

Village of Montgomery

# Montgomery Preserve Sub-Area Plan



March 2006

## Introduction

The Village's *Montgomery Preserve Sub-Area Plan* provides a guide for physical improvement and development within Montgomery Preserve Sub-Area over the next 1 to 5-year period.

This Sub-Area Plan establishes the framework for private development projects, as well as a basis for public improvements in the Sub-Area. The emphasis of this Plan is on the identification of underutilized parcels, opportunity sites, and other features and conditions that which may influence or affect the economic development and the safe and efficient movement of pedestrians and vehicles through and within, the Sub-Area.

The Sub-Area Plan is intended to be used as a stand alone document for guiding land use and development, conservation and recreation, and transportation and circulation within the Sub-Area, for prioritizing, promoting and implementing projects and actions.

The Plan is the product of considerable effort on the part of the Village Board, Plan Commission, Village Staff, Planning Consultants and others in the Montgomery community.

### **Montgomery Preserve Sub-Area Study Area**

Montgomery, Illinois is located within Kane and Kendall Counties, just south of Aurora, and approximately 40 miles west of Chicago. Montgomery's population is currently estimated at 13,075, and is projected to reach 25,000 to 30,000 in 2030. Despite this population growth, the Village of Montgomery has maintained its warm, small-town atmosphere as a close-knit community.

Montgomery Preserve Sub-Area encompasses approximately 650 acres in the south-eastern portion of the community (see Figure 1). The Sub-Area is within the Village of Montgomery with the municipal boundary of Aurora to the north, and Oswego to the south.

With the exception of existing commercial, industrial and public development in the western por-

tion of the Sub-Area, the area is largely undeveloped and currently consists of open space, detention areas, and agricultural land. The Sub-Area is positioned at the crossroads of two major arterial streets, U.S. Route 34 and U.S. Route 30, and has good accessibility from the surrounding region.

The Sub-Area is under on-going development pressure due to the growth and development trends of adjacent communities. The Montgomery Preserve Sub-Area has the potential for rapid change in the near future and significant development over the long-term if significant stormwater management improvements and infrastructure is put in place. Tax increment financing is one tool that may facilitate the financing of this infrastructure in order to attract private development.

### **Background to the Plan**

The Village's current *Comprehensive Plan* was adopted in 2002. The *Comprehensive Plan* identifies several land uses for the Montgomery Preserve Sub-Area, including residential, business and manufactur-

ing. In the 2005 Zoning map, the following are listed within the Sub-Area:

- B2-General Retail Business District
- B3-Service Automotive and Wholesale Business District
- R3-Traditional Neighborhood District
- R6-Multi-Family District
- M1-Light Manufacturing District

The *Montgomery Road Corridor Plan* (adopted in 2004) was a small planning study conducted to provide recommendations for both public and private improvements along Montgomery Road. Some of parcels analyzed in the study are also with the Study Area of the Montgomery Preserve Sub-Area.

In 2004, the Village Board adopted the following vision statement describing Montgomery in the year 2020 as part of their Strategic Plan:

"The Village of Montgomery has a population of 15,000-20,000. It is a family friendly community that is stable, well maintained and safe.

There are flourishing commercial areas to serve the growth in population. In spite of its larger size, the community retains its small town cohesiveness. This is partially a result of having maximized the potential of the river and park system as a place for community recreation. Old Montgomery, anchored by the presence of the Village Hall, remains as the core of the community and retains its unique flavor.”

***Tax Increment Financing (TIF)***

While many of the recommended projects and actions called for in the Sub-Area Plan can be implemented through administrative and policy decisions or can be funded through established municipal programs, other projects will require special technical and/or financial assistance. In order for the Village to implement some of the recommendations made in this report, funding sources such as the use of TIF may be used as an implementation technique.

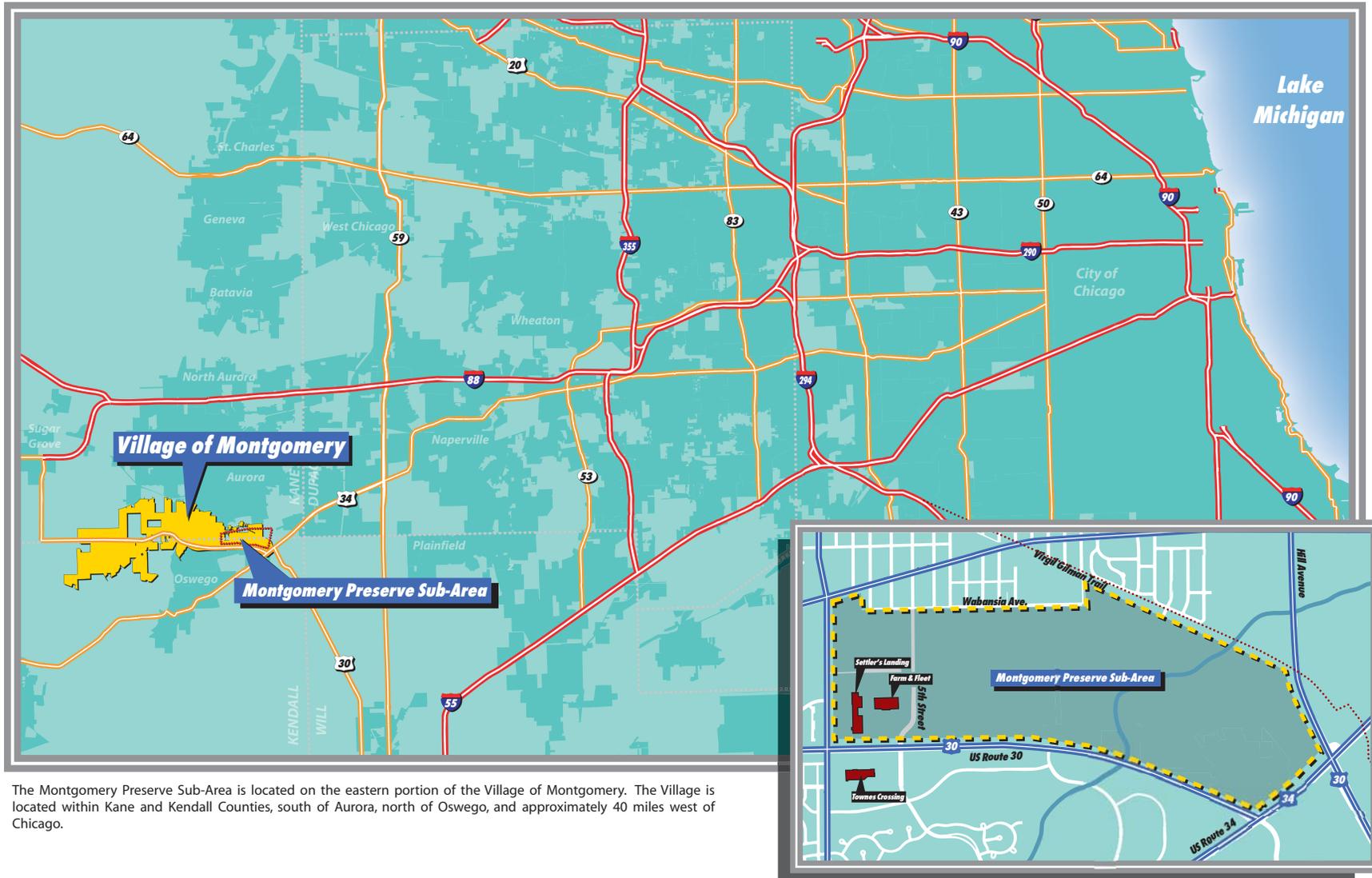
Tax Increment Financing (“TIF”) is a mechanism used to carry out revitalization, development and rede-

velopment activities on a local basis within a specified area or district of a community. A municipality may designate a contiguous area of tax parcels as a “TIF District” if the properties within the district exhibit a combination of factors that meet various eligibility criteria set forth in Illinois statute. The eligibility criteria are documented for the proposed district as a whole and identify such factors as the physical conditions of buildings and sites, unique features of vacant land (e.g. chronic flooding, unused quarry, abandoned rail right-of-way, etc.), the compatibility of land use relationships, the configuration of buildings/sites, and historical trends in equalized assessed valuation of tax parcels.

Tax increment financing does not generate tax revenues through increases in tax rates. This financing mechanism allows the municipality to capture, for a certain number of years, the new tax revenues produced by the enhanced valuation of properties resulting from public and private redevelopment activities. This tool is used to pay for the improvements and other services needed

to prepare the redevelopment area for and encourage private investment. This “tax increment” may be used to pay for eligible redevelopment project costs. TIF funds generally can be used only within the TIF District and can be for activities such as acquisition, clearance, and other land assembly and site preparation activities; infrastructure and other public improvements such as roadway improvements, utility upgrades, and public facility improvements; rehabilitation of existing buildings in poor condition; and incentives to attract or retain private development. This public investment benefits the Village by attracting private investment to a key community location which results in more businesses, jobs, sales tax revenues and an improved real estate tax base overall. All taxing districts benefit from an increased property tax base after the redevelopment project costs and obligations are paid and the TIF district term has expired or has been terminated.

**Figure 1  
Location & Regional Setting**



The Montgomery Preserve Sub-Area is located on the eastern portion of the Village of Montgomery. The Village is located within Kane and Kendall Counties, south of Aurora, north of Oswego, and approximately 40 miles west of Chicago.

The Sub-Area planning process, which is graphically depicted in Figure 2, has entailed a three-phase planning process. The program has included analyzing existing conditions, developing and evaluating alternative plans and projects, and preparing this Montgomery Preserve Sub-Area.

***Use and Purpose of the Plan***

The *Sub-Area Plan* should become the Village's official policy guide for physical improvement and development within the Montgomery Preserve Sub-Area.

The Plan can be used as a stand alone document, but should be adopted as an amendment to the Village's Comprehensive Plan. The Plan should supersede the Comprehensive Plan for guiding land use and development, conservation and recreation, and transportation and circulation within the Sub-Area, and also be utilized as a guide for prioritizing, promoting and implementing projects and actions. It should be used on a cooperative basis by the Village and various organizations, institutions,

property owners, merchants, homeowners and residents.

The Plan provides guidelines by which Village Staff, the Plan Commission, and Village Board can review and evaluate private development proposals. The Plan provides a guide for public investments and capital improvements, and can be used to help identify and schedule public improvement projects related to streets, pedestrian connectivity, infrastructure, and public sites and buildings.

The Plan provides a guide for Montgomery Preserve Sub-Area property owners, designers and developers as they prepare plans for new development projects. The Plan provides a basis for refining the zoning ordinance and other development codes, all of which should be used to implement planning policies and recommendations.

Finally, the Plan should serve as a marketing tool to promote Montgomery's unique assets and advantages, and help continue to attract

desirable new investment and development to the area in the future.

The Plan provides developers with the Village's goals and expectations for the property, and should represent to the development community the Village's commitment to a planned and coordinated approach to developing the Sub-Area. In return, developers and property owners are provided reasonable certainty, specific goals, and possible TIF funds for their development.

***Plan Implementation***

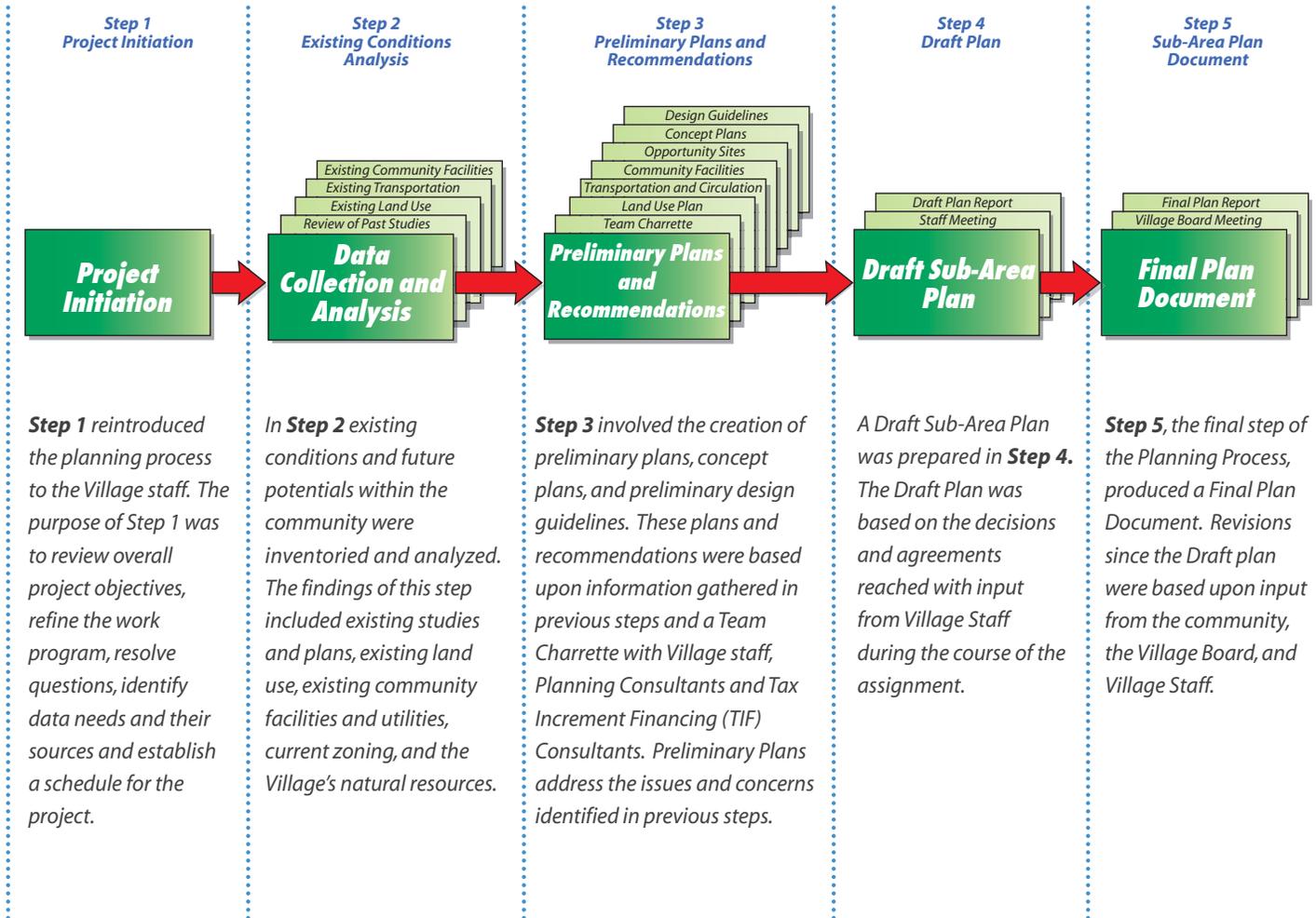
The *Montgomery Preserve Sub-Area Plan* should be part of an ongoing and continuing effort to improve and enhance this important area of the community. Formal adoption of the Plan is only one step in the process, not the last. Without continuing action to implement and update the Plan, the Village's recent planning efforts will have little lasting impact.

Successful implementation of the Sub-Area Plan must be based on a strong public and private partner-

ship. In addition to the Village of Montgomery, which will assume the leadership role in Plan implementation, this will require active participation by various public agencies, the local business community, local institutions, property owners, developers, and Montgomery residents.

It is essential that Montgomery's new Sub-Area Plan be flexible and dynamic. It should be reviewed and revised on a regular basis to ensure that it continues to reflect local conditions, desires and potentials.

## Figure 2 Planning Process



**Section 1:**

## **Existing Conditions**

This section presents existing conditions within the Montgomery Preserve Sub-Area. For purposes of this Plan, the following subsections are identified both within the Sub-Area itself, and for parcels adjacent to the Sub-Area.

Analysis of existing conditions includes:

- Land Use;
- Community Facilities and Utilities; and,
- Transportation and Circulation

### **Land Use**

#### *Within the Sub-Area*

Existing land use is illustrated on Figure 3. Currently, the majority of Montgomery Preserve Sub-Area is undeveloped and/or vacant. The western portion of the Sub-Area consists of commercial, industrial, and public land-uses.

- **Commercial.** The largest concentration of retail uses in the Sub-Area is located along Douglas

Road between U.S. Route 30 and Montgomery Road. One major retail development known as *Settler's Landing* is located within the Sub-Area. *Settler's Landing*, is located at the north east corner of Douglas Road and U.S. Route 30. Tenants within *Settler's Landing* include *Taco Bell, Big K Mart, Big Lots, Pizza Hut, No. 1 China, Dollar Plus, Pet Center, Cleaners, Baskin Robbins, Salvation Army, and West Suburban Bank*. There are also some vacant storefronts in *Settler's Landing*.

*Blain's Farm and Fleet, and Applebee's* are located east of *Settler's Landing* fronting U.S. Route 30. *Blockbuster Video, Radio Shack, Farmers Insurance, Dentist, Aldi, Good Year, Sound Decisions, Merlin's Muffler, Advance Auto, Auto Zone, Super Wash Car Wash, All State Insurance, and Grandma's Table Restaurant* are located along Douglas Road, north of *Settler's Landing*.

In addition to this commercial area, new development is under construction at the intersection of US Route 30 and US Route 34.

This development is currently referred to as *Ogden Hill* and it is approximately 70 acres.

- **Commercial Vacancies.** There are commercial and retail space vacancies that exist within each of the retail developments identified above.
- **Residential.** *Ogden Hill* is a residential area under construction on the east side of the Montgomery Preserve Study Area. There are approximately 205 single family homes proposed for a density of 2.9 dwelling units per acre.
- **Public.** A variety of public land uses are located within close proximity to the Sub-Area. *St. Paul's Lutheran Cemetery and Aurora Township Cemetery* are located at the southeast corner of Montgomery Road and Douglas Road. The Village of Montgomery Water Well #8 is located on Wabansia Avenue near Fifth Street. A detention area is situated south of Wabansia Avenue, east of the planned Fifth Street extension.

- **Industrial.** Currently one industrial land use is located within the Sub-Area. A secured and seclused industrial use is located at the southeast corner of Wabansia Avenue and South Forth Street, between the Aurora Township cemetery to the west and a vacant wooded parcel to the east.

South of the Montgomery Preserve Sub-Area is Kendall Pointe, an industrial park located in the Village of Oswego. Some portions of Kendall Pointe are still undeveloped.

- **Vacant Land.** There is vacant land within the Sub-Area. Portions of this land is developable, other portions have limited development potential due to floodplain issues.

#### *Surrounding the Sub-Area*

Varieties of land-uses are located adjacent to or near Montgomery Preserve Sub-area (see Figure 3). Land uses include commercial, retail, industrial, residential, and open space.

- *Nearby Commercial.* Outside the Sub-Area, there are a variety of commercial land uses which add to the overall life and vitality of the area, particularly during evening hours and on weekends. Commercial service uses are widely scattered throughout the area surrounding the Sub-Area, particularly along Montgomery Road and Douglas Road.

There are two commercial uses outside of the Sub-Area of special note. The first is the *Townes Crossing Shopping Center* located at the southeast corner of Douglas Road and U.S. Route 30 in Oswego. *Townes Crossing* contains various commercial and retail businesses including *Jewel-Osco*, *Oberweis Dairy*, *Popeye's* and *Remax*. *Goodrich Kendall 10 Movie Theater* is also located within *Townes Crossing*.

The second commercial development is called *Harmony Hills*, a mixed commercial strip mall containing a *Burger King*, *the Bank of Montgomery*, and *Douglas Flooring*.

In addition to the large commercial developments discussed above, there are variety of other commercial land uses surrounding the Sub-Area scattered along the arterials in the area including; *Riverview Ford*, *Holiday Inn and Suites*, *Garden View Nurseries*, *Ron Westphal Chevrolet Dealership*, *Sports Zone Dome*, *Parkside Bowling Lanes*, *Kendall Point Surgical Center* and other commercial uses including restaurants and gas stations.

- *Nearby Residential.* Although there no residential land uses currently within the Sub-Area (with the exception of the single family development currently under construction), there are single family and multi-family residential land uses adjacent to the Sub-area.
- *Nearby Single Family.* Single Family residences are located to the north of the Sub-Area. The Montgomery Road Corridor Study brings attention to the neighborhood south of Montgomery Road, between 4th Street and Hinman Street. The Plan identifies the

neighborhood as being in a state of decline, deteriorating from lack of maintenance and economic investment by the property owners.

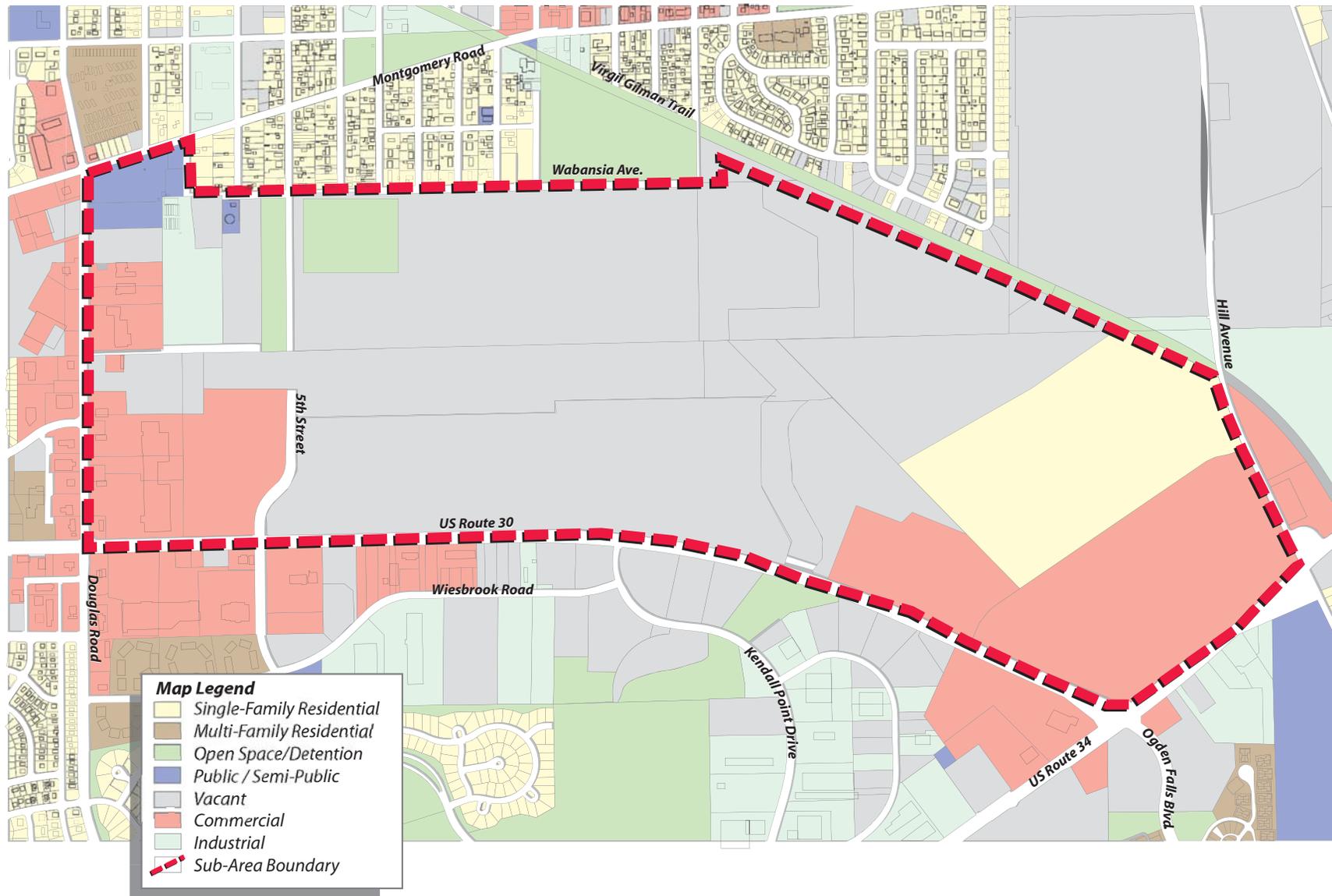
- *Nearby Multi-family.* There are multi-family residential developments located west of Douglas Road, in parcels near Montgomery Road, and south of *Townes Crossing*. *Anderson Farms Senior Apartments* is south of Montgomery Road, west of Douglas Road. Safe pedestrian access from this senior apartment to the Sub-area should be an important consideration.
- *Nearby Mobile Home Park.* Generally thought of as undesirable land uses, *Oak Grove*, a mobile home park located north of Montgomery Road on Douglas Road, is attractive and well maintained, and its owners show great pride in their units.
- *Nearby Public Uses.* Outside the Sub-Area there are a limited number of public land uses in-

cluding Fire Stations, Water Towers, cell towers and a cemetery.

- *Nearby Parks and Open Space.* *Aurora Township Park / Athletic Fields* (Pierce Park), a small open space used for soccer is located north of Montgomery Road and east of Jackson Street.

Running diagonally through the area is the *Virgil L. Gilman Nature Trail*. This regional multi-use trail is constructed on abandoned railroad right-of-way, beginning near U.S. Route 30 and Hill Avenue extending 11.2 miles to *Waubensee Community College* (Sugar Grove). The *Fox Valley Park District* and the *Kane County Forest Preserve District* are largely responsible for the trail's construction. A planned extension of the *Virgil Gilman Nature Trail* into *Naperville* south of 95<sup>th</sup> Street will provide linkage with both *DuPage* and *Will Counties*, and a connection to the *Fox River Trail*; will connect the *Virgil L. Gilman Trail* and the *Village of Montgomery* to *McHenry County*, *Cook County* and the *Illinois Prairie Path*.

**Figure 3**  
**Existing Land Use**



### ***Community Facilities and Utilities***

Existing community facilities and utilities within the Sub-Area are summarized below. Key community facilities and utility features are highlighted in Figure 4.

#### ***Within the Sub-Area***

A variety of community facilities and utilities are present within the Sub-Area, including municipal water and sewer systems, water storage, detention and retention areas, schools, fire protection and natural resources.

- ***Water Tower.*** The Village of Montgomery Water Well #8 is located on Wabansia Avenue near Fifth Street.
- ***Water and Sewer.*** The Village's water and sewer system is shown on Figure 4. Understanding the current infrastructure within the Sub-Area and where current systems are in place are important factors in the Plan's recommendations.
- ***Stormwater / Detention Areas.*** There are several large detention

areas currently located within the Sub-Area. There are documented floodplain / flooding issues in this area of the Village. Stormwater and detention areas need to be fully understood and engineered to handle new development within the Sub-Area.

- ***Waubonsee Creek.*** This creek runs through the Sub-Area and provides the Village with an environmental opportunity.
- ***Floodplain.*** A large amount of the Sub-Area is within a floodplain. The floodplain limits the development potential of several portions of the Sub-Area. Floodplain is defined in the Village's Stormwater Drainage and Detention Ordinance as land that is adjacent to a body of water with ground surface elevations at or below the base flood or the 100-year frequency flood elevation. The floodplain is also known as the Special Flood Hazard Area (SFHA). The most recent FEMA regulatory effective maps identify a significant portion of the Sub-Area as being within the 100-year floodplain. Floodplain management within

the Village is managed by the *Village of Montgomery's Stormwater Drainage and Detention Ordinance* and by Kane County.

- ***Schools.*** There are no schools located within the area.
- ***Open Space / Parks.*** There are no parks or open space within the Sub-Area.
- ***Fire Protection.*** There are no fire protection buildings within the Sub-Area.

#### ***Surrounding the Sub-Area***

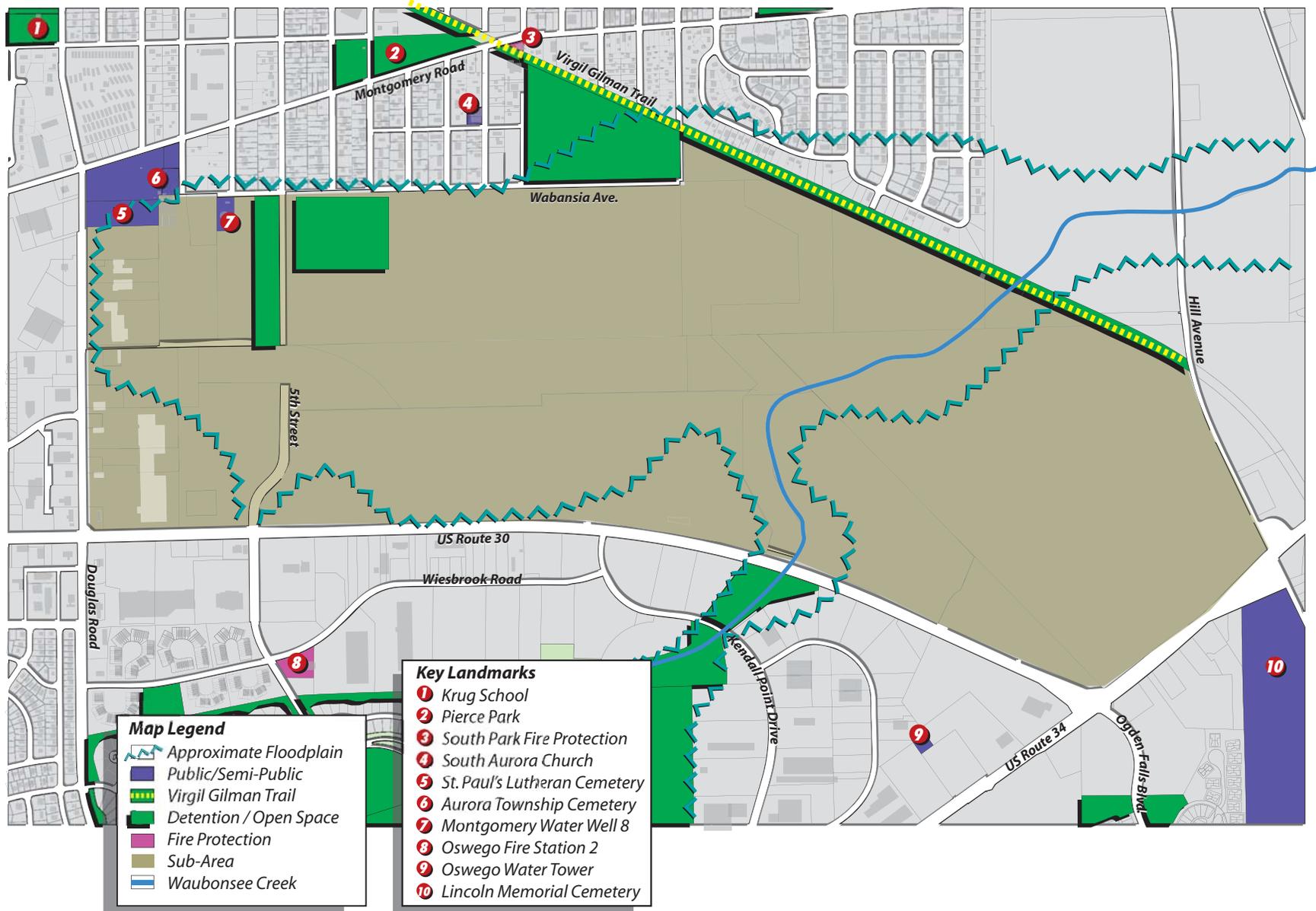
Surrounding the Montgomery Preserve Sub-Area there are a variety of community facilities and utilities. North of the Sub-Area, *South Aurora Church of God* is located within the single family residential neighborhood at the northwest corner of Oakland Avenue and Hinman Road.

***Nearby Fire Protection.*** Two Fire stations are located near the Sub-Area, including the South Park Fire Protection Station located along Montgomery Road, and Oswego

Fire Protection Station #2, located south of U.S. Route 30.

***Nearby Water Tower.*** The Village of Oswego has a water tower south of the Sub-Area near the intersection of U.S. Route 30 and Route 34. A cell tower is also located in the same vicinity.

**Figure 4**  
**Existing Community Facilities and Utilities**



### ***Transportation and Circulation***

#### *Within the Sub-Area*

Existing traffic and parking conditions within the Sub-Area are summarized below. Key transportation and circulation features are highlighted in Figure 5.

- ***Access and Circulation.*** The existing street system includes arterial, collector and local streets that provide access to the Sub-Area from the Village and region. Montgomery Preserve Sub-Area is bounded by the following arterial roads; Douglas Road to the west, Montgomery Road and Virgil Gilman Trail to the north, Hill Avenue to the east, and U.S. Route 30 to the south. Currently there are no through streets running through the Sub-Area. Within *Settler's Landing* and *Townes Crossing*, vehicles and pedestrian movement is accommodated within the parking lots. The Sub-Area is also served by Pace bus routes and non-motorized traffic via the Virgil Gilman Trail.
- ***Public Transportation.*** PACE is the suburban bus division of the

Regional Transportation Authority. There are two PACE bus routes that serve the Sub-Area, Route 529 and Route 528, with PACE Route 529 directly servicing the western portion of the Sub-Area.

- ***Route 529.*** The 529 PACE bus route services the western portion of the Sub-Area, providing service between the Aurora Transportation Center and the business area at U.S. Route 30 and Douglas Road. The bus route within the Sub-Area travels past *Settlers Landing* and *Townes Crossing*.

***Parking.*** Parking within the Sub-Area is provided within surface lots and is adequate for current uses, specifically within the *Settler's Landing* and *Blain's Farm and Fleet* retail development. The outlot parcels that contain such businesses as *Applebee's* and *Taco Bell* all have adequate parking.

***Signalized Intersections.*** There are six lighted intersections along the boundaries of the Sub-Area (see Figure 5). These intersections are

along Douglas Road (3) and U.S. Route 30(3).

#### *Surrounding the Sub-Area*

When planning for new redevelopment or development within the Sub-Area it is important to understand the transportation and circulation systems in place surrounding the Sub-Area.

This understanding helps ensure the plan can be implemented and integrated into the existing built environment. Recommendations for transportation and/or circulation within the Sub-Area cannot be considered without first looking outside of the Sub-Area boundaries. Traffic issues transect both project and municipal boundaries. Therefore, it is critical to look at a much broader area when dealing with transportation and circulation issues.

***Nearby Public Transportation - Route 528.*** Outside the Sub-Area boundary, along Montgomery Road, the 528 PACE bus route provides service between *the Aurora Transportation Center* and *Rush-Copley Medical Center*.

***Nearby Non-Vehicular Access and Circulation.*** Along the north boundary of the Sub-Area, Virgil L. Gilman Nature trail provides both a recreation amenity and an off-street transportation route for non-vehicular movement to the Sub-Area.

**Figure 5  
Existing Transportation**



**Summary of Issues & Opportunities**

Several issues and opportunities are evident within the Sub-Area.

An analysis of the Sub-Area's existing conditions has created the foundation of this *Plan* and yielded the following issues and opportunities highlighted below:

- **Compatibility**

New development and redevelopment should be compatible with the existing land uses both within the Sub-Area and in the surrounding area. Incompatible and compatible land use arrangements should be avoided/minimized.

- **Development Potential**

Not all parts of the Sub-Area are well suited for development. Areas within the Sub-Area that are able to accommodate development will be identified.

- **Adequate Community Facilities**

While redevelopment or new development is important within the Sub-Area, there must be adequate community infrastructure and utilities to

infrastructure and utilities to service the new growth.

- **Floodplain**

A considerable amount of the Sub-Area is currently within a floodplain. The floodplain significantly limits the development potential of most of the Sub-Area. For the Village to realize the full development potential of the Sub-Area, the floodplain must be re-engineered.

- **Vehicular Access & Circulation**

The Plan should minimize access points along Montgomery's primary streets in order to minimize traffic congestion and avoid compromising vehicular safety. Although it may not be possible to completely eliminate congestion or access points, it should be possible to reduce congestion at key locations and minimize the chance of increased congestion as new development takes place.

- **Through Traffic**

The Plan should strive to accommodate necessary regional traffic movements through the

Sub-Area along 2 U.S. Routes, while maximizing visibility and access to these roadways.

- **Speed of Traffic**

The Plan should suggest a system of traffic progression and appropriately spaced traffic controls and access drives that will promote slower, more constant traffic speeds within the Sub-Area.

- **Site Access**

The Plan should promote adequate site access for all new and existing developments, without compromising traffic operations or conflicting with Montgomery's goals for pedestrian connectivity.

- **Cross Access**

The Plan should promote cross-access within adjacent commercial uses and parking lots.

- **Pedestrian Circulation**

The Plan should consider the safe and convenient pedestrian controls and well-marked pedes-

trian crossings, and to minimize pedestrian/vehicle conflicts.

- **Parking Supply**

Existing parking in the area consists of surface lots within a convenient walking distance of the destination. Adequate and convenient parking is essential to the success of the Sub-Area. Parking enables access to stores and businesses by customers that drive, and accommodates employees who do not have access to transit. While parking is adequate for current uses, the *Plan* should ensure new development provides an appropriate amount of parking.

- **Parking Design/Appearance**

Since parking lots are so prominent along the main arterials at key intersections, their design, appearance and placement should be important considerations in the *Plan*.

- **Impact on Adjacent Neighborhoods**

The Plan should minimize the impact on adjacent residential areas, including protecting adja-

cent neighborhoods from cut through traffic.

- *Way-finding*

Signage and “way-finding” should be important considerations of the Sub-Area access and circulation system. These features will help motorists, pedestrians and bicyclists find the Sub-Area, available parking, and major activity areas and destinations. The Plan should promote improved signage and way-finding in order to reduce congestion and promote multi-purpose trips within the Montgomery Preserve Sub-Area.

*Section 2:*

## ***Preliminary Plans and Recommendations***

This section presents preliminary plans and recommendations for land use and development, transportation and circulation, and key opportunity sites. These preliminary plans establish a framework for the conceptual development plan and design guidelines (Section 5). The preliminary plans are based upon information gathered in the previous section and from input from the Project Team.

Building upon information gathered and presented to the Village, a design charrette was conducted with the Project Team, including Village staff, Planning Consultants and the Tax Increment Finance (TIF) Consultants. The goal of the Charrette was to maximize creative input into the project and to ensure that preliminary concepts were compatible with the Village's TIF initiative.

### ***Land Use***

The Land Use Plan, presented in Figure 6, presents preliminary recommendations for land use within the Sub-Area. The Land Use Plan is compatible within the Sub-Area and in the surrounding area and includes the following land uses, each summarized below:

- Residential
- Commercial
- Office/Business Park
- Detention Areas
- Parks
- Library

### ***Residential***

The opportunity exists within the Montgomery Preserve Sub-Area for a variety of residential uses including single-family detached and multi-family apartment units. Residential uses located within the Sub-Area will benefit the commercial uses by providing a very local population that could patronize nearby businesses.

### ***Commercial***

Montgomery Preserve Sub-Area should contain a mixture of commercial development. Commercial uses should be geared toward both neighborhood needs (i.e.: grocery, video rental) and community needs (i.e national retailers, auto-dealers). The location of the Sub-Area, near the intersection of U.S. Route 30 and U.S. Route 34, presents excellent visibility and access desired by most commercial users.

### ***Office / Business Park***

Depending on market forces, the Sub-Area has a good opportunity to include an area designated for office and business park uses. Office buildings should be designed and positioned with the design guidelines that are presented later in this document. The best suited area for this type of development is behind retail frontage on Douglas Road.

### ***Detention Areas***

To relieve much of the Sub-Area from flood plain encumbrances, a large area must be devoted to stormwater detention.

### ***Parks***

Negotiations should continue with the Park District, the Village, and the developer to locate and establish a community park in the Sub-Area. Athletic fields such as a lighted sports field are an appropriate recreational use. If properly designed, with appropriate foot candles and shielding, the lighted field should have minimal, if any, impact on surrounding uses.

### ***Library***

The Village and the Library District should continue to negotiate with the developer to locate and establish a library within the Sub-Area. The library should not "turn its back" on Montgomery Preserve, rather it should be designed and oriented to incorporate the adjacent open space as a functional amenity.

**Figure 6**  
**Land Use Plan**



### ***Transportation and Circulation***

This section presents recommendations for improving access and circulation within and around the Montgomery Preserve Sub-Area. It includes long-term strategies for addressing issues and concerns, as well as short-term solutions to current traffic related problems.

### ***Circulation and Linkages***

Several projects and actions should be considered to improve access and circulation within the Sub-Area. The Plan strives to improve traffic flow while also protecting adjacent neighborhoods. This Plan recommends providing reasonable capacity at key intersections to limit attempts by motorists to look for alternative routes that pass through adjacent neighborhoods. These options could be combined in various ways, depending on community preferences and opportunities for new development and redevelopment. Recommended projects and actions include a 5<sup>th</sup> Street Extension, a Barbara Lane Extension, and internal street connections.

- ***5<sup>th</sup> Street Extension.*** To address the issue of north-south connectivity, the planned extension of 5<sup>th</sup> Street through the Sub-Area should be completed. An extended 5<sup>th</sup> Street will also provide access into the Sub-Area, providing the potential for more developable parcels.

The extension of 5<sup>th</sup> Street will create a redevelopment opportunity for the existing residential property to the west of 5<sup>th</sup> Street to 4<sup>th</sup> Street. If assembled, the property would be approximately 9 acres. A site of this size could accommodate a variety of commercial uses.

A traffic signal should also be considered at the intersection of 5<sup>th</sup> Street and Montgomery Road.

- ***Barbara Lane Extension.*** A connection between Barbara Lane and the extension of 5<sup>th</sup> Street should be constructed. This connection will provide cross-access between commercial uses, access from Douglas to the Sub-Area, and will also provide a potential route for PACE bus service in the future while keeping

traffic off of U.S. Route 30. If a connection cannot be made, then an extension of Season's Ridge Drive should be considered.

- ***Internal Street Connections***

Cross-access between commercial uses and their associated parking lots, without having to use U.S. Route 30 or Douglas Road is an important consideration of this Plan.

### ***Public Transportation***

Current PACE bus routes are in place near the Sub-area (#528), and within the Sub-Area (#529). Future bus routes could extend further into the Sub-Area to the proposed community facilities. Transit service should focus on promoting access to the Sub-Area by transit patrons, identifying bus stop locations, and providing amenities such as bus shelters for transit patrons.

### ***Multi-Purpose Trails***

Pedestrian and non-motorized movement throughout the Sub-Area should be handled via multi-purpose trails and a sidewalk sys-

tem. The trails should connect with the surrounding area by linking with the Virgil Gilman Trail and the Village's existing sidewalk system. A future bike trail could be constructed from Barbara Lane, east to 5<sup>th</sup> Street extension, north to Wabansia Avenue, and east to the Virgil Gilman Trail. Off-street trails are preferred for safety and convenience; however, on-street trails are acceptable if off-street trails are not possible or desired.

### ***Parking***

Although the precise number and distribution of parking spaces will be affected by the amount and type of new development that ultimately takes place, several actions should be undertaken to improve parking within the Sub-Area. Commercial, residential, and all other parking in the Sub-Area should be constructed with the design guidelines recommended later in this document. On-street parking within the Sub-Area should not be permitted.

### *Signage*

To assist with the access and circulation within the Sub-Area a variety of signage should be used.

- *Wayfinding Signage.* A more effective ‘way-finding’ system should be developed to assist patrons and visitors locate important features in the Sub-Area.
- *Gateway Signage.* Gateway signage along key approaches should announce entry into Montgomery and the Sub-Area and to notify motorists of nearby destinations.
- *Informational Program.* Provide an informational program for directing motorists to key parking facilities and activity areas.
- *Pedestrian Signage.* Provide pedestrian information signs and kiosks to direct and encourage pedestrians to walk to nearby uses and activity areas including the library, park site, and trail system.

**Figure 7**  
**Transportation and Circulation Plan**

**West End Alternative:** In this option, Seasons Ridge Drive extends to 5th St. and Settler's Landing is redeveloped.



### **Key Opportunity Sites**

This section highlights key opportunity sites within the Montgomery Preserve Sub-Area. These opportunity sites have been identified as being important parcels within the Sub-Area development / redevelopment. Four opportunity sites are highlighted in Figure 8.

#### **Opportunity Site #1**

This site is located in the northwest portion of the Sub-area and consists of approximately 27 acres. The *Comprehensive Plan* designates this area as Park and Mixed-Use. Currently the site is mostly vacant with a small industrial use. *The Montgomery Road Corridor Study* identified this area as Priority Redevelopment Site #3. The *Corridor Study* did not recommend a definitive land use; instead, recommended that the Village allow market forces to develop the parcel. Its poor visibility and adjacency to commercial uses allow for Business Park to be considered an appropriate use.

The four parcels that make up this site are owned by a single land

owner. With the proposed extension of 5<sup>th</sup> Street and the plans to alter detention and stormwater near this area, this site has greater development potential, providing a good opportunity for business park uses.

#### **Opportunity Site #2**

This opportunity site is located in the southwest portion of the Sub-Area and contains existing retail, vacant parcels and the property known as *Settler's Landing*. The *Comprehensive Plan* designates this area as Retail. The parcels that make up this commercial development total approximately 30 acres. This *Plan* provides two alternatives for the *Settler's Landing*.

1. Improve the appearance of the mall and its parking areas; or,
2. Raze the buildings and redevelop the entire property.

The first alternative simply involves improving the visual appearance of the property. Strategies should be created that encourage the commercial property owners and tenants to update the properties in *Settler's Landing* so that they have a contemporary appearance and

meet current development codes. This should include features such as new façades, parking lot islands, parking lot resurfacing/restriping, landscaping, signage, etc. The Village could also create a "Façade Improvement Program" that would provide a revolving low cost loan, limited grant, or TIF based financial assistance for upgraded commercial façades in accordance with guidelines developed by the Village, as funding permits.

The second alternative is to remove the existing building and redevelop the site. In this alternative a new retail development should be constructed that meets the Village's vision of the area. The site is in a prominent location and could act as a "gateway" into Montgomery. A redeveloped site will also resolve existing transportation and circulation issues and concerns. Cross-access with *Blain's Farm and Fleet*, and a connection between 5<sup>th</sup> Street and Barbara Lane could be constructed.

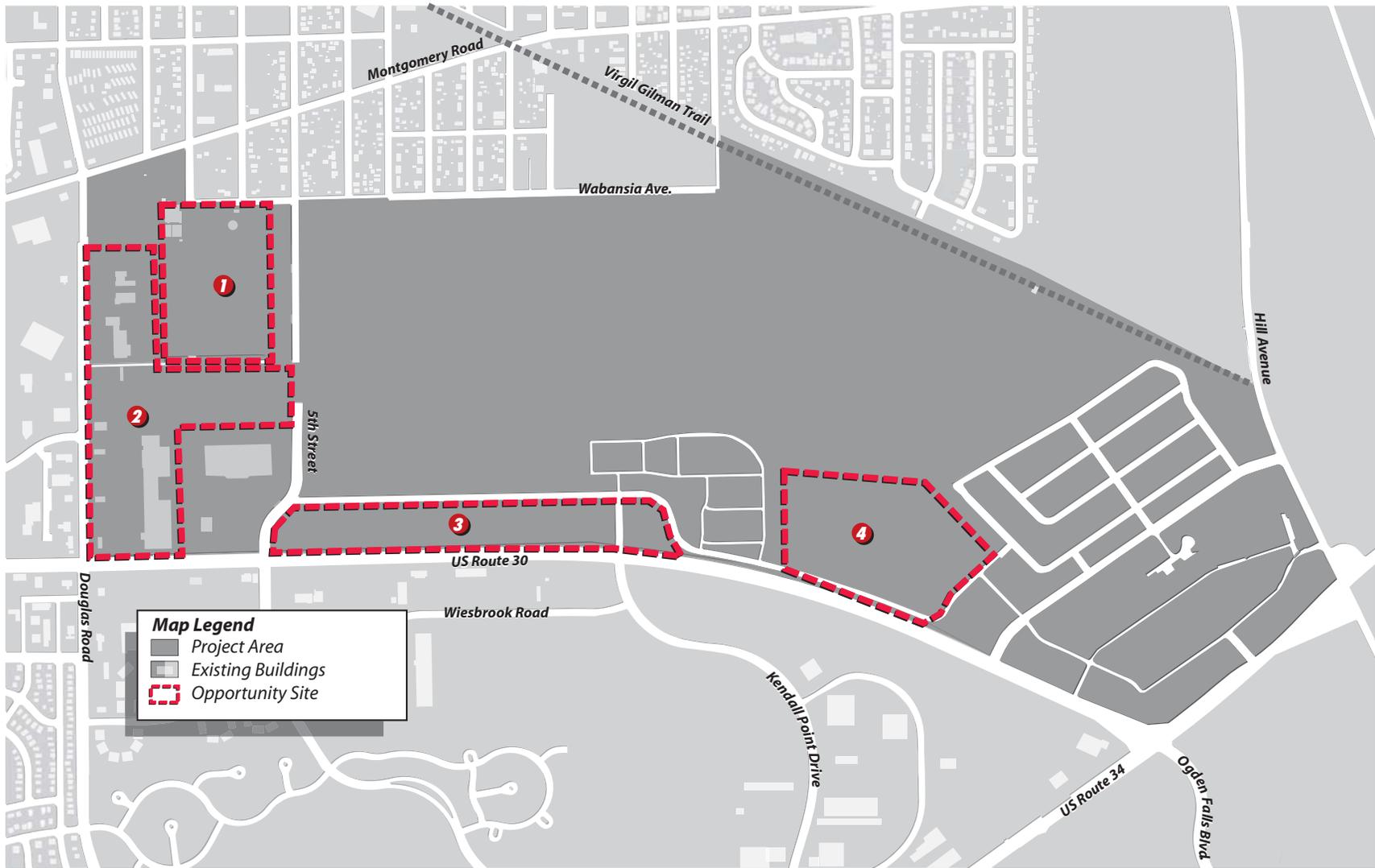
#### **Opportunity Site #3**

This site is located on the southern portion of the Sub-Area, east of 5<sup>th</sup> Street to Kendall Point Drive. The site is approximately 30 acres. The *Comprehensive Plan* designates this area as Retail. Due to the site's proximity and high visibility along U.S. Route 30, this *Plan* also recommends retail/commercial uses for this area.

#### **Opportunity Site #4**

This opportunity site is located along Waubonsie Creek and is approximately 37.5 acres. The *Comprehensive Plan* designates this area as Mixed-Use and Detention. This site should be preserved as open space and a natural area. The Creek should be an asset of the Sub-Area. An opportunity exists for a "view shed" from U.S. Route 30 along the Creek. A multi-purpose trail along the Creek could meander from the southern portion of the site to the Virgil Gilman Trail to the north.

**Figure 8**  
**Opportunity Sites**



**Section 3:**

## ***Illustrative Concept Plans***

This section presents two Illustrative Concept Plans for the Montgomery Preserve Sub-Area. (Figures 9 and 10) These have been created and included in this Plan for marketing purposes only. The Illustrative Concepts are based upon the steps involved in the creation of this Study.

Building upon previous steps, the Illustrative Concept Plans are intended to serve as a tool to assist the community in forming their perception of what the Sub-Area "could" look like. The Illustrative Concept Plans illustrate Sub-Area development if certain parcels were redeveloped / developed according to the recommendations of this Sub-Area Plan.

### ***Illustrative Concept Plan #1***

Concept Plan #1 (Figure 9) serves as an illustrative form of visioning that can present perceptions and alternatives of what the area can become.

### ***Residential Uses***

In addition to the single-family residential area already under construction in the far-eastern portion of the Sub-Area, the Plan recommends multi-family apartments.

The proposed multi-family area is approximately 38 acres and is located adjacent to Waubensee Creek. Multi-family residential use is very appropriate in this location. The property has access to US Route 30 that can be improved with a lighted intersection at Kendall Point Drive. Apartments are an appropriate transitional use adjacent to commercial development and are also well suited for location next to open space. The multi-family apartments will also increase nearby residential densities, which will bolster the viability of existing and proposed commercial uses.

### ***Office/Business Uses***

This Plan recommends office and business uses north of *Settler's Landing*. The buildings should be constructed and oriented as outlined in the Design Guidelines.

Approximately 27 acres of land is designated for these uses.

### ***Commercial Uses***

This Plan recommends both neighborhood and regional commercial uses in three locations within the Sub-Area.

The first location builds upon commercial uses currently under construction as part of Ogden Hill. The Plan illustrates the development of an additional 16 acres of commercial land east of Waubensee Creek west of Ogden Hill. Commercial uses would benefit in this location by having excellent visibility from US Route 30. The buildings should not "turn their back" on the Creek and natural area. For example, a restaurant should have viewing windows or an outdoor patio overlooking the natural area.

The second commercial area is along US Route 30, west of the proposed apartments, and east of the existing *Blain's Farm and Fleet*. This area is approximately 30 acres. This plan recommends a mix of retail and commercial uses including potential convenience/service

stations, a variety of retail stores, grocery stores, and restaurants.

The third area is north and west of, and includes *Settler's Landing*. This Plan has identified an opportunity site of approximately 30 acres for this area that includes *Settler's Landing*. In addition to adding retail and commercial uses in the vacant parcels adjacent to *Settler's Landing*, this Plan recommends two alternative courses of action for *Settler's Landing*. The first is to renovate the existing property, and the second is to redevelop the property. *Settler's Landing* is approximately 15.5 acres. The existing buildings and property are in need of a "face lift" to improve its overall appearance, design, and character. By improving *Settler's Landing's* signage, facade, landscaping, lighting, etc., the mall would be more attractive to both existing and perspective tenants.

Additionally, the parking lot should also be improved. The addition of landscaping, new lighting, and resurfacing are improvements that should be requested from the current property owner.

A second alternative for the shopping center is to redevelop the property. This would allow for the creation of a new commercial shopping center, using more contemporary development standards and design. A "life style" commercial/retail center would be appropriate, with a mix of retail, restaurant, and entertainment uses. The redevelopment of the site would allow for improved circulation access and movement within the property for both pedestrians and motorists. The new development would also "link" with the existing *Applebee's*, *Blain's Farm and Fleet*, and the new development to the east.

*Open Space / Parks*

The central natural area, used as retention/detention, called Montgomery Preserve should be a focal point of the Sub-Area development. The area is more than 300 acres in size and should be improved with nature trails, environmental signage, boardwalks, and outdoor amenities and gathering places. By including these public amenities in the design of the retention/detention area the property becomes an asset for the

community to enjoy. Multi-purpose trails running through this property will connect the Sub-area internally as well as externally. Waubonsee Creek should be a focal point of the natural area with trails, signage and a pedestrian bridge(s). Solar-powered pedestrian walkway lights or bollard lighting should be installed along the trails to improve its recreational value and pedestrian safety.

In addition to this passive natural area, the Oswegoland Park District has plans to acquire and develop a recreational park site in the Sub-area.

Any detention/retention/ storm-water system should be engineered and designed to appear like a natural water system and habitat area. The concept of "engineered environmental systems" should be use to the extent possible within the Sub-Area.

*Community Facilities and Utilities*

Currently, there are plans for the Park District and Library District to acquire property and develop facilities within the Sub-Area. These

community facilities will not only provide a public benefit to the community, but will help create destinations for residents. It is important that the facilities not "turn their back" on Montgomery Preserve. Instead, they should be sited and oriented as to utilize the preserve as a benefit/amenity. Community Facilities, where feasible, should be constructed with "Green Technology" such as geothermal materials, green roofs, solar panels, and parking lots with bioswales and pervious pavers.

*Transportation and Circulation*

Cross-access between the commercial parking lots and the community facilities are important considerations of this concept plan.

The extension of 5<sup>th</sup> Street and the connection with Barbara Lane are also recommended to provide adequate transportation and circulation in the Sub-Area. Once these roads are constructed, PACE bus service should be routed along these streets to the park and the library.

Of equal importance to the above is the non-vehicular access and circulation within the Sub-Area. Throughout the area, multi-purpose trails and sidewalks are illustrated. These trails interconnect with the Village's existing sidewalk system, and the Virgil Gilman Trail providing continuous pedestrian and bicycle movement within the Sub-Area and beyond.

### ***Illustrative Concept Plan #2***

This second Illustrative Concept Plan (Figure 10) also serves as an illustrative form of visioning that can present perceptions and alternatives of what the area can become. Illustrative Concept Plan #2 differs from Concept Plan #1 in the following ways:

- *Office.* The opportunity exists for office buildings north of the existing *Farm and Fleet*. Potential tenants on this approximately 5-10 acre site could include professional services such as medical and dental offices. This area will have visibility from the extension of 5<sup>th</sup> Street and Barbara Lane. These office buildings should be designed and positioned with the design guidelines that are presented later in this document.
- *Auto Dealers/Strip Commercial.* The opportunity exists for auto dealerships and strip commercial businesses on the properties east of 5<sup>th</sup> Street fronting US Route 30. Automobile dealerships would be ideal uses for this area. The property would accommodate

several dealerships, creating a "dealers row." Quite often, car dealerships prefer to be located in close proximity to other dealerships. Two dealerships, *Ron Westphal Chevrolet Dealership* and *Riverview Ford* already exist in the vicinity of this proposed location. The Village would also receive strong sales tax revenues from the addition of these dealerships.

- *Settler's Landing.* As discussed earlier in this report, two alternatives are proposed for the existing *Settler's Landing*. The first is to improve the appearance of the property and the second is to redevelop the property. Illustrative Concept Plan #2 shows what a redeveloped *Settler's Landing* could look like.

**Figure 9**  
**Illustrative Concept Plan # 1**



**Figure 10**  
**Illustrative Concept Plan #2**



Illustrative Concept Plan #2 provides alternative land use and development scenarios for portions of the Sub-Area. This concept illustrates alternative plans for three portions of the Sub-Area: (1) Settler's Landing; (2) the area north of Settler's Landing and Farm and Fleet; and (3) the commercial area fronting the north side of Route 30, east of 5th Street.

**Office & Commercial.** An office area of approximately 5-10 acres could include professional services such as medical and dental offices, and approximately 10-15 acres of additional commercial uses could be located near Douglas Road and Barbara Lane. The proposed office location would be north of the existing Farm and Fleet. The area would have excellent visibility from the extension of 5th Street and the extension and new alignment of Seasons Ridge.

**Auto Dealerships/Strip Commercial.** The opportunity exists for auto dealerships and strip commercial businesses on the properties east of 5th Street fronting the north side of US Route 30. Automobile dealerships would be ideal uses for this area, given the convenient access and great visibility. Auto dealerships would provide excellent sales tax revenue for the Village.

**Settler's Landing.** In this Illustrative Concept, Settler's Landing is redeveloped into a pedestrian-oriented retail center. The redevelopment should incorporate the design guidelines that are presented in this Plan. The redevelopment of the property allows for the realignment of Seasons Ridge Boulevard to connect directly with the 5th Street extension.

**Section 4:**

**Action Steps**

This section presents implementation actions that the Village of Montgomery should complete in order to control the type of development and redevelopment that is recommended in the *Montgomery Preserve Sub-Area Plan*. Action steps are provided to assist the Village in implementing the recommendations of this Plan. This section also provides preliminary design guidelines that can be used to guide the character and appearance of new development and redevelopment efforts.

*Adopt Sub-Area Plan*

The Village Board should adopt the *Montgomery Preserve Sub-Area Plan*. The Plan should be used on a day-to-day basis by Village staff to evaluate proposed developments and facilitate discussion with interested parties.

*Review Ordinances and Controls*

Review and update the zoning ordinance and development controls to allow for and promote the

recommendations within the Plan. It is essential that all development controls be consistent with, and complements, the *Montgomery Preserve Sub-Area Plan*.

*Settler's Landing*

The Village should begin dialogue with the owner(s) of *Settler's Landing* regarding the recommendations of this plan. If the Village pursues the option of redeveloping *Settler's Landing* discussions with the owner should become a priority. If the Village decides to rehabilitate/improve the appearance of *Settler's Landing*, the Village should create programs designed to foster the improvements. This could include a Façade Improvement Program to assist property owners in updating the appearance and image of commercial buildings including *Settler's Landing*.

*Master Stormwater Plan*

The Village should create a "master" stormwater plan for the Sub-Area to remove much of the flood plain that encumbers much of the property.

*Parcel Consolidation*

The consolidation of parcels particularly those identified in the Key Opportunity Sites section, will likely be required to implement the recommendations. The Village will likely be responsible for initiating the parcel consolidation process.

*Cooperation and Participation*

In order to fully implement this Plan the Village needs to promote cooperation and participation among various agencies, community groups, land owners, developers, and governmental agencies.

*Public Participation*

The Village should make the plan available to the community, particularly to property owners within the Sub-Area. It is important that all local residents, businesses and property owners be familiar with the Plan's major recommendations and its vision for the future

*Funding Sources*

The Village should explore possible funding sources for implementing the recommendations including

the use of Tax Increment Financing (TIF). Figure 11 shows potential TIF boundaries for the Sub-Area.

*Capital Improvements Program*

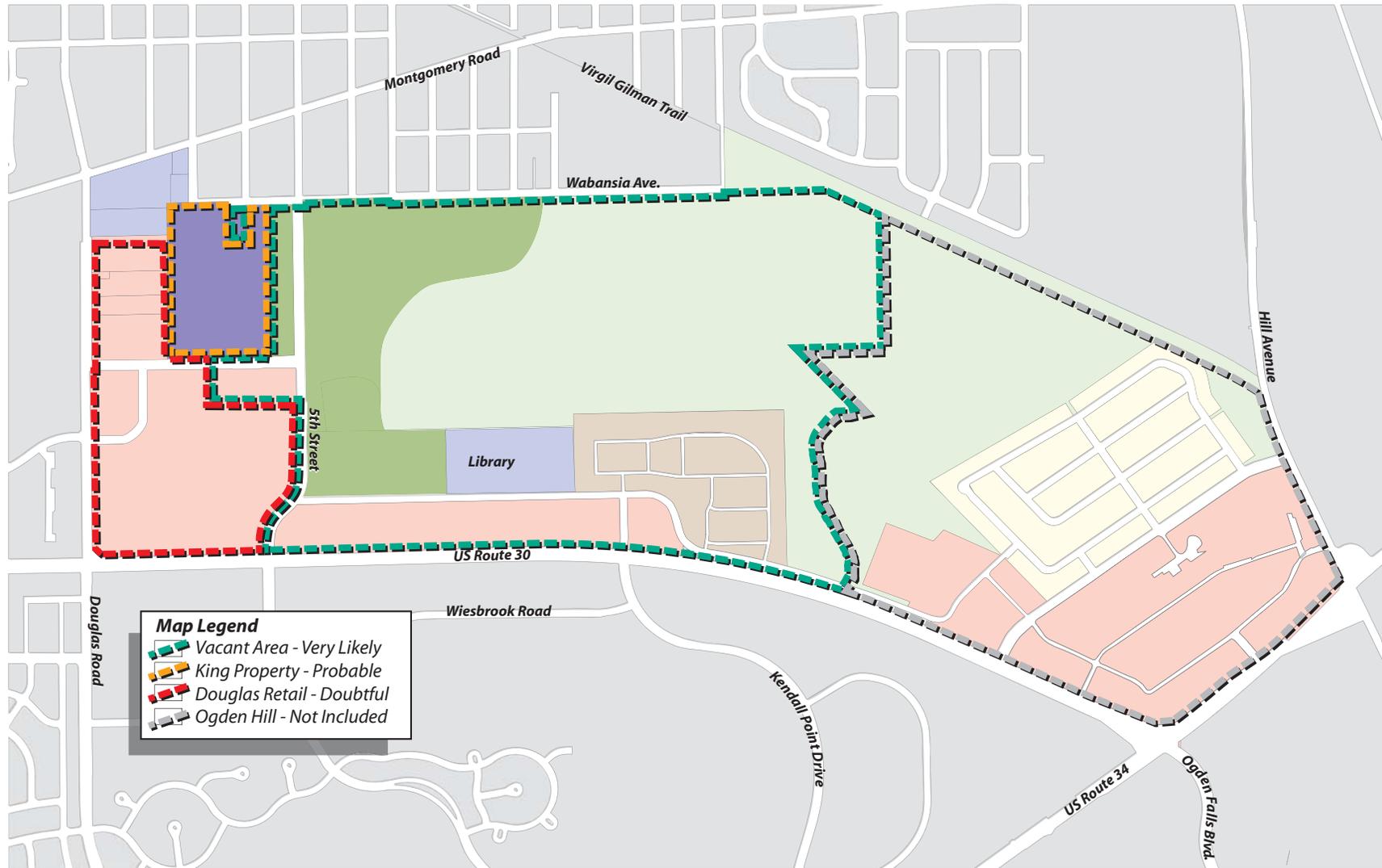
Another tool for implementing the Plan is the *Capital Improvements Program (CIP)*. Capital improvements identified in the Sub-Area Plan should be included in the *Village of Montgomery's Capital Improvements Program*.

*Update the Plan*

The Sub-Area Plan should be updated on a regular basis. It is important to emphasize that the Plan is not a static document. If community attitudes change or new issues arise which are beyond the scope of the current Plan, the Plan should be revised and updated accordingly.

Although a proposal to amend the Plan can be brought forth by petition at any time, the Village should regularly undertake a systematic review of the Plan. Although an annual review is desirable, the Village should initiate review of the Plan at least every two to three years.

**Figure 11**  
**Likelihood of TIF Inclusion**



**Section 5:**

## ***Design and Development Guidelines***

This section provides a listing of preliminary Design & Development guidelines and objectives for sites and buildings within the Sub-Area. Representative Development Concepts are illustrated in Figure 12. While the guidelines are specific enough to ensure design compatibility, they are also flexible enough to allow for individual creativity on the part of property owners, architects, and builders.

### ***The Need for Design Guidelines***

As Montgomery Preserve Sub-Area continues to evolve in the years ahead, it is important that improvements and new developments be compatible with the traditional scale and character of Montgomery.

While architectural styles need not be the same, Sub-Area buildings, particularly those within the same block, should be generally compatible in terms of building height,

massing, proportion, materials, and color.

### ***Use and Application of the Design Guidelines***

The guidelines and objectives presented here should be used by the Village to promote high-quality and compatible improvements and new developments within the Sub-Area. They should be considered “supplements” to the Village’s Zoning Ordinance and other applicable codes and ordinances.

The guidelines and objectives should be used by Village Staff, Plan Commission, and the Village Board in reviewing plans and proposals for new Sub-Area projects and improvements.

Architects, property owners and developers should also use the guidelines as a reference as they prepare plans for new Sub-Area development projects. In general, the design guidelines strive to:

- Promote public and private improvements and developments that will help create and reinforce the desired character and

identity for the Montgomery Preserve Sub-Area.

- Promote new development that complements the existing and desired scale and character of the Sub-Area.
- Improve the appearance and quality of existing sites and buildings within the Sub-Area.
- Ensure high-quality and compatible building and site design throughout the Sub-Area.
- Establish a development pattern that enhances Montgomery Preserve as a community amenity, and is sensitive to, and protective of, the natural environment.
- Foster development that encourages more significant pedestrian and bicycle activity, while still accommodating automobile and truck traffic.
- The guidelines will help the Sub-Area become a unique and distinctive area for employees, shoppers, residents, and visitors alike.

### ***General Guidelines***

The guidelines for all sites and buildings, including both existing and anticipated development, are

focused on promoting high-quality and compatible developments that will help create an attractive, distinguishable, and unified image and identity for the Montgomery Preserve Sub-Area.

To ensure the successful completion of these guidelines, letters of credit or security bonds should be required from developers. These funds would cover the cost of monitoring native grasses and plants until they establish.

### ***Building Scale and Proportion***

- Buildings may have either a pitched roof profile or a flat roof with a parapet wall. Parapets should be encouraged to create an interesting building profile and to hide HVAC equipment and other rooftop equipment. Mansard roofs should not be permitted along U.S. Route 30, Douglas Road or within the Sub-Area.
- Exterior building design features that can help distinguish U.S. Route 30 and Douglas Road as it passes through Montgomery from other communities should be encouraged.

**Figure 12**  
**Representative Development Concepts**



**Apartments**

Naperville Station, Naperville, IL



**Pedestrian Oriented Retail**

Geneva Commons, Geneva, IL



**Library**

Tinley Park Public Library, Tinley Park, IL



**Vehicular Oriented Retail**

Village Square, Northbrook, IL



**Trails**

Tinley Park Interpretive Trail, Tinley Park, IL



**"Strip" Commercial**

LaGrange Road, Palos Park, IL

- Vertical architectural elements, such as a clock towers, spires or bell tower, should be considered as design “highlights” at key locations, such as the intersection of U.S. Route 30 and U.S. Route 34 and Douglas Road and U.S. Route 30.

***Building Placement and Orientation***

- Buildings should have a strong visual and physical relationship to U.S. Route 30 and the interior Montgomery Preserve to enhance the identity and pedestrian orientation of the Sub-Area. Buildings should be attractive at both a pedestrian and vehicular scale.
- The Montgomery Preserve Sub-Area will be characterized by building setbacks, side yards and surface parking lots. Consequently, the street frontage should be maintained through the use of low-profile landscaping and decorative walls or fencing.
- All buildings should “front” U.S. Route 30, Douglas Road, or the Montgomery Preserve wherever possible. When front doors face north or south, display windows

or distinctive façade treatments should be provided along public road frontage.

- Long, blank façades along U.S. Route 30 and Douglas Road should be avoided. More consideration should be given to industrial, commercial and business uses along US Route 30 to help maintain a pedestrian oriented appearance.

***Building Materials and Colors***

- Building materials should be of high quality and durability.
- New commercial and industrial buildings should be constructed primarily of traditional masonry building materials such as brick or stone. These materials should be used on all sides of the building. Recommended accent materials include stone, simulated stone, terra cotta, and wood and metal trim.
- While “exterior insulation finish systems” (EIFS) might be used in limited quantities as an accent material, they should not be employed as a primary building material. Rough sawed wood, aluminum siding, rustic shingles and shakes, and plastic or metal

panels should be discouraged within the Sub-Area.

- Color should be used to unite the elements of a façade and to highlight architectural features. However, the colors on individual buildings should complement and be compatible with the colors of nearby buildings.
- The predominant colors for new buildings should be relatively muted and subtle. While the natural brick and stone colors of red, buff, cream, and gray should predominate, contrasting and complementary colors should also be used to accent building components, highlight architectural elements and to help distinguish the Montgomery Preserve Sub-Area.

***Lighting***

- Lighting should be used to illuminate entries, signage, displays, and pedestrian and parking areas, as well as to highlight significant architectural elements.
- Front and rear building entries should be adequately lit for overall security and visibility.
- Building lighting should be subtle and understated; light fix-

tures should be designed and oriented to produce minimal glare and spillover onto nearby properties.

- Down-lighting should be encouraged on all commercial buildings; spot-lighting should be limited to major features and key landmarks within the Sub-Area, including gateway entry features.
- Incandescent lighting creates a warm atmosphere and should be encouraged; if neon lighting is used, colors should be compatible with and complement the façade of the building. High pressure sodium (orange lighting), or a diffused, soft white light should be encouraged; metal halide lighting should be avoided. Extensive lighting should also be avoided to reduce light pollution.
- Most exterior lighting should be concealed to provide indirect illumination. Where concealment is not practical, light fixtures should be compatible with building architecture.
- Lighting within industrial sites for security and night-time operation should be constructed as necessary. Overspill lighting into

adjacent properties should be avoided.

- Parking lots within the commercial and business park areas should consider the pedestrian scale of the Sub-Area. This can be accomplished by using shorter lighting standards (12'-18') to help establish pedestrian environments.

### ***Parking Lots***

- The number of curb cuts along US Route 30 and Douglas Road should be minimized. Cross access between service roads and parking areas should be encouraged. Parking lots should be connected and access points should be unified. All parking areas should be accessible from cross streets whenever possible.
- All parking areas should be paved or bricked, striped and have surfaces in good condition. The use of pervious brick paver systems should be encouraged.
- Parking lots should be screened from view along sidewalks and roadways through the combined use of free forming berms, low masonry walls, hedge plantings, and shrubs.
- Parking lots should have curbed perimeters and curbed landscaped islands. Clearly marked pedestrian pathways should be provided within the interior of parking areas to avoid large expanses of asphalt and to enhance pedestrian safety.
- Parking lot landscaping should include "landscape islands" at a ratio of approximately one per fifteen to twenty parking spaces. Landscape islands should consist of canopy trees (3 to 4 inches in caliper), attractive groundcover, and/or decorative bushes (2 to 3 feet in height).
- All parking lots should be designed for proper drainage.
- Parking lots that are used during evening hours should be adequately illuminated.
- Whenever possible, parking lots should be shared between multiple stores and businesses to allow for a more efficient lot layout and to minimize curb cuts. Cross access between adjacent parking lots should also be encouraged.

### ***Landscaping and Site Improvements***

- Native plants to the Fox River Valley and Northeastern Illinois Region should be encouraged for all landscaped areas within the Sub-Area. Although initially these plants and grasses may be difficult to establish, long term maintenance costs will be reduced.
- Planters and landscaped areas should buffer parking and service areas. Plantings should consist of low evergreen and/or deciduous shrubs planted in conjunction with low-growing annual or perennial plants and groundcover. Large expanses of exposed mulch should be avoided.
- A landscaped buffer at least five to eight feet in width should be provided around the perimeter of surface parking lots. Perimeter landscape plantings should include a continuous hedge (3'-4' in height) accented by trees and ground cover.
- In conjunction with landscaping, decorative fencing should be encouraged to delineate and screen parking and service facilities, outdoor storage areas, etc. Low-profile, decorative wrought iron fencing or masonry walls are recommended; chain link fencing should not be permitted within the Sub-Area.
- All landscaping must be maintained in a healthy and attractive condition. Maintenance programs should be established as part of new development approvals to ensure that private landscaping is adequately cared for and that its value is retained over time. Regular maintenance should include turf mowing, periodic fertilization, pruning, and the clean-up of litter and debris. Internal irrigation systems are preferred and should be encouraged.
- Where site size or configuration does not allow for the minimum five-foot perimeter landscaping, vertical landscaping elements should be employed to provide an effective screen between parking lots and the public right-of-way.
- Chain link and stockade fencing should be prohibited along U.S. Route 30 and Douglas Road. If industrial sites within the Sub-Area desire fencing for security purposes, decorative metal fencing should be installed. If chain

link fence is absolutely necessary, black-coated vinyl fencing is most appropriate.

- Areas adjacent to entrances, monument signs and other site features should be considered for seasonal flowers or colorful groundcover.
- Evergreens, berming, and other “vertical” landscaping elements should be used to screen industrial and intense commercial activity from adjacent residential properties. Masonry walls may be considered as a screening device where landscaping alone is incapable of providing an effective screen. A non-contiguous berm could screen industrial uses and at the same time provide attractive views into the industrial development. Berming may be most appropriate between residential development and US Route 30.
- A *Streetscape Improvement Program* should be implemented to “visually unify” the corridor. The Village of Montgomery should develop and implement a detailed *Streetscape Improvement Plan* for the entire Sub-Area to establish a visual identity for the street, and to link together the

diverse land uses. Streetscape improvements within and adjacent to the Sub-Area should include coordinated landscaping on both sides of US Route 30 and Douglas Road; pedestrian lighting; distinctive signage and banners; coordinated street furniture including benches, bike racks and trash receptacles; accent landscaping at key locations; and gateway signage.

- Regularly spaced street trees should be planted in rows along both sides of all streets within the Sub-Area. Species and spacing should conform to the landscape requirements in the Village of Montgomery’s Landscaping requirements.
- Parkway landscaping should consist of salt-tolerant street trees, shrubs, groundcover and perennials. Plantings in raised beds, planters, urns, or other containers should be considered along the curb line in selected locations and to highlight key entrances and activity areas. Plantings need to be attractively maintained throughout all seasons. Consideration should also be given to an appropriate mix of plant materials to ensure

screening and greening still occurs during winter months.

- All landscaping within and adjacent to the public right-of-way should be compatible with existing plant materials in the area and be composed of native and salt tolerant species.
- Street trees and other landscaping along the public rights-of-way should be protected from motorized and pedestrian traffic by curbs, tree grates, and other devices.

#### ***Commercial/Office/Business Park***

In addition to the general guidelines applicable to all sites and buildings within the Montgomery Preserve Sub-Area, there are several additional guidelines specifically related to commercial/office/business park properties. These guidelines for these developments should be used to evaluate and guide new proposals within the Sub-Area.

- Although the Sub-Area is primarily oriented to the automobile, these buildings should have a strong pedestrian orientation with display windows, attractive

detailing, and convenient and “hospitable” entrances.

- Covered walkways, such as arcades, should be encouraged along the fronts of multi-tenant commercial buildings to create a “pedestrian-friendly” orientation. The columns of the arcade should be aligned with the façade of the building.
- When commercial buildings are adjacent to, or within close proximity of, Montgomery Preserve, or a recreational trail or walkway, the buildings should have attractive rear façades that are comparable to front façades. In essence, the buildings should have two “fronts,” treating the Montgomery Preserve entrances the same as a street entrance.
- All service entrances, dumpsters, loading facilities, and outdoor storage should be located at the rear of buildings; they should be screened from view along sidewalks and roadways through the use of decorative screening, masonry walls, and/or evergreen plantings.
- Any business permitted to have a “drive-thru” facility should be sited so that drive-through lanes

and pickup windows are not prominently featured.

- Window glazing should be clear or slightly tinted; dark, mirrored, or reflective glass should not be permitted.
- Any outdoor seating areas, such as those provided by restaurants or cafés, should be well landscaped and incorporated into the overall site design. Outdoor seating areas should be set back and screened from parking areas and driving aisles.
- Awnings and canopies could be used to provide weather protection and to add visual interest at the street level. They should be integrated into the façade and should be in character with the architectural style of the building. Arched or rounded awnings should be discouraged, unless they are compatible with and appropriate to the architectural style of a building. Internally illuminated or back lit awnings and canopies, shingle and mansard canopies, and plastic awnings should not be permitted.

### ***Business Signage***

- Exterior building signs should be limited to business identification and description; exterior advertising signs should not be permitted. The size, material, color, and shape of building signs should complement the architectural style and scale of the building.
- Wall-mounted signs should be encouraged, although signage should not project above the cornice line or be mounted on the roof of a building.
- Raised, individual letters mounted directly on the building, as well as signs that use light colors for lettering and darker colors for backgrounds, should be encouraged.
- When a building contains multiple ground-floor tenants, signage for all businesses should be compatible in design and consistent in placement.
- Street numbers should be prominently displayed at the main entrance to every home or business and be clearly visible from the street.
- Free-standing signage within the Sub-Area should be limited to low-profile monument signs for multi-tenant commercial properties. Monument signs should be attractively landscaped and constructed of traditional building materials similar to the primary building on the site.
- The letters of a monument sign should be internally illuminated with a white light source. External illumination may be appropriate for a natural metal or engraved stone monument sign.
- Provide "gateway" signage and design features at key intersections along US Route 30, such as the intersection of Douglas Road, 5<sup>th</sup> Street, U.S. Route 34, and at the intersection of Hill Avenue and U.S. Route 34. "Gateway" treatments may include special landscaping, public art, and/or lighting, which would distinguish the Montgomery Preserve Sub-Area as a unique and identifiable business area.
- The size of signs should complement façade proportions, and should be constructed from the appropriate scale of the building.
- The design and color of the sign should compliment the architec-

tural style of the building, and integrated as a component of the building's façade.

- Internal illumination is preferred for building mounted signs. Externally lighted signs may also be acceptable if they are compatible with other architectural components.
- Pole signs, pylon signs, and billboards should not be permitted within the Montgomery Preserve Sub-Area.

### ***Residential Areas***

In addition to the general guidelines applicable to all sites and buildings within the Montgomery Preserve Sub-Area, there are several additional guidelines specifically related to residential properties.

- Residential development should align internal streets so that homes do not "front" U.S. Route 30 or other collectors. A landscaping buffer, including berms should be used to screen the rear of the residential properties from major roadways.
- Clustered residential development should be used to preserve the natural environment. Clus-

tering of housing allows for more open space than traditional development. The additional open space should be used to protect significant natural resources within the corridor.

- When residential development is adjacent to commercial or other incompatible land uses, larger setbacks should be used to provide adequate protection from any adverse impacts.
- Conservation design and development concepts should be encouraged for all residential development. Porous brick driveways, parking areas, naturalized drainage swales, bioswales, and narrower roadways are examples of some techniques that could be promoted within the Sub-Area.

#### ***Public Improvements***

- In addition to site and building improvements on industrial/business, commercial and residential sites, a range of projects should be undertaken within the public rights-of-way and on publicly owned property to enhance the image and appearance of the Montgomery

Preserve Sub-Area to create a safe, attractive, and “hospitable” working, shopping, living, and leisure-time environment. These public sector improvements can also help promote new private investment and development, and attract additional visitors and business patrons to the area.

- In general, it is recommended that the Village of Montgomery establish a comprehensive, area-wide design system for public improvements to be applied in various parts of the Sub-Area. While the design system should be based on the architecture, history, and traditional character of Montgomery and the Fox River Valley region, this system should also help establish a unique new image and identity for the Montgomery Preserve Sub-Area.
- The guidelines presented in this section provide a preliminary framework for the design treatment of streets, sidewalks, streetscape facilities, and other pedestrian and open space amenities.

#### ***Streets***

- Even though safe and convenient vehicular access and circulation will be essential, the Sub-Area should be improved and redeveloped in a manner that encourages alternative modes of transportation, including walking, and bicycling, in order to reduce the reliance on automobile travel, and to create an area that is more livable and pedestrian friendly.
- Streets should be designed to support vehicles, bicyclists and pedestrians on a relatively equal basis. While accommodating vehicular traffic, streets should also promote walking, cycling, and an overall sense of place.
- Streets within the Sub-Area should be designed and controlled to reduce the speed of traffic as it passes through Montgomery, in order to protect pedestrians and enhance commercial activity.
- Street configuration should protect the quiet neighborhoods of the Sub-Area. Traffic from industrial and commercial uses should be prohibited from entering residential areas. Cut-through traffic should be discouraged

through the layout and design of the residential development.

- Street crossings should be improved at the intersection of U.S. Route 30 and 5<sup>th</sup> Street, Douglas Road and U.S. Route 30, and Barbara Lane and Douglas Road. Improved crossings would make the Sub-Area safer and more comfortable for pedestrians to access all areas within the Sub-Area, including shopping areas, employment areas and parks and open space. Improving the street crossings may entail widening sidewalks, constructing curb extensions, improved pavement markings, pedestrian-compatible traffic signals, and other measures.
- To improve visibility and safety, crosswalks should be made prominent and noticeable by employing a change in paving materials, texture and color. Small pylons and special bollard lighting fixtures might also be used to highlight crosswalks.

#### ***Sidewalks***

- Sidewalks should be designed for pedestrians. All public sidewalks should be a minimum of

six feet in width, with eight feet being considered ideal.

- Along U.S. Route 30, a “buffer” zone between the walkway and the street should be constructed. This buffer zone should consist of a grass parkway with street trees and light fixtures, or a paved area with trees in grates, lights, and other street furniture.
- Sidewalks should be provided along both sides of all streets within the Sub-Area.
- An area-wide system of secondary walkways should also be developed within commercial development areas, to provide convenient linkages between public sidewalks and nearby parking areas, open spaces and building entries.
- All public and private sidewalks within the Sub-Area should be accessible to the handicapped and should comply with appropriate ADA (Americans with Disabilities Act) standards.

### ***Lighting***

- Lighting along public streets within the Sub-Area should consist of both roadway lighting and decorative pedestrian lighting.

- Pedestrian light fixtures should be approximately 12 to 15 feet, and be of a style and character that would complement existing and proposed development.
- Pylons and bollard lighting should be considered as accents and for ornamental purposes. These fixtures could be used to highlight crosswalks, open spaces, seating areas, and major pedestrian ways.

### ***Public Signage***

- The Village should establish a comprehensive signage system that can direct motorists to the Montgomery Preserve Sub-Area, and guide and direct both motorists and pedestrians to key destinations within the area.
- “Gateway” signs should be developed at key intersections such as U.S. Route 30 and U.S. Route 34, U.S. Route 30 and Douglas Road, and U.S. Route 34 and Hill Avenue, as they serve as primary entry ways into the Village of Montgomery. In addition to signage, gateway features might include special landscaping, lighting and paving.

- Banners attached to street light standards will distinguish the Sub-Area and could also be used to commemorate special events within the Village of Montgomery and the surrounding area. Banners might be changed periodically during the year.
- A new “icon” should be considered to specifically brand the Montgomery Preserve Sub-Area. This new icon could appear on the full range of Sub-Area signs and directories, and also be used in conjunction with the Village’s current logo in a variety of marketing and promotional efforts.

### ***Park, Open Space, Recreation and Pedestrian Amenities***

- A greenway along Waubensee Creek and Montgomery Preserve should be developed as part of Sub-Area’s development. The greenway will serve as a focal point for new development, become an attraction for shoppers, residents, visitors, and employees, and be a recreational and environmental amenity to the community. A 10’ wide asphalt trail should be constructed along the greenway.

- Improvement and development of U.S. Route and Douglas Road should include a unified system of “street furnishings,” such as seating areas, trash receptacles, drinking fountains, bike racks, and other pedestrian amenities. Street furnishings should be consistent with the materials, colors and architectural styles to be promoted within the Sub-Area.
- Trash receptacles should be placed along U.S. Route 30, Douglas Road, and within public and commercial areas. Benches and drinking fountains should be located at trailheads along the Virgil Gilman Nature Trail and high activity areas. Bike parking should be provided in visible areas and near main entrances to buildings. Bollards should be used at curb side, along streets where sidewalks directly abut parking or traffic lanes.

### ***Public Utilities***

- Whenever possible, utility lines within the Sub-Area should be placed underground.

*Section 6:*

## ***Development Approval Process***

The Plan provides a guide for Montgomery Preserve Sub-Area property owners and developers as they prepare plans for new development projects. The Village, and its appropriate Boards and Commissions, will use this Plan as a foundation for evaluating proposed development. The recommendations and guidelines contained in the Plan will serve to provide “standards” with which to determine the appropriateness of overall quality of a proposed development, with respect to land use, parking and circulation, open space, community facilities, appearance and design, and overall quality and character.

Another goal of the Plan is that it be used as a marketing piece and easily understood by potential developers. This Plan should provide all interested parties with a clear and concise “vision” for the Sub-Area, allowing potentially interested parties to have some level of “certainty” regarding what the

Village would like to see realized for the Sub-Area.

For further information on the Village’s approval process for proposed development, please see the Village of Montgomery’s website at [www.ci.montgomery.il.us](http://www.ci.montgomery.il.us).