving equipment.
- RMU is currently reviewing demand response technologies for its distribution system to further lower demand peaks.



WATER RECLAMATION DIVISION

Consistent with the City's utility service policy, all new growth areas will be served with water reclamation collection extensions. Ensuring there are adequate services to new growth areas is one part of RMU's program to upgrade all water reclamation collection services, including replacement of aging infrastructure. The City added a new \$1 million lift station through grants. Additionally eight new lift stations are called for throughout the planning area as indicated on the Community Utilities Plan map.

There are no plans for the expansion of the water reclamation plant at this time, which is operating at approximately 24 percent organic capacity. Upgrades to the facility made in the early 1990s, without further expansion, is anticipated to be capable of serving the growing needs of Rochelle and its surrounding area for the foreseeable future.

Future water reclamation collection system plans include:

- An extension to serve potential development areas south of I-88, along Steward Road, Hayes Road, IL Route 251, and Gurler Road stopping at Elva Road. This extension will provide the connection for the Village of Steward;
- An extension west along IL Route 38 to serve future development west of the current pumping station and along the Kyte River Corridor to serve the Woodlawn Acres area;
- An extension north along Queens Road and Fowler Road to serve potential future residential development to the northwest of Rochelle;
- An extension along IL Route 38 and various service lines in future industrial, technology and business park areas on the east side of Rochelle.

WATER DIVISION

RMU currently maintains three water towers with a capacity of 1.5 million gallons. A fourth water tower is being erected and should be complete by 2017. Long range plans include an ongoing capital improvement program to upgrade undersized water mains throughout the community. Furthermore, the City should ensure that the capacity in the water reservoirs system should be adequate to serve the existing population if the well system is out of service. The City is currently drilling its 12th well south of Steward Road, and is working with the Village of Hillcrest on an intergovernmental agreement to provide water service to its citizens. The City's long-range plans include two new reservoirs, and two new water towers, as indicated on the Community Utilities Plan map (See Figure A. This Plan also anticipates the extension of the existing water production and distribution facilities.

Future water system extensions include:

- An extension along Caron Road south of Creston Road to complete a loop which will serve future industrial growth in the southeast quadrant of the City;
- A loop, utilizing Creston Road and IL Route 38 and connected on the east side of I-39, to serve potential development east of the expressway;



- An extension south under I-88 to serve potential future development and potentially to provide service to the Village of Steward with a connection at Elva Road. This line will loop along Town Line Road, Gurler Road, and Brush Grove Road to the UP Global Three Intermodal Facility;
- A series of looped lines which will serve future development west of the existing community. These loops will utilize Center Road, IL Route 38, and Flagg Road, and they will connect to the existing line installed to serve the UP Intermodal facility.
- A looped line, utilizing the Queens Road, IL Route 251, Bethel Road, and Hemstock Road rights-of-way as well as the Kyte River corridor, will serve future residential development in the northwest quadrant of Rochelle.
- A loop which will use the Twombly Road, Dement Road, Hemstock Road, and Mulford Road rights-of-way to provide service to potential future development in the northeast quadrant of the community.

Sustainability Initiatives

The Water Reclamation and Water Division are currently engaged in several sustainability initiatives to conserve water use and energy consumption. The following are programs and initiatives underway in Rochelle:











- Residential rain-barrel program to harvest rainwater for local irrigation.
- Equipment upgrades that consume 50% less energy.
- Exploration of reducing and recycling bio-solids for fertilizer on farm fields.
- Implementation of a SCADA system that improves the efficiency of the treatment plant.
- Replacing and lining sewer lines to reduce the amount of water inflow/infiltration.
- Water leak detection program to identify leaking water lines and corrosion prevention to minimize water line breaks.
- Improve efficiency of staff on site through use of GIS software to obtain data on local conditions from the field.










(insert Community Utility Plan)

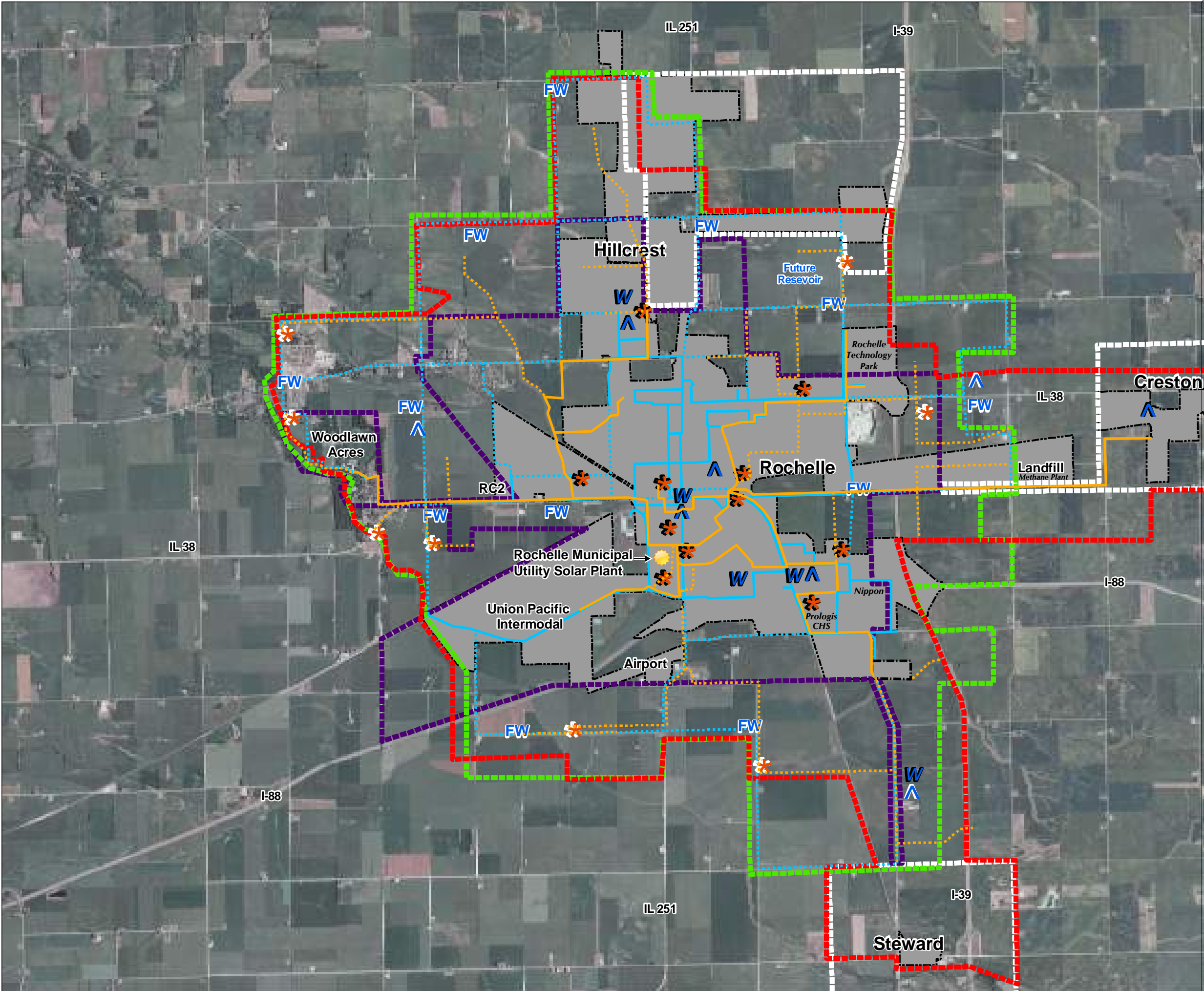
CITY OF ROCHELLE Community Utilities Plan

Utilities

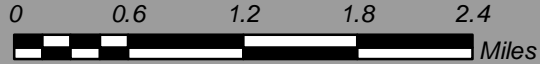
-  Existing Truck Sewer
-  Future Trunk Sewer
-  Existing Water Main
-  Future Water Main
-  Well
-  Future Well
-  Water Tower
-  Future Water Tower
-  Lift Station
-  Future Lift Station

Miscellaneous

-  Rochelle FPA
-  Creston FPA
-  Steward FPA
-  Hillcrest FPA
-  RMU Sewer Service Area Boundary
-  RMU Water Service Area Boundary
-  City Boundaries



Last updated in March 2015 by





Chapter 8: Watershed Management

Storm Water Management

In July 2003, the City of Rochelle adopted the Stormwater Management Regulations Ordinance. Furthermore, the Stormwater Advisory Committee (SWAC) was formed in August 2004 at the direction of the Mayor and Council. Committee members were appointed by the Mayor and approved by the Council.

The City, through its Stormwater Management Ordinance, Special Flood Hazard Area (SFHA) Development Ordinance, and the SWAC recognizes the critical need to limit or reduce reoccurrence of extensive flood damage, reduce stormwater runoff peak discharge from developments, provide for site runoff detention and/or retention storage facilities, and the development of additional floodplain compensatory storage facilities. The Plan recognizes the integrated nature of the watershed system and the need to consider stormwater management planning on a watershed basis. Plan objectives include reduce potential for stormwater damage; control or reduce future increases in stormwater damage; protect and enhance the quality of water resources; preserve and enhance the quality of water resources; preserve and enhance aquatic and riparian environments; control sediment and erosion; and promote equitable stormwater measures.

Watershed plans need to be completed for the watersheds in the greater Rochelle area. Watershed plans define and map areas to be protected such as floodways, floodplains, wetlands, and riparian environments. Watershed plans also provide plans for remedial projects to alleviate damages and specific guidance to prevent development which would be subject to future damages. The remedial projects may focus on storage and non-structural projects rather than conveyance projects; however, it is recognized that periodic maintenance of the watershed conveyance systems are just as critical to providing unimpeded flow throughout the community. Therefore, the SWAC has initiated other programs to meet the goals of the Plan. These include the implementation of a Stream Maintenance Program.

The Stream Maintenance Program was implemented and began in 2006. To date, more than four miles, along the Kyte River and associated tributaries have been cleaned. Under this program, debris and nuisance vegetation is removed from the stream corridor in order to return the natural flow conveyance to the stream. Furthermore, isolated areas of bank stabilization were necessary to reduce scouring, erosion, and sedimentation of the stream banks and channel. Over the past 9 years, this maintenance program has had a significant impact on reducing flooding in Rochelle. The City Engineering Department helps coordinate these efforts along with the City Street Division and applicable Drainage Districts.

The developing plan should include provisions for the protection or replacement of Army Corps of Engineers (ACOE) jurisdictional wetlands. Secondly, efforts are not only focused on the environmental



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aspects such as plants, habitat, and endangered species, but also focus on the stormwater management aspects such as stormwater storage and water quality aspects of wetlands.

Updated FEMA/FIRM maps for the City of Rochelle and adjacent areas within Ogle County have been approved by the IDNR and FEMA. Rochelle City Council approved in August 2017. The Plan will provide for an updated floodplain and base flood elevation comprehensive study of the Kyte River and other tributaries throughout the community and up to approximately 1.5 miles outside the City corporate limits. FEMA and the IDNR are currently in the process of the map modernization process for Ogle County, but this remapping will not provide for the updated analysis or limits required for adequate management of the Special Flood Hazard Areas. It is anticipated that the City will need to invest in the development and permitting of new and expanded watershed hydraulic and hydrologic models which will ultimately be reviewed and accepted by FEMA, IDNR, and other agencies having jurisdiction over SFHA. The new maps will reflect the changes in land use, base flood elevations, changes to the stream system, topography, and modeling technology. There are approximately 130 square miles of watershed area and 46 miles of stream profile length to be studied.

The Plan will also stress preservation of the environment through the preservation of existing wetlands and creation of new wetlands. These will have multi-use functions for improving or providing water quality, natural habitats for native plants and wildlife, groundwater recharge, recreation, and service as regional or site-specific flood control facilities.

Areas in and around Rochelle have recurring flooding problems that can be significantly addressed through regional stormwater management programs. The programs would include cooperative planning between Lee and Ogle Counties and the municipalities, regional regulations of floodplains, regional construction of flood-control projects, and mitigation. The City, through stormwater requirements as part of the approval of new developments, has expanded stormwater management ponds which have reduced flooding by controlling or reducing the release rate of water runoff. Other Best Management Practices (BMPs) have been incorporated into the site designs of new development projects that further reduce runoff.

As the City grows, increasing pressure will be placed on natural river and drainage systems to convey storm water run-off in a manner that does not cause flooding. New developments should be equipped with on-site flood control facilities, such as wet bottom ponds, and detention and retention facilities. The City's subdivision and Stormwater Management Ordinance should incorporate best management practices and standards for the maintenance of such facilities regarding issues such as aeration, insect control and safety, nuisance vegetation, and aquatic life. In addition, other critical areas of the City and environs should likewise be sites of storm-water management facilities, as identified by strategic planning studies on this matter. For example, a strategic planning study for flood control performed by the Illinois Department of Transportation, Division of Water Resources, dated January, 1990, identified several alternative plans for storm water management along the Kyte River in the Rochelle planning area. According to this study, a levee constructed adjacent to the Lakeview Subdivision, on the west



side of Kyte River, just north of the City's water reclamation plant, had a high benefit to cost ratio. In addition, several regional storm water detention/retention and/or compensatory storage facilities have been discussed and are mentioned in this plan; however, additional regional or smaller site-specific facilities may be needed to accommodate growth. These facilities are illustrated in the Framework Plan Map and are more accurately described as follows:

- Hemstock Reservoir: The facility utilizes a lowland depressional area upstream of the Kyte River near the Hemstock Road crossing. Utilizing a dam structure and associated spillway, this lowland area could be converted into valuable storage for a portion of the watershed. This location allows water to be retained upstream, and released at a controlled rate, prior to entering Rochelle.
- The Flagg Road quarry site: This facility has the ability to be utilized for a small regional storage facility provide stormwater retention for the local area, and it offers possible use as additional stormwater detention for improvements to the IL Route 251 improvements expected to begin in 2012.
- Another facility is located on a major tributary to the Kyte River west of Rochelle which will provide relief to both future residential development northwest of the City and to future industrial development west and southwest of the City.
- The Caron Road/UP Railroad storage facility: This facility is located at the northeast corner of the intersection of the Union Pacific Railroad line and Caron Road.
- The Riley Ditch storage facility: This facility is situated at the intersection of two tributaries of the Kyte River in the southeast quadrant of the community and designed to mitigate flooding in this quadrant, thus increase viability of the area for future industrial development.
- The Lakeview/Jack Dame Road storage facility: This facility is located south of the Lakeview Subdivision and east of Jack Dame Road and is designed to mitigate or reduce flooding in this immediate area as well as a retention storage facility for portions of the Lakeview Subdivision, Jack Dame Road, and the future Jack Dame Road overpass over the UP Railroad to west IL Route 38.



Chapter 9: Economic Development

Rochelle’s potential for economic development is enhanced by its geographic location, by growth in the Chicago and Rockford metropolitan regions, by availability of intermodal transportation services, and by its broadband technology services. The expanded City boundaries have caused the City’s planning area to include a large percentage of Flagg, Dement, Alto, and Reynolds Townships within Rochelle’s one and one-half mile jurisdiction. The City’s economic development efforts over the past 6 years since the last plan update have results in attracting significant new employers, including CHS, CSS, and the Nippon-Sharyo train manufacturing facility.

The City's potential for economic development will continue to offer competitive economic advantages for industry and commerce.

This chapter of the Comprehensive Plan identifies Rochelle’s strengths and weaknesses as they relate to the stabilization, retention, and expansion of the City’s economic base. It also includes an analysis of the labor force, employment sectors, and the description of existing policies and programs to ensure that Rochelle capitalizes on its long term economic potential.

ECONOMIC FACTORS:

Rochelle possesses unique strengths and opportunities for the City's long-term economic potential, the most significant of which are mentioned in the following paragraphs:

Connection to the Northern Illinois Technology Triangle

The Rochelle Business and Technology Park is connected to the Northern Illinois Technology Triangle, allowing users high-speed data connection to the world.

Excellent access to rail and interstate highway transportation facilities

Rochelle's location at the crossroads of major Midwest interstate road and rail facilities and to major metro centers offers competitive economic development advantages for industry and commerce seeking connection to National and international markets.

Historic downtown business district

The relative health of the Downtown Business District is in large part due to the fact that most property owners are local and willing to adjust services and marketing strategies accordingly. The long-term viability of the historic downtown district is important to City leaders and residents alike.



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Growth of surrounding counties

Growth in Ogle and surrounding counties: DeKalb, Kane, Lee, and Winnebago, combined with Rochelle's interstate and rail access advantage, will result in significant new regional commercial opportunities.

Lower cost of living and business operation

A stable, affordable housing market that serves the local employment base is an important asset for economic growth.

Availability of public utilities and access to information networks

Increased access to broadband services through the expansion of the existing fiber-optic infrastructure, and availability of low cost municipally owned utilities will continue to be of importance for all types of development in Rochelle and the City's utility service territory.

Rochelle provides a good job base for local residents

The growth in manufacturing and industrial employment provides local jobs for residents who are interested in that service sector.

Implications for Planning Based on Economic Factors:

Rochelle must maintain a high quality of life for residents as it continues to promote its competitive advantages and grow.

The unique character of Rochelle and services like schools, health care, recreation, open spaces, and quality residential areas should be protected as growth and development continues. The desire to ensure a high quality of life and services has been a goal shared by community leaders, stakeholders, and City officials.

ECONOMIC DEVELOPMENT TRENDS

Planning for the future of Rochelle requires an evaluation of economic trends, as they are likely to have an effect on long-range growth and development. The analysis of these factors influenced the prescribed land use plans and policies included throughout this Plan. The following section offers an analysis of the existing economic conditions in Rochelle.

'Labor Force' is defined as people of working age available for employment, including the unemployed looking for work, but excluding fulltime students, caregivers, and the long-term sick and disabled. As of



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2008, 45.9% of Rochelle's population was estimated (Claritas) to be employed. Rochelle employment mirrors the US average with a slightly higher civilian unemployment.

Table 1 summarizes the general growth trends in Rochelle industry employment from 2000-2008 and a comparison of those figures to the national average. For the employed population age 16+ is estimated to be in the occupational categories shown in Table 2.

Table 1: Employment Status - Rochelle versus U.S.

EMPLOYMENT STATUS	Rochelle		U.S.
	2000	2008	2008
Armed Forces	0.00%	0.0%	0.5%
Employed Civilians	58.5%	58.5%	60.2%
Unemployed Civilians	4.1%	4.0%	3.6%
Not in the Labor Force	37.4%	37.5%	35.7%

Source: Claritas

Table 2: Occupation Classification - Rochelle versus U.S.

OCCUPATION CLASSIFICATION	Rochelle		U.S.
	2000	2008	2008
Blue Collar	37.3%	36.4%	23.9%
White Collar	45.0%	46.1%	60.1%
Service & Farm Workers	17.7%	17.5%	16.0%

Source: Claritas

Table 3 summarizes the general growth trends in industry employment for Rochelle from the year 2000 to 2008. It also shows a comparison of those figures to the national average for industry employment in 2008. For the civilian employed population age 16 years and older, it is estimated that they are employed in the occupational categories listed in Table 5.

Employment in Rochelle mirrors the U.S. average with slightly higher civilian unemployment. The most significant changes in employment are the increase of white-collar jobs, suggesting a need to ensure higher quality housing options are available.

Table 3: Industry Category

Industry employment growth trends for Rochelle versus U.S.

INDUSTRY CATEGORY	Rochelle		U.S.
	2000	2008	2008
Management, Business, and Financial Operations	8.7%	9.1%	13.7%
Professional and Related Occupations	14.0%	14.8%	20.3%
Service	17.1%	16.9%	14.6%
Sales and Office	22.5%	22.5%	26.7%

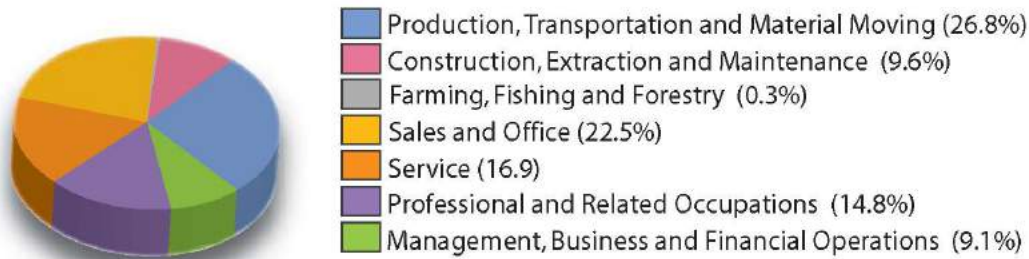
Farming, Fishing and Forestry	0.3%	0.3%	0.7%
Construction, Extraction and Maintenance	10.1%	9.6%	9.5%
Production, Transportation, and Material Moving	27.3%	26.8%	14.4%

Source: Claritas

Figure 1 displays the division of industry categories within Rochelle based on employment in 2008. It is evident that the current state of employment is largely dominated by 'Production, Transportation and Material Moving,' 'Sales and Office,' and 'Service' sector jobs. These three categories represent over 66% of the local labor force, which reinforces the impact of transportation-oriented firms in Rochelle.

Figure 1: Industry Category Divisions

Industry Category Divisions
Rochelle, IL 2008

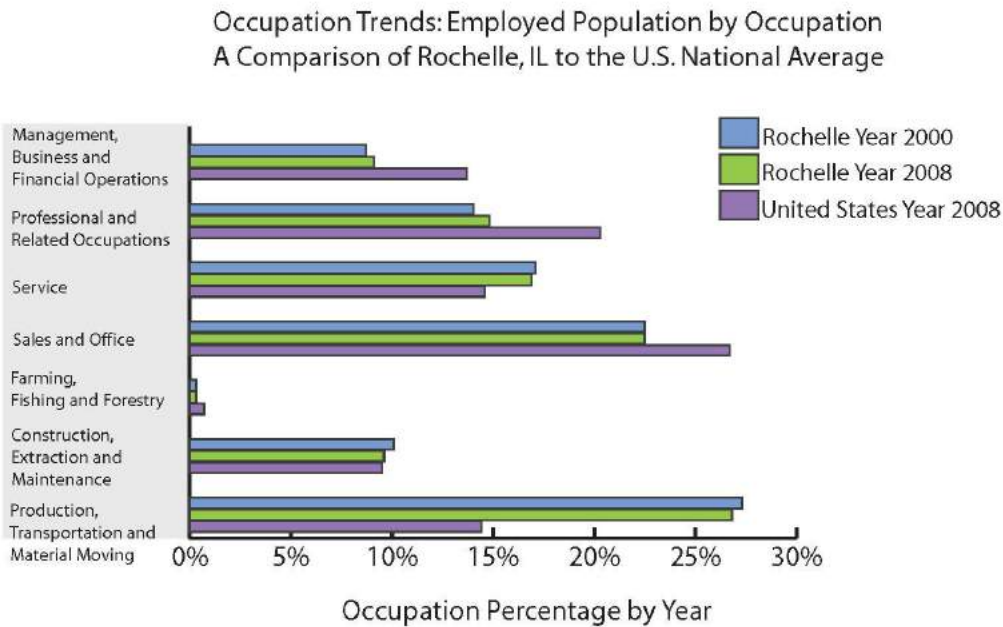


Source: Claritas

Rochelle’s location demonstrates its competitive advantage for service, distribution, and production businesses. These industries surpass national averages by 5 to 15%. The local economic base is currently dominated by industrial and material moving businesses. This growth is expected to continue with new manufacturing and warehouse distribution jobs.



Figure 2: Occupation Trends – Rochelle compared to US average



Source: Claritas

Work Place and Employment

It is estimated that in 2008, 513 industries in Rochelle will employ 6339, with the majority of these jobs in the retail, service, and manufacturing sector.

Table 4: Establishments and Employees by Industry Category

INDUSTRY CATEGORY 2008	Number of Establishments	Number of Employees
Agriculture	5	15
Mining	1	14
Construction	28	211
Manufacturing	30	781
Transportation, Communications, Utilities	36	528
Wholesale Trade	11	519
Retail	119	2,075
Finance	66	329
Service	205	1,641
Public Administration	12	226

Source: Claritas



Implications for Planning based on Economic Development Trends

Growth in basic industries will likely be the strongest driver of overall growth in the City, fueling development of retail and housing starts. The City's Economic Development Department estimates current and pending projects will add two million square feet of industrial and commercial development during the next decade. Basic employment also has a multiplier effect on non-basic businesses, such as those in the service and retail sectors. Economic research suggests that for every manufacturing job in a community, 1.5 or more non-manufacturing jobs are created. Therefore, the number of those employed in basic industries will be a significant determinant of the size of the City.

To develop this cycle further, the City should focus attention on providing a continued high quality living environment in order to attract new resident/employees.

2008 Household Incomes

Linked inherently to trends in retail sales is the factor of household incomes. Household income is the sum of money income received in the previous calendar year by household members 15+ years old, including household members not related to the householder, people living alone, and others in nonfamily households. The median household income reported below was produced through statistical modeling. (* Definitions provided by U.S. Census Bureau)

The number of households (Table 5) in Rochelle increased from 3,688 in 2000 to 4,037 in 2008; an increase of 9.5%. The average household income in 2000 was \$45,347, whereas in 2008 it was estimated at \$52,252: an increase of approximately \$6,900 or 15%.

Table 5: Comparison of household income in Rochelle between 2000 and 2008.

Households by Household Income	2000		2008	
Less than \$15,000	664	17.9%	592	14.7%
\$15,000 – \$24,999	436	11.8%	455	11.3%
\$25,000 – \$34,999	557	15.0%	523	13.0%
\$35,000 – \$49,999	703	19.0%	772	19.1%
\$50,000 – \$74,999	791	21.3%	798	19.8%
\$75,000 – \$99,999	360	9.7%	499	12.4%
\$100,000 – \$149,999	152	4.1%	324	8.0%
\$150,000 – \$249,999	38	1.0%	63	1.6%
\$250,000 – \$499,999	6	0.2%	9	0.2%
\$500,000 or more	1	0.03%	2	0.05%

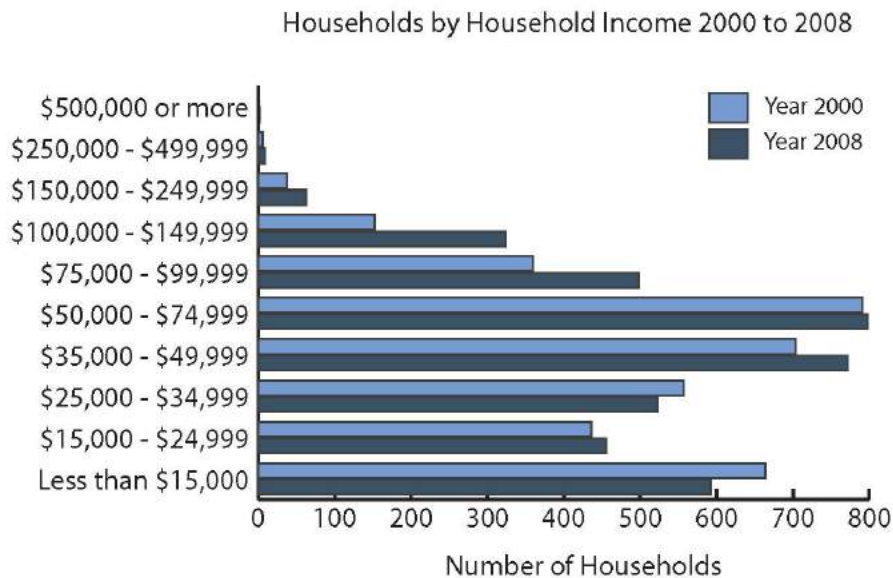
Source: Claritas



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While the number of households that earn \$35,000 or less decreased as a whole between 2000 and 2008, the number of households earning upwards of \$35,000 vastly increased. In 2008 there were 339 more households earning between \$75,000 and \$500,000, than there were in 2000. Information shown in Figure 3 regarding household income suggests more affordable housing also needs to be considered. Affordable housing is defined as a segment of the housing market where a proportion of the housing is targeted or reserved for those people who have a special housing requirement and/or who are unable to compete in the existing local market for housing.

Figure 3: Households by household income 2000 to 2008



Source: Claritas

Poverty Level

It is important to note that while Rochelle’s average household income between 2000 and 2008 increased from \$45,347 to \$52,252, the number of households below poverty continues to rise. According to the U.S. Census Bureau, in 2007, 10.4% of residents in Rochelle were living below the poverty level. This is similar in comparison to the state of Illinois, with 10.7% of residents living below poverty in 2007, but less than the National average of 12.5%. It should be noted that based on school district reports, the number of students receiving reduced meal plans in Rochelle has increased to 40% as of 2009. This number may indicate that poverty numbers are being under reported, as reflected in the 2007 Census. Upon the release of the 2010 Census, this poverty data will be updated to reflect its most current standing.



Families and persons are classified as *below poverty level* if their total family income or unrelated individual income is less than the poverty threshold specified. There are 48 possible poverty thresholds that vary according to family size, age of householder, and number of related children under 18. This being said, poverty level and household income are not directly comparable. For example, whereas a five-person household, earning \$26,000 is below the poverty line, an individual living alone, earning \$15,000 is above it.

Poverty status is determined for all families and members therein. For persons not in families, poverty status is determined by their income in relation to the appropriate poverty threshold. The poverty thresholds are updated every year to reflect changes in the Consumer Price Index.

Retail Trade

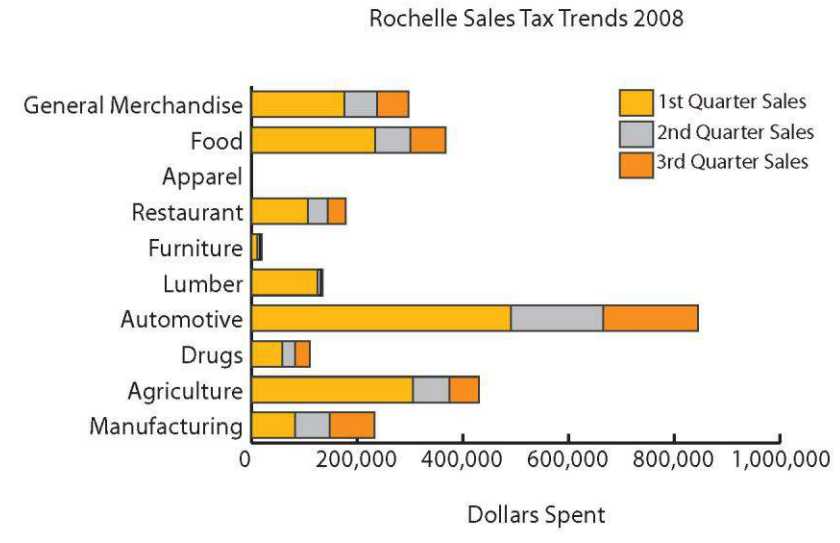
The largest retail sales generators in Rochelle are Sullivan's Foods, Petro Truck Stop, Road Ranger, Big R, Walgreens, and a super Wal-Mart. At the County level, retail expenditures per person are lower than other comparable counties, and close to one-half less than the regional average.

Sales Tax Trends in 2008 by quarter sales are shown in Figure 4. While it is clear that the majority of dollars spent as whole were in automotive, agricultural, and food sales, most category sales had a tendency to diminish over the course of 2008, the highest sales being in the first quarter. Manufacturing sales remained generally consistent, increasing in the third quarter. This steady growth in manufacturing sales is expected to continue based on the new manufacturing and warehouse distribution jobs in Rochelle.



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Figure 4: Rochelle Sales Tax Trends 2008



Downtown

Merchants believe a key to the downtown’s long-term success will be to distinguish the historic downtown from new development along IL Route 38. Completion of a downtown plan will be beneficial to its continuing revitalization.

IL Route 38 Corridor:

IL Route 38 has become the City’s principal commercial corridor, with ample space for new businesses, and it will continue to have an overall positive benefit on the City’s economy. Improving its character through stronger architectural, landscaping, and sign controls, however, will be a key component in its long-term success and positive contribution to the City’s image. Lack of utility services currently limits development potential east of I-39.

Recent developments along IL Route 38 include retail and commercial centers. Given Rochelle’s excellent transportation access, consideration should be given to targeting a site(s) and promoting the development of a regional shopping center or outlet/discount mall. The Lighthouse Pointe development will provide over 700,000 sq. ft. of potential commercial space. Long-term plans include the redevelopment and improvement of the Caron Ridge and May Mart shopping centers, and additional retail uses on the Sullivan Foods property.

IL Route 251 Corridor

The *Buxton Community/D Retail Site Determination Report* (hereinafter referred to as The Buxton Report), completed in March 2006, analyzed three areas within the City of Rochelle on the basis of retail



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recruitment potential and revitalization. The Buxton Report determined that the highest retail potential for the area surrounding IL Route 251 and I-88 would be derived from Automotive Sales with \$56,452,430, Household Furnishings & Sales with \$36,441,980, and Food at Home with \$33,795,310 (Table 6). Based on these findings, appropriate developments for the Corridor might include home improvement stores, grocery stores, office retail developments, restaurants, furniture stores, and fuel stations.

Table 6: IL Route 251 Spending Potential
Estimated potential available in major retail categories by consumers located within the trade area surrounding IL Route 251 and I-88.

Consumer Variable – Major Dollars	Total Estimated Dollars
Food at Home	\$33,795,310
Food Away from Home	27,024,250
Alcoholic Beverages	9,487,600
Smoking Products & Supplies	5,833,980
Personal Care Products & Services	5,027,440
Day Care	1,992,300
Household Furnishings & Services	36,441,980
Household Expenses	7,768,090
Apparel	24,417,960
Sports & Recreation	7,581,430
Miscellaneous	16,146,970
Education	5,637,760
Automotive	56,452,430
Health Care	23,713,000
TOTAL	\$258,320,500

Source: *The Buxton Report; Retail Area 3 Analysis, Page: 8*

The Hickory Grove Civic Center: The success of Comfort Inn and Suites and Hickory Grove Civic Center is due to the limited amount of hotel/conference space in the Rockford area and convenient access to the Rockford Airport (25 miles north of the City).

The lack of space and increasing demand in both Rockford and Rochelle is now being felt in the DeKalb area according to community leaders. Rochelle should continue to capitalize on and promote this economic development opportunity.

Redevelopment Sites: The old Rochelle High School site was redeveloped into a Walgreen’s store site. Other existing redevelopment site opportunities include the following:

- PBM Concrete Factory: Second St @ Fourth Ave
- Caron International: Second St @ Ave E
- Area downtown between RR tracks: Ninth St east to Second St.



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IL Route 251 corridor 1st Ave south to I-88
Downtown Rochelle – distinguish it visually
Town and Country Trailer Park

ECONOMIC POLICIES

(The policies listed below are also included within Chapter 2: Community Development Policies of the Plan)

Goal: Build a strong, diverse, and self-sufficient economic base.

Objectives (not prioritized):

- Develop the industrial base, focusing on manufacturing, technology/research, transportation and distribution businesses that benefit from proximity to the UP Global 3, the interstate highway system and technology infrastructure.
- Promote development and growth of retail establishments which are currently under represented.
- Limit the development of strip malls along IL Route 251, IL Route 38, and 7th Street. Encourage compact commercial centers.
- Consider attracting a RV Park to a location in or around Rochelle with proximity to I-88/I-39.
- Encourage new business development as part of existing centers of the community.
- Maintain the historic downtown area as a unique shopping, entertainment and living area, distinct from commercial corridors in other parts of the community, with numerous annual community-oriented events.
- Provide Rochelle Area Chamber of Commerce members with current economic, demographic, traffic, and market data to sustain vitality and growth.
- Assist Rochelle Area Chamber of Commerce in development of a marketing strategy to recruit members.
- Develop a distinctive streetscape style and other design features to better define the downtown business district from surrounding areas.
- Develop user-friendly on-line brochures on development permits, signage, design review, site plan review, fence regulations, and energy code requirements, among others.
- Explore opportunities to streamline the development approval process, including the use of merit-based incentives.
- Take a proactive approach to development and redevelopment by identifying key areas, creating a parcel inventory and assembling potential sites.
- Support the continued development of a renewable energy campus on the City's south side.

Economic Development Resources and Initiatives

The success of Rochelle's economic development is not only due to its location advantages, but also because of the progressive actions and implementation of various programs to encourage business growth. The agencies and organizations listed below are resources available to business to help continue the expansion of the City's economic base.



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Greater Rochelle Economic Development Corporation (GREDCO) - a non-profit joint City/County economic development agency established 30 years ago as an IRS Code 501(c) (4) organization, with a 13-member Board of Directors. GREDCO facilitates development through the purchase and selling of land for development, road, and infrastructure improvements through a revolving loan fund.

Greater Rochelle Area Chamber of Commerce - a partnership between the City and the Chamber of Commerce, focusing on enhancing existing and future retail opportunities and on providing technical support for local businesses.

The Downtown Rochelle Association has the potential to play a key role in maintaining downtown as a retail center. Extensive merchant volunteer and community support of special events throughout the year not only continue to foster a strong sense of community, but they will help market the downtown business district.

Team Rochelle – a City initiative to streamline the development approval process and to provide a unified, coordinated effort to ensure a well thought out and timely response to assisting new and existing businesses.

Local initiatives being advanced by the City and local economic development agencies to provide further incentives for business growth include:

- *Reinvest in Rochelle Retail Initiative* - The Initiative provides financial incentives to qualifying businesses approved via application. The program is intended to strengthen existing commercial and retail businesses considering expansion or improvement. The Reinvest in Rochelle Retail Initiative provides for 5-year real estate tax abatements on the incremental Equalized Assessed Valuation (EAV) upon approval of local taxing bodies; elimination of all City fees related to new construction; and a partial sales tax rebate. To qualify, all projects must commit to a minimum building investment of \$25,000; generate new local sales tax; be zoned appropriately; operated by the business owner; and have a history of making contributions to the tax base. The program was authorized in 2008 for one year, and it may be continued with modifications for future initiatives.
- *City Owned Railroad* - The City has expanded and improved its rail system through \$9 million in grants, into areas both north and south of existing facilities to serve new distribution businesses. The City rail system generates \$1 million/year to Rochelle.
- *Rochelle Business and Technology Park* - The City secured options for a 160-acre site, and it is developing a technology oriented business park and taking advantage of the access to the Northern Illinois Technology Triangle fiber-optic system. Through the use of State grants, the



City improved Dement Road and the Technology Parkway; Community Development Assistance Program (CDAP) grants funded the utility extensions. Sixty of the 160 acres have been sold for the following facilities which are either completed, underway, or planned for construction:

- Allstate Insurance Data Center - 25 acres
 - Northern Trust Data Center - 13 acres
 - Rochelle Technology Center - 5 acres
 - Ogle County 911 Center – 4 acres
-
- *Renewal Energy Campus* - The City is considering a way to build upon the success of the Illinois River Energy Ethanol Plant by attracting other similar renewable fuel and “green” business via promotion of a renewable energy source park. The location south of I-88 has significant advantages, including access to the City’s power, fiber, water, sewer, rail, and to major markets for energy, with great exposure.
 - *Logistics and Distribution Center* – Preliminary plans are underway to expand opportunities north and west of the railroad for new business seeking locations, that would take advantage of proximity to the UP Intermodal Global 3 facility.
 - *Property Tax Abatement for Industrial Properties* – A City administered program to encourage job growth with high wages. Property taxes are abated on the increase in EAV from new investment for equipment and building. The level of abatement varies by size of project and is offered for a one to five year period based on the merits of the project.
 - *Small Business Development Centers (SBDC)* – Local Community College job training assistance offered small businesses to develop targeted programs by teaching trade and workplace skills to youth and adults who may not go to college.
 - *Enterprise Zone* – A tax abatement program for industrial businesses is being expanded south of the Ethanol Plant into Lee County to facilitate business expansion south of I-88 through the redistribution of the originally approved 12,000 acre enterprise zone area for the UP Global 3.
 - *Rochelle Municipal Utilities* – Offers a reduced utility rate to promote redevelopment and occupancy of vacant buildings that have been abandoned for more than one year.
 - *Rochelle Capital Improvement Plan* – An annual program to address multi-year capital improvement needs within the City, including maintenance and upgrading of existing roads, storm and sanitary sewers, water, and other infrastructure providing the foundation necessary to support economic growth.



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- **Transportation Improvements** – The City is undertaking or has partnerships with other agencies to improve key transportation corridors to enhance access to existing and future business areas, including: (see Transportation Plan Chapter for other planned improvements)
 - Southwest Truck Loop to improve access from the west to UP Global 3. It involves upgrading several road and bridges, including Brush Grove, Jack Dame Road, Intermodal Drive, Gurler and Thorpe Roads, to create a better connection with IL Route 38 and eliminate truck conflicts along IL Route 251.
 - Steward Road improvements to carry truck traffic. This City-County initiative will serve as an important southern entrance to the planned industrial park south of I-88.

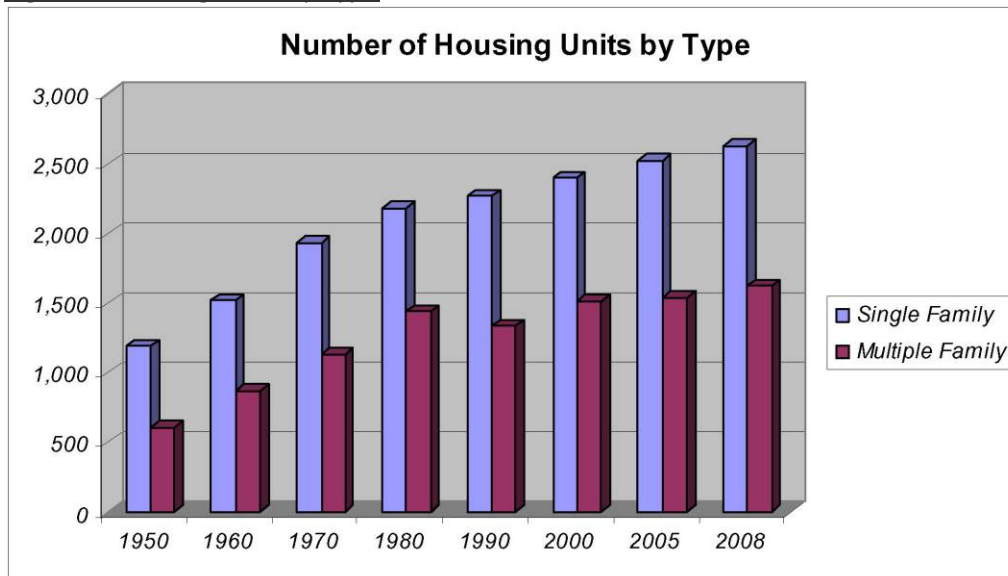
Other initiatives to support and stimulate economic development in Rochelle may be obtained through State and Federal agencies, including but not limited to:

- Illinois Department of Transportation (IDOT)
- Illinois Dept of Commerce and Economic Opportunity
- Illinois Commerce Commission
- Economic Development Administration – Federal Department of Commerce

** Data utilized for this chapter of the Plan is supplied by the City of Rochelle, US Census, in combination with market research firm Claritas.*

Residential Housing

Figure 5: Housing Units by Type



Source: U.S. Census Bureau and Claritas



Growth in the housing industry has continued into the current decade, although the rate of growth has slowed since the 1990s. The current inventory of homes for sale is lower than average and will likely have the affect of driving up home prices. Local realtors indicate that new industries are not the prime factor of this growth trend, but rather, the result of natural increases and the migration or urban exodus from metropolitan areas. For instance, realtors indicate that the Nestles distribution facility in DeKalb has had little impact on Rochelle's housing market. A review of the relative impact of the Chrysler automobile manufacturing facility in the City of Belvidere, IL, is further evidence of this condition. The actual growth of Belvidere is approximately half of that projected at the time the Chrysler plant was announced.

The consensus of community leaders is that Rochelle enjoys a good balance and diversity of housing, principally in the more affordable range, and this condition should be maintained into the future. The greatest demand is for more affordable single family homes of 1400 sq. ft. and smaller, on lots ranging in size from 8,500 to 9,000 sq. ft. (\$90,000 to \$110,000), and for apartments. Many local observers indicate this demand is principally due to Rochelle's larger share of the blue collar work force. Demand for homes in the \$180,000 plus range has been increasing. Subdivisions either being proposed or recently approved include King's Crossing (1,320 units), Twin Lakes (121 units), Whispering Waters (74 units), and Squires Landing (43 units).



Chapter 10: Plan Implementation

Introduction

Plan implementation consists of a wide range of activities, some of which are proactive while others are reactive. Both types, however, are vital to implementing this Plan. Proactive activities are those in which the City initiates actions through a proposal, plan, improvement, or regulatory change. Reactive activities are those in which other parties approach the City with a proposal on which the City must act. Development review is an example of reactive implementation, while downtown streetscape improvements are an example of proactive implementation.

The initiatives described in this Chapter are the proactive measures identified as essential to carrying forward the recommendations of this Plan, and they are projects and programs that can be planned for and controlled by the City.

Plan Implementation Initiatives

Because implementation of the Plan requires time and effort on the part of City Staff and the City Manager in concert with the City Council, the City Council should establish the priority for all activities to be undertaken. To implement the Comprehensive Plan, the City should consider the following initiatives which are not in priority order. Each initiative is discussed in terms of the scope of the actions required and the likely benefits to be gained.

Downtown Revitalization Plan. Implement the Downtown Revitalization Plan that builds upon goals and recommendations contained in the Branding, Development and Marketing Action Plan for this historic area. There appears to be significant potential to increase the number and quality of businesses within the Downtown and to expand the draw from the trade area and residential walk-in market. This increased activity could involve making better use of existing space, adding new buildings, plazas, festival markets, attracting newer and stronger commercial uses, and redeveloping obsolete buildings. In addition, the City should work with the Brand Leadership Team in joint planning of tourism-related development in the historic Downtown. Overall, this initiative seeks to make the Downtown a more vital part of the community in terms of its function, complementing the streetscape project which focuses solely on aesthetic enhancement.

Downtown Streetscape Improvements. Planning and design for the downtown area was initiated in 1986 with the installation of Phase 1 and 2 improvements for Lincoln Highway, but the improvements have not progressed as originally planned. Although developed separately from the Comprehensive Plan, it is appropriate to consider Downtown improvements as part of a comprehensive approach to implementation of the Plan. This initiative calls for improving the appearance of the Downtown through the continuation both of new and upgraded streetscape and lighting improvements. This initiative would be a highly visible sign of Downtown reinvestment and vitality. To the extent that the Downtown serves



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as a focal point for the entire community, this initiative would help to enhance the image of the City as a whole.

A lighting and wayfinding conceptual plan was developed for the City's major roadways corridors and Downtown area in 2014 that seeks to connect to Rochelle's history and promote a sense of place, and community character. Illustrations below prepared by Teska Associates, Inc. describe the design concepts.

Residential Historic Preservation and Design Guidelines Manual. Although the City has listed three individual structures on the National Register of Historic Places, there is currently no historic district or commission to oversee preservation efforts. Programs and ideas should be explored to encourage an appreciation of the City's architectural heritage that would result in voluntary actions to support the historic character of the older residential areas, including the reestablishment and expansion of the historic district. Potential components of this initiative could include distributing information on preservation and design guidelines, tracking building department inquiries, and providing seminars on preservation to residents, local builders, and contractors. The benefit of this initiative would be to help preserve and strengthen the charm and character of the historic areas of Rochelle.

Proactive Special Area Planning and Design Guidelines. This initiative would involve refining the general land use recommendations of the Comprehensive Plan to respond to specific issues and actual site conditions of subareas and neighborhoods of the City. One example of this approach would be to establish a specific plan for the IL Route 38 and Seventh Street corridors. This effort would result in specific recommendations for limiting access points, landscaping, sign control, and overall streetscape elements that could unify and create an attractive and special image for these important entry points into the City.

Greenway System. An attractive and functional greenway system in Rochelle along the Kyte River and other tributaries, and throughout the region, would provide recreational, non-vehicular transportation, and visual benefits. A series of tasks are required to implement this system. First, the appeal of such a system would need to be explored to determine the level of support and cooperation of other local jurisdictions, namely the Flagg-Rochelle Park District, Creston-Dement Park District, and Ogle County. Once the scope of the system is determined, minimum standards should be defined with respect to environmental standards for the protection of streams and wetlands, types of trails, greenway widths, security, safety, funding, and other important considerations. This would then allow proposed locations of greenways to be identified and mapped, leading to an implementation schedule for the various segments of the system.

City Appearance Plan. A series of coordinated tasks could be undertaken to implement a broad community appearance enhancement initiative. The first task would be to more clearly define specific elements of such a program. These might include (1) Kyte River enhancement; (2) inventorying important features of the Rochelle landscape for preservation and enhancement; (3) exploring ways to



upgrade the appearance of public facilities, open spaces, community gateways, and parks; (4) reviewing existing ordinances for ways to increase the required level of aesthetics through such mechanisms as “site plan review,” “appearance review,” and “landscape and tree preservation standards” and; (5) establishing a City-wide tree planting and maintenance program. This initiative would benefit the City by actively pursuing ways to strengthen Rochelle’s appearance.

Pedestrian/Bike Shared-Use Plan. The pedestrian/bike shared-use system shown on the Parks and Trails Plan should be extended throughout the City to provide an alternative mode of transportation to jobs, schools, shopping, and other community facilities, as well as a recreational amenity for all residents. Some of these paths will be little more than striping a bike lane on an existing road and adding signs. In new developing areas, consideration should be given to separate off-road bike trails or bike lanes along the roadway.

Park Plan Implementation. Parks and open spaces should be an integral part of the overall vision and development strategy of the City. The City should work with the Flagg-Rochelle Community Park District to implement its recently revised Park Master Plan, and encourage the Creston-Dement Township Park District to move forward with a master plan.

Utility Extensions to Support New Growth. With new growth on the horizon, the City of Rochelle must plan on extending its existing utility service to serve future development. The City should continue in the planning for expansion of all traditional utilities and advanced communications in a manner that supports the Plan’s policy to encourage a contiguous, compact pattern of urban development, so as to minimize sprawl and negative environmental impacts. The availability of service for new development shall be considered as an important part of the long-range planning process, with an emphasis on environmental stewardship and conservation.

Housing Plan. Forecast growth over the next 20 years could significantly increase the number of people residing in Rochelle requiring new housing units of all types. The creation of a Housing Plan will serve to ensure that quality housing will be provided to meet the needs of residents at all income levels. New housing developments should be encouraged to provide affordable housing and housing options at higher prices, greater living options for seniors and the disabled, energy efficient homes, and other sustainable incentives. The City also should assess the condition of the local housing stock and develop strategies, programs, and other actions to ensure high quality neighborhoods are maintained. Ease of access to new schools, parks, bike paths, and other community facilities should be considered to create stronger and more sustainable neighborhoods. The objective of the Housing Plan should be to protect and foster healthy, safe, attractive, quiet, convenient, economically diverse, and sustainable residential neighborhoods which maintain stable property values.

Watershed Management Plan. The Watershed Management Plan recognizes the integrated nature of the watershed system and the need to consider stormwater management planning on a watershed basis. Plan objectives should include reducing the potential for stormwater damage; controlling or



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reducing future increases in flooding; protecting and enhancing the quality of water resources; preserving and enhancing aquatic and riparian environments; controlling sediment and erosion; and promoting equitable and economically sustainable stormwater regulations. The goal of the Plan is to provide updated floodplain and base flood elevation information as part of a comprehensive study of the Kyte River Watershed. Preservation of the environment through the protection of existing wetlands and creation of new wetlands should be considered to improve and maintain water quality, natural habitats for native plants and wildlife, and groundwater recharge areas. Consideration should also be given to coordinating regional flood improvement projects with recreation and trail plans

Environmental Conservation “Green” Building and Infrastructure Plan. The City of Rochelle is on the brink of many advantageous development prospects. Establishing environmental guidelines is desirable to ensure a sustainable future that protects natural areas while allowing for new development. While Rochelle Municipal Utilities continues long-range planning for expansion and improvements to the utility infrastructure, the use and development of natural resources, such as wind power, solar, and other renewable energy resources, as well as “green” building practices should also be considered and encouraged. Green infrastructure refers to site systems, including vegetation and porous surfaces, as key elements to slow, cool, cleanse, and infiltrate rainwater. These systems include green roofs, permeable pavement, bio-retention/rain gardens, LED lighting, and urban trees. The aim of the environmental guidelines is to reduce the consumption of resources, while incorporating sustainable development into all stages of planning, design, and decision making. A comprehensive approach to sustainability integrates ‘complete-streets’ guidelines and ecologically-based green infrastructure practices that address water, energy, and urban ecology should be developed. (See the Appendix for list of ‘Opportunities for Sustainable Design’ providing best examples and resources)

There are several useful tools to help plan, design, build, and operate/manage sustainable buildings and sites. Projects that have used these tools provide excellent examples of the potential to integrate high-performance building and site characteristics into the redevelopment of existing sites, as well as all future building and development initiatives in Rochelle:

- Leadership in Energy and Environmental Design (LEED) <http://www.usgbc.org/LEED/>
- Sustainable Sites Initiative (SITES) <http://www.sustainablesites.org/>
- Living Building Challenge <https://ilbi.org/lbc>
- One Planet Communities <http://www.bioregional.com/oneplanetliving/>

Economic Development Plan. The City of Rochelle should continue to work with business owners, the Chamber of Commerce, Public Agencies, and others to assist in the development of an Economic Development Plan that promotes the growth of the City’s tax base. This can occur through the recruitment of new businesses and through retention and expansion of current business. The plan should include current demographic information, analysis of competitive developments, commercial



and industrial trends, a land and building inventory, financing and grant opportunities available for businesses investigating development in Rochelle.

Development Impact Fees. Development Impact Fees may be charged by the City to developers in connection with the approval of a project. The goal of impact fees is to relieve in whole or partially the burden of public facilities related to the project, e.g., to finance roads, schools, affordable housing, etc.

Development Control Ordinances and Official Map. The benefit of this initiative is to put the policies and guidelines of this Plan into ordinance and map form and to begin implementing the private sector aspects of these policies and guidelines through ordinance enforcement. This effort should include the creation of development regulations in area greenways and the use of conservation standards to protect environmentally sensitive areas from development impacts.

Annexation Plan. The Annexation Plan should address the City’s priorities for growth and development relative to long term planning goals and should designate lands which are desirable for annexation by the City. Expansion plans should be coordinated with an analysis of public facilities and infrastructure for the new area(s), including an examination of the impacts and fiscal benefits. The Annexation Plan should also include policies, statements, goals, and planning components which serve to define the community’s strategy and desires for expansion through annexation.

Health Care Task Force. The City along with leaders and advocates within the healthcare system should work together to develop a plan that seeks to support and improve the health and well-being of residents in Rochelle. The purpose of this task force is to identify issues, trends and policies related to healthcare and to distribute such information to residents.

Digital Access Plan. Increasing the amount of online information regarding City and regional issues, events, programs, regulations, and job opportunities available on the City’s homepage will improve communications to residents. This plan should also consider how to expand broadband and fiber optic services to make Rochelle more economically competitive.

Capital Improvement Programming. Long-range community planning has value only to the extent that it is used to guide private and public development to bring about the future environment which it envisions. The methods employed in putting this plan into effect fall into two major categories:

- Those applied to the development and use of private property; and
- Those concerned with public property and public services.

The acquisition and development of public property and facilities needed to support new development should be guided by a long-range capital improvements program. Hence, the bridge between the overall community plan and the financial capabilities of a community is the capital improvements program. Expressed quite generally, capital improvements programming is the scheduling of public



improvements over a certain time period, on a priority basis, relating the need for such improvements as streets and highways, parks and open spaces, etc., to a community's fiscal ability and capacity to support such improvements. The basic objectives and benefits of the capital improvements program should be:

- To relate public works construction to the City's goals for community growth and development;
- To program public works projects over a number of years, thus avoiding extreme fluctuations in the rate of spending and allowing a stabilization of the tax rate;
- To relate the City's financial resources to proposed public improvements so that proper and realistic means of financing may be scheduled in advance of actual need;
- To provide the City's government and citizens of the community with a means of visualizing and anticipating the long-term needs of the community;
- To assure that proper planning and coordination of projects will occur well in advance of actual construction so that maximum benefits from the money spent is obtained.

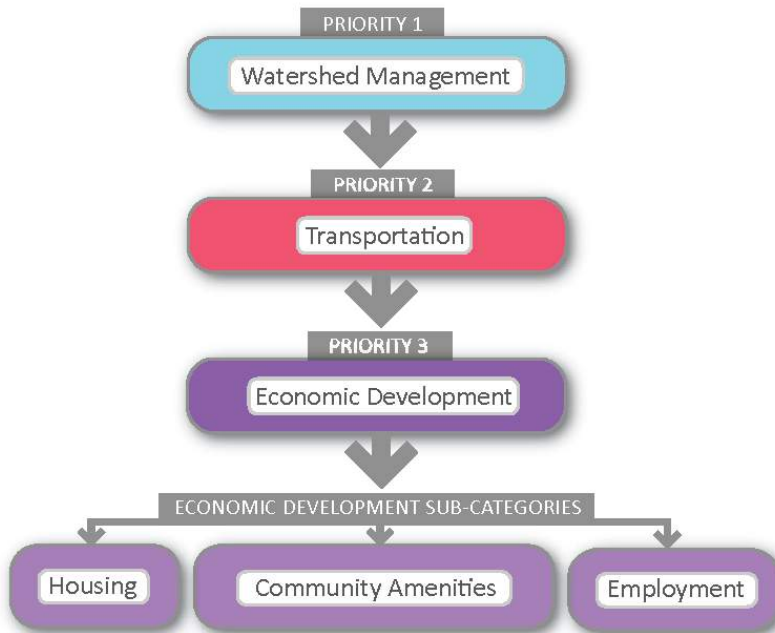
The value of the capital improvements program is that it gives citizens and public agencies of the community a clearer perception of the projects to be constructed and financed in the coming years. It is under these circumstances that the community may avoid duplicating wasteful services, as well as call further attention to the deficiencies of the community and stimulate action to correct them.

Impact Analysis. Understanding the impact of new development, both on potential revenues and expenditures, can be an important component of the capital improvement programming process. The purpose of any impact analysis is to provide a municipality insight into all implications of growth on the community. Benefits to be derived from the results of a fiscal impact analysis include enabling the City to understand departmental and facility needs, and the real estate requirements, related to the various public improvements. This will guide decisions about the acquisition of lands needed for future facilities before development makes acquisition too costly or infeasible. Necessary engineering and legal arrangements required for proposed projects can be achieved more effectively through advance planning which may also expedite participation in various grant programs.

Action Plan

The most effective approach to plan implementation is to establish a prioritized Action Plan focusing on accomplishing the most important projects first. In order to be successful in the pursuit of the Action Plan, the City must establish the strategic framework for growth and development through priorities set in this Plan. This approach is commonly used because it is difficult for communities to successfully engage in a large number of plan implementation initiatives simultaneously. The flow chart below is designed to provide a starting point for prioritization and budgeting of actions needed to implement the strategies and recommendations outlined in this Plan. The deliberate ordering of the following planning categories is intended to establish the significance and impact of certain actions on the priorities that follow.

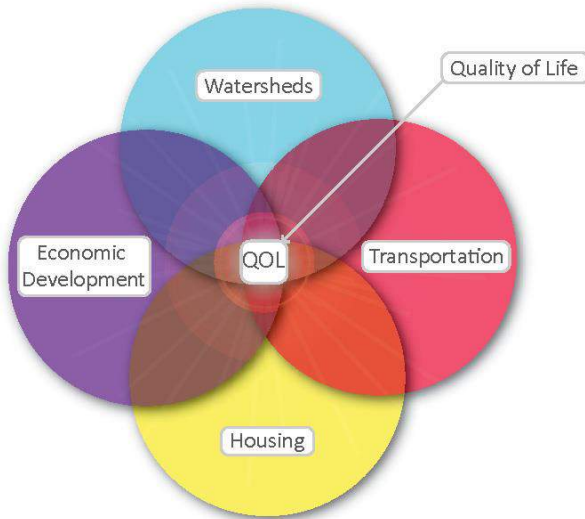
Figure 6: PRIORITIZED PLANNING CATEGORIES



The Figure 6 depicts a prioritized list of planning items for the City to focus on, from a phasing perspective, in order for those categories that follow to take place. For instance, prior to new development taking place, infrastructure (i.e., watershed management) and then roads (i.e., transportation) must be in place to support such growth (economic development); following this growth comes the development of housing, community amenities, and employment.

Additionally, achieving a high quality-of-life in Rochelle is dependent on all of these planning elements being fully addressed through on-going action plans in all categories.

Figure 7: QUALITY OF LIFE DIAGRAM



Each of the categories listed in the circles in Figure 7 contribute to an individual’s level of living or quality-of-life (QOL). The categories are interrelated in the sense that in order for an individual to experience the utmost QOL, the community they reside in must create and maintain quality housing, transit, economic development, and watersheds.

The implementation of any of these priorities will be dependent on the financial requirements to be met and programs to be established, such as the City’s overall financial capacity to undertake suggested priorities and future projects (i.e., bonding for improvements) in light of growth and fiscal projections, and potential legislative changes.

For each of the Action Items listed in Table 7, action should be taken to implement recommendations established in the Comprehensive Plan. Items designated For Consideration are important, but should be considered as time and finances allow.



Table 7: Action Items by Category

- 1. Watershed Management Categories**
 - Watershed Management Plan
 - Greenway Corridor Plan
- 2. Transportation Categories**
 - Pedestrian/Bike Shared-Use Plan
 - Southern and Western Bypass (includes I-88/Thorpe Road Interchange)
 - Rochelle Municipal Airport, Koritz Field
 - Truck Route Designations / Guidelines (120K load construction)
 - For Consideration**
 - Center Road Western Bypass
 - Conrad Road Southern Bypass
 - General Roadway Upgrades
 - Route 38 Overpass
 - Dement Road Extension
 - Route 251 South Gateway
 - Carrie Avenue Extension
 - Kyte Road Extension
 - Flagg Road Extension
 - Hayes Road Underpass
 - Thorpe Road Realignment
 - Intersection Signalization Improvements
 - Green Infrastructure Action Plan
- 3. Economic Development Category**
 - Economic Development Plan
 - Enhance Broadband Capabilities
 - Housing Plan
 - Downtown Revitalization
 - Branding Study Implementation
 - For Consideration**
 - Special Area Planning / Guidelines
 - Historic Preservation Plan / Guidelines
 - Downtown Streetscape Improvements
 - Commercial Corridor Plan
 - Establish Development Impact Fees for City services
 - Utility Extensions to Support New Growth
 - Establish Environmental Guidelines
 - Annexation Plan
 - Official Map
- 4. Other Priorities**
 - Health Care Task Force creation



Comprehensive Plan Monitoring and Review

The Comprehensive Plan is based on variables that are dynamic and whose future direction cannot always be accurately predicted. Accordingly, such variables as population and urban development trends should be periodically compared against the Plan's assumptions and recommendations. Based upon this periodic review, modifications to the Plan elements may be necessary to ensure that the Comprehensive Plan is kept current and accurately reflects the community's vision and needs. In addition, a semi-annual report on the progress of implementing prioritized action plan items should be developed by the Planning and Zoning Commission to aid in determining the need for modifications to the Plan elements.

Additional Considerations:

- ◆ An annual review and evaluation of revenue sources;
- ◆ Every five years a review, evaluation, and update of the Comprehensive Plan shall be completed. This feedback loop is necessary to ensure the Plan responds to changing needs and conditions. Elements contained in this report should include:
 - *Changes in the development patterns in the past five years and the impacts of these changes on the environment;*
 - *An update of the Plan's baseline data;*
 - *Adjustments to the boundaries of the City;*
 - *A five-year summary of the capital improvement updates and evaluations;*
 - *The degree to which the goals, objectives, and policies of the Plan have been successfully reached;*
 - *Obstacles or problems that resulted in under-achievement, if any, of the goals, objectives, and policies;*
 - *The occurrence of unanticipated and unforeseen challenges and opportunities; and*
 - *Recommended amendments, modified goals, objectives, policies, level of service standards, or data analyses needed to correct problems.*



Appendix

Community Assessment Summary

The following information is a synopsis of the factors and impressions shaping the future of the City of Rochelle. The information provided below is a collection of thoughts, views, and perceptions of community leaders and residents, as well as analysis of demographic gathered from several sources in and outside the City.

Issues identified in this section provide the framework for the preparation of goals and objectives and the overall strategy/plan for growth of the City through 2020.

Regional Trends and Influences

Rochelle's location within reasonable commuting distance to the expanding job centers in the metropolitan areas of Chicago and Rockford provides significant new opportunities for growth and development. In 2000, the Chicago area was the third largest populated metropolitan area in the United States. Since World War II, the vast majority of all population growth in the Nation has occurred in metropolitan areas. During the 1990s, the Chicago metropolitan area population increased by 11.6%, and the Rockford area increased in population by 12.6%.

Much of the Chicago area growth has occurred in the western suburban communities within Kane and DuPage Counties. The Kane County communities of Aurora and Naperville, along the I-88 corridor, have experienced the most growth of all Chicago area communities. Dramatic growth and increased land prices within these cities has resulted in "leap frog" residential development pressure in more remote communities such as DeKalb, Rochelle, and Dixon. This pattern of exurban migration is fueled by higher taxes and land prices, over-crowded schools, traffic congestion, and "reasonable" commuting distances, at least for some workers, to places like Rochelle. Even though commuter rail service terminates at Geneva, the Interstate and other state highways provide exceptional access between Rochelle and the Aurora/Naperville employment centers. While this migration pattern is and may continue to be a significant portion of the new growth in Rochelle, the number of persons choosing to commute such distances is not expected to increase the overall growth rate of the City dramatically.

Since the 1960s, non-metropolitan areas have increased their share of manufacturing and distribution employment in the U.S., as is evidenced in Rochelle. Manufacturing and distribution investments will likely continue to locate on the metropolitan fringe. An economy based on the production and



distribution of durable goods is a mixed blessing, since such activity is highly sensitive to fluctuations in the national economy.

While recent trends suggest that the City of Rochelle will experience growth, several significant changes will have to occur in order to create growth pressure beyond that experienced historically in Rochelle. These include:

- Growth in basic employment surpassing levels experienced during the past two decades fueled by the opening of the Union Pacific Intermodal Global 3 Facility. This growth is expected to be primarily in new manufacturing and warehouse distribution jobs. Growth in this sector of the local economy will likely be the strongest driver of overall growth in the City, fueling new development of retail and housing starts. Basic employment has a “multiplier” effect on non-basic business, such as those in the service and retail sectors. Economic research suggests that for every manufacturing job in a community, 1.5 or more jobs are created in non-manufacturing businesses. Therefore, the number of persons employed in basic industries may be a significant determinant of the size of the City.
- Infrastructure expansion, upgrading, and capacity improvements will need to continue to occur, particularly for water reclamation service and stormwater drainage management.
- Rochelle becomes a “suburban” commuting community for workers employed in rapidly expanding communities on the “urban fringe” of the Chicago metropolitan area, particularly along the Fox Valley and I-88 development corridors. The City of Rochelle is approximately a 45-minute drive to major employment areas along the I-88 Development and Research Corridor, such as Aurora and Naperville, IL. Residential development stimulated by this “leap frog” migration pattern will have to increase substantially. Historically, Rochelle has been far enough away from the Chicago metropolitan area so as not to be influenced by a commuting population. However, the local realtors indicate that this activity currently makes up approximately 25% to 30% of the new home sales in Rochelle.

Regional Transportation Influences

Highway System:

Rochelle, located in Ogle County in north central Illinois, is directly served by east-west tollway I-88, and north-south I-39; both of which were constructed within the last 25 years in response to increasing traffic volumes, as well as to provide for a complete interstate highway system linking major metropolitan areas of the Nation. These highways directly, and in conjunction with other highway



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networks, provide the City with access to Chicago and the “Quad Cities Area” (Rock Island and Moline, Illinois, and Davenport and Bettendorf, Iowa), and other major cities in the Midwest. The importance of this highway corridor for economic development purposes is evidenced by the State of Illinois’ commitment to facilitating research and high technology industries through the designation of I-88 as the “Research and Development Corridor.” New development in Naperville and Aurora is evidence of the potential for such growth in Rochelle.

While rail access is still important to Rochelle, the extension of the East-West Tollway (I-88) to Rochelle in the mid 1970s and beyond, and later construction of I-39, dramatically enhanced both personal (via automobile) and freight (via truck) mobility throughout northern Illinois. Direct access to this highway system from Rochelle is provided by the interchange facilities at IL Route 251 and I-88 on the southern end of the City, and at IL Route 38 and I-39 on the eastern end of the City. IL Route 38 and IL Route 251 provide major access to Rochelle from the surrounding areas. A system of other arterial and collector streets supplements these major highways.

Rail Transportation:

Historically, Rochelle’s railroad access and connections to the east and west coast of the U.S., including Canada and Mexico, has been a key factor in its growth. Rochelle is served by the Union Pacific and Burlington Northern/Santa Fe Railroads. Although the Union Pacific provided passenger service in the past, it currently provides freight transport only.

Rochelle is the only place in the nation where an industry can access “mainlines” of both the Burlington Northern/Santa Fe and Union Pacific railroad at the same location by using the City owned railroad. Local officials believe this to be one of the single most important reasons Rochelle has experienced significant growth in basic employment and industrial tax base.

As opposed to trends evident in the City of DeKalb, where local industry reliance on rail service has diminished, Rochelle continues to benefit from the convergence of two major rail lines and highway systems. Rail access was further enhanced in 1987 when the City of Rochelle invested in the construction of its own railroad for the City’s industrial park.

The Union Pacific Railroad recently developed an intermodal facility in Rochelle. The primary function of intermodal facilities is to transfer cargo containers from railroad cars to trucks, and vice versa, for



continued transportation. This transfer can typically be accomplished in less than 20 minutes meaning the railport is likely to generate significant levels of truck traffic.

Rail facilities not only provide excellent access for industrial users, but also have the potential for commuter service. There has been interest expressed by residents, the business community, and City officials to reestablish such service. A study produced by the Regional Transportation Authority in the Chicago area finds that the reestablishment of commuter service to DeKalb may be feasible, supplemented with bus linkages from Rochelle and other nearby communities. Of interest is the fact that Northern Illinois University is the only university not served by rail.

Several options have been under consideration including bringing Amtrak service from Chicago to Des Moines, IA, through DeKalb and Rochelle. The feasibility of this plan has been supported by IDOT through its department of railroads. Extending commuter rail from its current west termination at Elburn may be premature at this time given limited ridership potential. However, the City of Rochelle should consider working with the City of DeKalb to study this possibility. DeKalb is also rapidly growing and has a significant existing and potentially larger student population at NIU which may benefit from commuter rail service. Commuter rail service may also be the only efficient way for an increasing number of industries and businesses to expand their labor market for "blue collar" positions.

Air Transportation:

According to a study for the City of DeKalb, general aviation airport facilities nationwide have experienced dramatic increases in use. Air transportation has become a very important factor in decisions of individuals and companies to locate in cities that have good access to other regions by air. Cities that provide convenient access by air transportation are in a better position to attract desired economic development.

The Rochelle Municipal Airport (RPJ), south of I-88, is one of approximately 50 general aviation airports in the State of Illinois. The Airport is located on a ±145-acre site immediately south of the I-88 / IL Route 251 interchange. The airport consists of one blacktop surfaced runway which is 5,000 ft. in length.

The City of Rochelle benefits from the proximity and accessibility to Rockford Airport, which has become a major cargo and commercial service airport and is home to the second largest UPS sorting facility. This facility has one 10,000-foot runway and one 8,200-foot runway making it capable of handling larger jets than can be accommodated at the Rochelle Municipal Airport.



Telecommunications Network:

In the information age, public and private access to very high speed wireless connections provide significant economic opportunities, enhance educational possibilities, and can help improve quality of life. Rochelle Municipal Utilities (RMU) is an Internet Service Provider (ISP: rochelle.net), providing both dial-up and high-speed broadband service with access to fiber optic lines throughout the City.

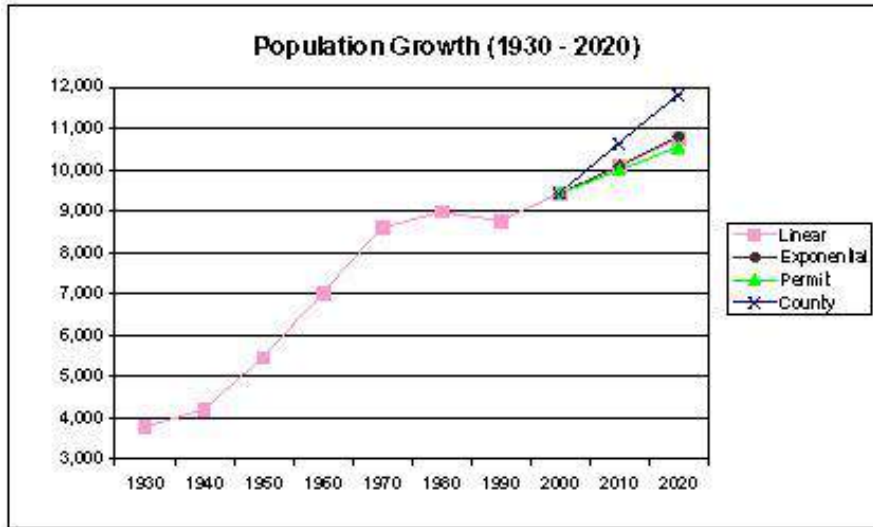
Local Trends and Influences

Demographic Trends and Forecasts

The City of Rochelle experienced rapid growth between 1900 and 1970, growing by more than 12% each decade. During the following twenty years, the population remained rather stable. There was a slight increase in the population between 1970 and 1980 and a slight decrease in the following 10 years. During the 1990s Rochelle's population grew by 7% or less than one percent per year. While this is a significant increase over the growth experienced in either of the past two decades, it still represents a very modest increase in population. Based on this information on historic growth trends, Rochelle is projected to grow by very modest amounts during the next two decades.

Estimating the current population or projecting the 2020 population is not an easy task. Figures A1 and A2 compare four different population growth projections based on different sources. Building permit and water meter hook-up data do not show such dramatic increases. Historic growth trends also indicate only modest increases in population. However, the addition of the Union Pacific Intermodal facility and the job growth it is expected to generate in Rochelle, coupled with the continued expansion of both the Chicago and Rockford metropolitan areas and the presence of considerable land available for development, suggest that these growth projections may underestimate the population growth potential of the City. Therefore, this Plan is designed to accommodate the population growth anticipated by these projections and additional growth which may occur due to factors which could not be adequately captured based on available data.

Figure A1: Rochelle Population Growth



A projection based on building permits over the past 7 years reveals only a modest rate of increase, reaching an estimated 2020 population of 10,544. Projecting a linear or exponential rate of growth based on the average growth over the past 60 years produces a slightly higher rate of growth. Finally, from a review of rapidly growing communities near Rochelle, we would set a 1% annual growth rate as an upper limit. This rate also mirrors the growth occurring in Ogle County in the last ten years. A constant growth rate of 1% over the next 13 years would result in a 2020 population of 11,232.

The proportion of Ogle County residents who live in Rochelle has remained stable over the past 30 years. Rochelle contains approximately 18% of all people in the County. The populations of nearby communities such as Dixon, DeKalb, and Oregon have either remained stable or decreased. The population of unincorporated areas within Ogle County continues to decline as cities expand their boundaries and fewer families work on farms.

Age:

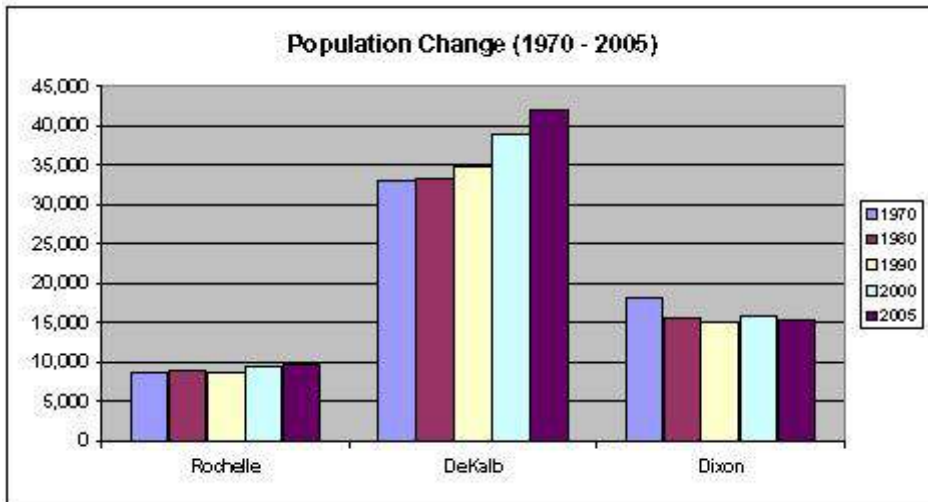
Looking at the total number of persons obscures changes which have occurred within the population. Mirroring national trends, there are more senior citizens, more ethnic minorities, and a bulge in the population representing the baby boomers.



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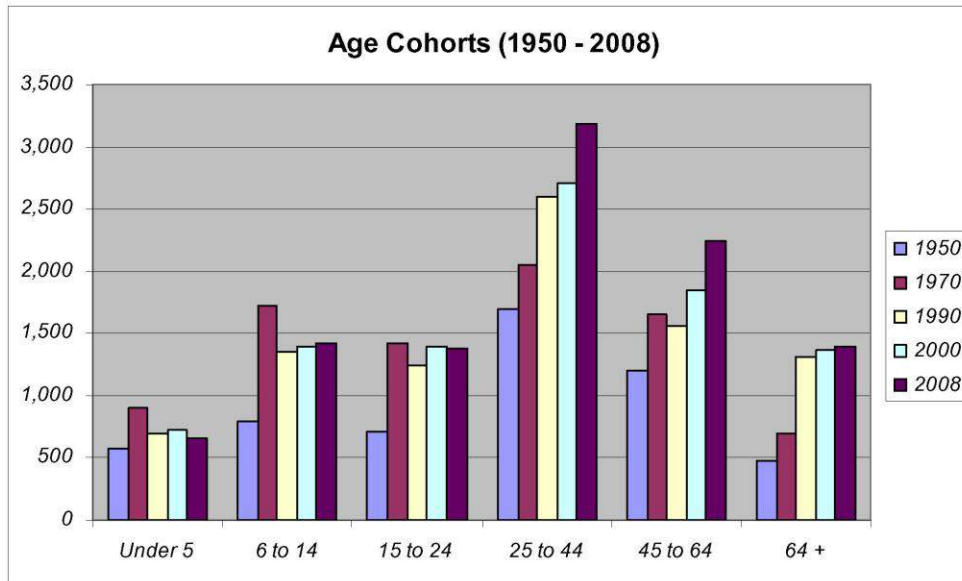
AS shown in Figure A3, the number of citizens over 65 has increased steadily from 482 in 1950 to 776 in 1970 to 1,301 in 1990 to 1,362 in 2000. Seniors represent nearly 15% of the population. Seniors are a valuable resource to the community because they participate in local politics, have leisure time to spend money, boost the local economy, and do not drain school resources. Contrary to images advanced in the media, most seniors are financially secure, only 8% live in poverty. The City already provides a variety of services and amenities for this population, but it should continue to explore new ways to cater to this group including special housing developments and commercial, recreational, and health care facilities. The baby boomer population is most clearly represented in the 25 to 44 year old category in the 1990 census. By the year 2020 they will become a part of the senior population which may represent as much as 25% of the community by that year. The number of children in Rochelle has declined since 1970. School aged children (5 to 17) were 20% of Rochelle’s 2000 population.

Figure A2: Population Change



Source: 2005 Population Estimate – U.S. Census

Figure A3: Age Cohorts



Source: U.S. Census and Claritas

Examining the ethnic make-up of the community, whites represented 77.7% of the total population. Hispanics are the largest minority group in Rochelle, making up 19.2% of the total population.

Rochelle has always provided a wide range of housing options. In 1950, slightly more than one-third of all housing units were in multiple-family structures. In 1990 that percentage had increased to 37% and was 39% in 2000 (Figure A4). The number of duplex units decreased between 1980 and 1990, indicating that some structures may have been converted back from duplex units into single family homes.

Existing Land Use

Existing patterns of development regarding the type, intensity, and location of certain uses are a fundamental component in determining appropriate future land use patterns. New development should complement existing uses by being compatible in use, form, and function, while providing opportunities for desirable new types of development which currently do not exist in a community.

Environmental Factors

Soil suitability analysis undertaken by Land Planning Services (LPS) in association with a professional soil classifier (see attached map), reveals that most of Rochelle’s planning area is considered to have soils with poor to severe limitations for septic systems (Figure A6). The extensive amount of flood plains (see attached map) confirms the poor quality of many areas to support development without public sewer and water.

Rich gravel deposits in the area provide long term economic opportunity, as is the case for Macklin Brothers, Inc., owners of the quarry at the southwest corner of the IL Route 38 and I-39 intersection. The Macklins’ note that the gravel deposit at this site has a 50+ year life span, and thus, have expressed concern over potential development of adjacent and nearby properties, particularly for residential purposes due to blasting activity.



❖ *Bioswale*

Opportunities for Sustainable Design

Developers are strongly encouraged to incorporate green elements within plans, and the City should consider adopting ordinances to ensure environment protection and incentives for energy conservation through new development and day-to-day activities in the City. Opportunities exist to incorporate ‘green’ elements into landscaping practices, streetscape design, public places, and private projects within Rochelle. The following Green opportunities may include the following:



❖ *Raingarden*

Bioswales: Vegated swales are located in parking lot islands, adjacent to parking lots, and near other large expanses of impervious surfaces. The swales are planted with native materials that slow the speed of runoff and allow water to infiltrate back into the ground instead of into storm sewers or detention ponds.



❖ *Level Spreader*

Raingardens: Similar to bioswales, raingardens are vegetated depressions that slow stormwater runoff and allow water to infiltrate back into the ground. Native materials that can tolerate wet and dry conditions are planted in the bioswales and raingardens. Raingardens can be located near buildings, in parkways, and in and around parking areas.

Naturalized Detention: A naturalized detention area temporarily collects and stores stormwater runoff in a ‘wetland’ type area. It is then released at a slow and controlled rate to allow it to infiltrate into the ground. These areas are planted with native wetland plantings that can tolerate severe wet and dry conditions.

Level Spreaders: To assist with bioswales and naturalized detention, level spreaders can be utilized. Level spreaders collect and evenly disperse stormwater runoff into bioswales and other naturalized detention facilities.

Native Landscaping: The use of native grasses, forbs, shrubs, and trees is strongly considered. Native species can withstand a wide range of temperature extremes, use less water, require less maintenance, and use less fertilizer.

Efficient Irrigation: Efforts should be undertaken to reduce the amount of irrigation that is needed onsite. Native plant materials should be planted that require little irrigation. Other ways to be efficient with irrigation is to utilize rain triggered shut-off devices, flow reducers, head layout that only sprays in softscape spaces, and the use of drip irrigation systems.

Permeable Paving: Various paving products exist that allow stormwater to infiltrate through the pavement and infiltrate the soil below. Various options include permeable concrete, permeable precast pavers, reinforced gravel and grass paving, and permeable asphalt. The benefits of permeable paving are the reduction in on site storm sewer capacity, the recharging of underground water supplies, and the filtering out of pollutants and other debris.



◆ Permeable Pavement



◆ Green Roof



High Albedo Paving: Light colored pavement can be utilized to reflect sunlight away from paved areas. This will help reduce the urban heat island effect, allows vegetation to thrive, and cuts down on the amount of irrigation required in high pavement areas.

Green Roof: Vegetated roofs can assist with reducing the energy costs of heating and cooling buildings. In addition, green roofs help to reduce urban heat islands, reduce the rate and quantity of stormwater runoff, and provide unique and sometimes pedestrian accessible outdoor spaces. Green roofs require waterproofing, sub-roof drainage, structural soil, and native plantings.

Dark Sky Lighting: To reduce light pollution, dark sky lighting techniques should be utilized. Dark sky lighting fixtures are designed to be energy efficient, and to direct the lighting down and out, rather than up into the sky.

Recycled Construction Materials: Where possible, the use of recycled materials is strongly encouraged. Pre-consumer and post-consumer content can be incorporated into building materials, site amenities, paving, and various finishes.

Alternative Energy: Various options exist to incorporate alternative energies into the development. These include geothermal, reflective roofing, solar energy, and wind turbines.

Programs for Green Design

Smart Design Assistance Program: The Smart Energy Design Assistance Center (SEDAC) provides advice and analyses enabling private and public facilities in the State of Illinois to increase their economic viability through the efficient use of energy resources. SEDAC is sponsored by the Illinois Department of Community and Economic Opportunity in partnership with ComEd and Ameren Illinois Utilities and provides valuable services at no cost to for-profit businesses and public facilities. SEDAC is managed by the School of Architecture at the University of Illinois at Urbana-Champaign and the 360 Energy Group.

The Smart Energy Design Assistance Program consists of:

- Technical services to small to medium-sized, for-profit businesses and public entities in Illinois that will identify opportunities to save energy and money by reducing overhead and operational costs.



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- A network of Energy Service Providers and Design Assistance Experts to assist SEDAC with program implementation.
- Resource efficiencies in building design, materials selection and construction practices as they relate to energy.
- Job creation by increasing demand for sustainable and energy efficient practices in buildings while increasing the supply of qualified practitioners who can provide these services by the education of working trade allies and UIUC students.

SEDAC provides to businesses and public facilities:

- Free Energy Audits;
- Free Design Assistance to reduce energy usage and improve the bottom line;
- Education and training (for both working professionals and students);
- Support for Illinois building codes and standards;
- Information dissemination; and
- Assistance to adopt sustainable energy practices and reduce emissions.

Other Illinois Programs:

Large industrial customers are eligible for the **LEAP** - Large customer Energy Analysis Program that provides assistance with energy management practices. The Illinois Department of Commerce and Economic Opportunity administers the Large-customer Energy Analysis Program (LEAP) to reduce the cost of doing business in Illinois by reducing energy costs for large energy users (with annual energy expenditures of \$500,000 or more), such as manufacturers, hospitals, large commercial buildings, universities, and local governments.

Not-for-profit entities can contact the Illinois Clean Energy Community Foundation for grant opportunities. Those entities in the ComEd or Ameren Illinois Utilities territories can contact the utilities to apply for incentives and rebates under EEPS.



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Figure A4: Future Land Use Capacity Analysis

FUTURE LAND USE CAPACITY ANALYSIS - November 2007

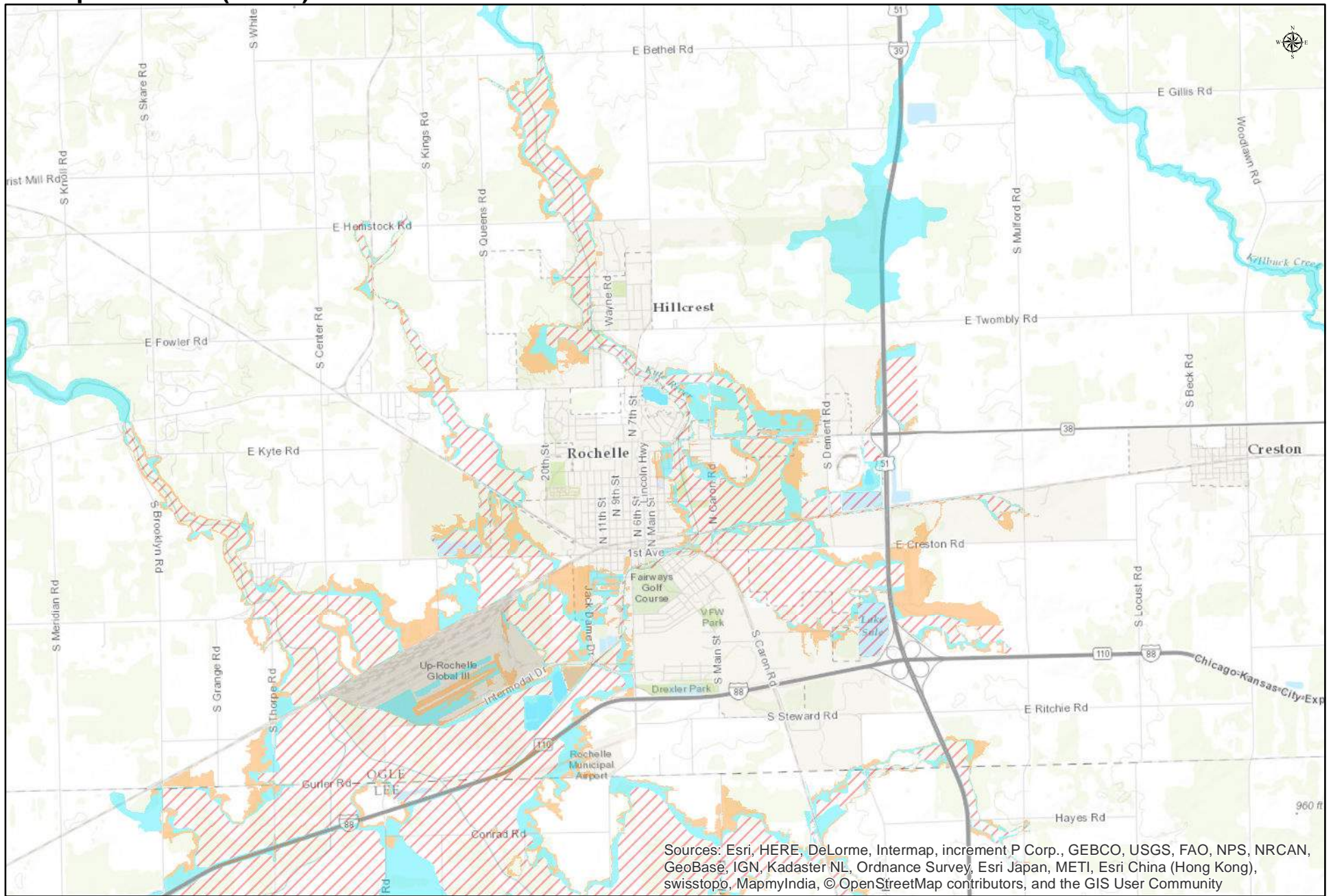
Land Use Classification	Percent of Total Future	Gross Acres (Approved Future)	Density (du./g. space)		Total d.u.s.		Total Population		Park Acres Req.		Total Elem. Children		Total Jr. H.S. Children		Total H.S. Children		Total Elem. School Acres		Total Jr. H.S. School Acres		Total H.S. School Acres	
			(Low)	(High)	(Low)	(High)	(Low)	(High)	(Low)	(High)	(Low)	(High)	(Low)	(High)	(Low)	(High)	(Low)	(High)	(Low)	(High)	(Low)	(High)
Single Family Residential (2.5 du/g. sp)	75%	4240	2.0	3.5	8480	10985	14940	25970	148	280	2150	4882	1159	3148	4497	7885						
Single Family Residential (6.0 du/g. sp)	6%	1600	4.5	6.0	4500	6240	11700	16800	117	156	1610	2169	816	661	1661	2214						
Multi-Family Residential (12.0 du/g. sp)	1%	150	10.0	12.0	975	1170	2408	3225	24	29	231	277	62	75	161	163						
Multi-Family Residential (28.0 du/g. sp)	1%	146	24.0	38.0	2274	2957	3994	6043	21	38	1660	2179	93	109	259	276						
General Commercial	2%	508																				
Downtown Mixed Use District	0%	36																				
Business Research Park/Light Industrial	13%	3188																				
Industrial/Warehousing	23%	7386																				
Interchange Commercial	2%	500																				
Insomental	5%	1187																				
Municipal/Institutional	3%	619																				
Recreation/Public Open Space	3%	660																				
Environmentally Sensitive	19%	4860																				
Total	100%	25252			13669	20465	34972	51138	347	511	6509	9468	2600	4183	6598	10266	109.47	168.26	16.84	80.26	121.15	211.12

Notes:
 Estimates for school age population based upon Illinois School Consulting Service/Associated Municipal Council/Davis, Inc. 1000 data.



(insert Floodplain areas map)

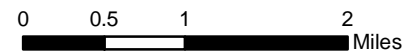
Floodplain Areas (FEMA)



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Legend

- 100 Year Flood Hazard
- 500 Year Flood Hazard
- Regulatory Floodway



Date: 9/1/2016



Figure A6: 2020 Soil Suitability Map

