



Montgomery

2035 COMPREHENSIVE PLAN

APRIL 2014

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1 Introduction

The Village of Montgomery is a community rich with history and architecture, devoted citizens, and strong industrial roots. Considered to be the founder of Montgomery, visionary and entrepreneur Daniel Gray was responsible for much of Montgomery's earliest growth. With Gray as the catalyst, foundries, gristmills, and a reaper factory thrived on the river's mill-races and dams. Montgomery was once best known as the "Village of Industry," however, recent development, as well as a growing population, has altered this character and transformed it into a more suburban community.

Due to a surge in population growth, the changing character of the community, and the promise of new development, the Village commissioned the Montgomery Comprehensive Plan to guide the community's future growth and character. Since the adoption of the most recent Comprehensive Plan in 2002, the Village has experienced exponential population increases, new development, and flooding. An updated Comprehensive Plan will address these challenges and others, and guide land use decision-making for the next 20 years.

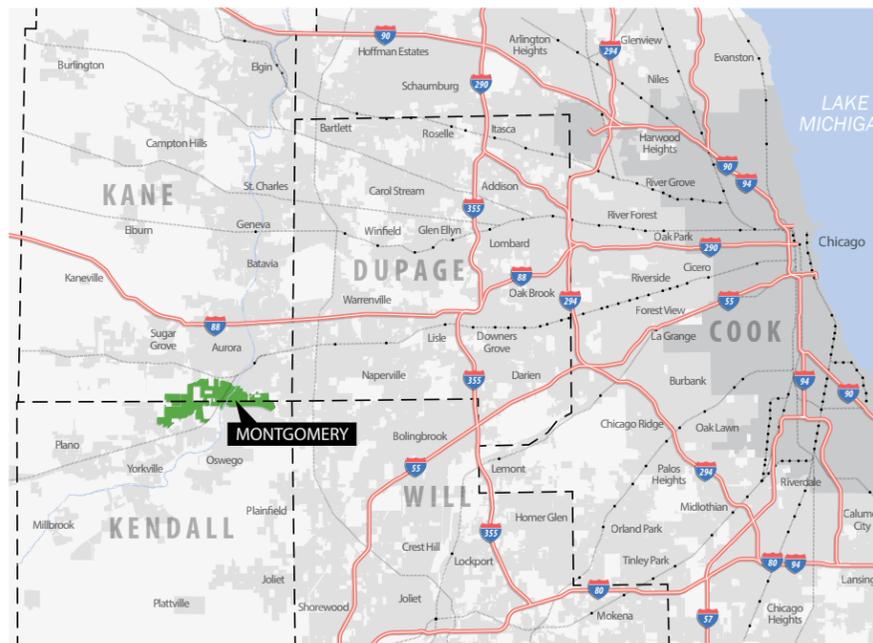
Village History

Montgomery was founded in 1835 and incorporated as a Village in 1858. Its earliest development and platting was spearheaded by the entrepreneur Daniel Gray, who purchased several land grants from the Federal government and pursued industrial development along the Fox River. The stone grist mill, built by Gray in 1853, has been restored and listed on the National Register of Historic Places. Originally called "Graytown," Gray renamed Montgomery in honor of his home in Montgomery County, New York.

Montgomery's growth has continued to align with its industrial roots. After a brief setback in growth, due to the arrival of the McCormick Works at Chicago that out competed Montgomery's reaper plant, the construction of the Chicago, Burlington & Quincy (CB&Q) Railroad reinvigorated local industrial activity. The rail line shipped Montgomery's produce, spring water, and livestock to Chicago markets. In 1899, Riverview Park (later Fox River Park) opened. The amusement park, which drew crowds from as far as Morris and Chicago on express interurbans, was replaced in 1943 by United Wallpaper Company and then by AT&T.

Lyon Metallic, Montgomery's first modern factory, moved to Montgomery from Chicago in 1906, drawing a reverse commute from Aurora and further stabilizing the economy. The introduction of Caterpillar, the world's leading manufacturer of construction and mining equipment, further cemented the Village's strong industrial core.

For many years, Montgomery maintained a fairly stable population, with 5,471 residents in 2000. After 2000, a sharp increase in residential construction resulted in a population of 18,438 by 2010, an astounding increase of 237 percent in ten years. Despite this rapid growth, Montgomery has been successful in maintaining its warm, small-town atmosphere.



Geography

Montgomery is a growing community nestled along the banks of the Fox River located in both Kane and Kendall counties. Situated approximately 40 miles southwest of Chicago, the Village is bordered by Aurora to the north and east, Oswego and Boulder Hill to the south, Sugar Grove to the northwest, and Yorkville to the southwest.

Montgomery also sits at a strategic nexus of multiple regional transportation routes. One of its primary assets is its access to major transportation corridors, including U.S. Route 30, U.S. Route 34, IL Route 47, and Interstate 88, which runs east-west approximately 3.5 miles north of the Village.

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Due to a surge in population growth, the changing character of the community, and the promise of new development, the Village commissioned the Montgomery Comprehensive Plan to guide the community's future growth and character. Since the adoption of the most recent Comprehensive Plan in 2002, the Village has experienced exponential population increases, new development, and flooding. An updated Comprehensive Plan will address these challenges and others, and guide land use decision-making for the next 20 years.

Purpose of the Plan

Montgomery's most recent comprehensive plan was adopted in 2002, and although it has served the community well, there have been many changes over the past twelve years that have necessitated the need for this update.

The new Montgomery Comprehensive Plan recognizes changes in economic climate, represents the Village's vision for the future, and serves as its official policy guide for improvement and development. The Plan, which outlines the Village's vision, goals, and objectives, is intended to provide a common playbook for elected and appointed officials, businesses and developers, residents, and other local bodies of government. As a policy guide, it is meant to inform and share decisions about land use and development, transportation and infrastructure, parks and open space, and much more. As a representation of the community's development desires, the Plan will assist the Village's leadership in achieving the community's shared vision for its future.



Ike Disaster Recovery Planning Program (Ike-PLP)

In the spring of 2008, Hurricane Ike, one of the state’s costliest natural disasters ever, caused flood damage to several communities along the Fox River, including the Village of Montgomery. As a result, in 2012, the Village applied for and received a \$100,000 Community Development Block Grant distributed by the Illinois Department of Commerce & Economic Opportunity (DCEO) for future planning purposes.

The competitive IKE Grant funds comprehensive planning efforts for stormwater management, flood mitigation and management, and damage prevention, as well as other topics such as economic development, housing, and infrastructure.

Requirements for Comprehensive Planning

According to the grant’s administrator, DCEO, the Village is required to:

- Address developments, current and future, which rest in Montgomery’s flood plain and consider all options for emergency abatement;
- Focus on sustainable design that meets benchmarks for elements such as pollution reduction, viable infrastructure, and progressive economic development;
- Integrate housing equality efforts in the comprehensive plan, paired with more accessible transportation options for residents and visitors; and
- Present opportunities for all interested residents to participate and actively seek out members of less represented stakeholder groups to ensure the comprehensive plan is indeed encompassing all residents’ needs.

Planning Process

The Montgomery Comprehensive Plan is the result of a multi-phased planning process guided by a Comprehensive Plan Steering Committee. The diverse group of community stakeholders served as a partner and a sounding board to make certain the planning process accurately represented the existing conditions, aspirations, and voices of the Montgomery community.

The process began by reaching out to Montgomery residents, businesses, and property owners. Their comments and concerns, collected through a series of interviews, workshops, and surveys, formed the basis for the recommendations presented in this Plan. Along with outreach efforts, the planning process also consisted of inventorying and analyzing existing conditions; identifying issues and concerns; establishing an overall “vision” for the community; formulating goals and objectives; preparing plans and policies for community-wide land use, transportation, community facilities, parks and open space; preparing framework plans for key focus areas; and preparing the final plan and implementation recommendations.



Organization of the Plan Document

The following chapters form the Village's Comprehensive Plan:

Chapter 1: Introduction

This section of the Plan provides an overview of community history and background to the Comprehensive Plan, the overall purpose of the planning program, the planning process undertaken by the Village, and the organization of the Plan document.

Chapter 2: Community Profile & Assessment

This section describes market conditions in the Village, including a demographic, housing, retail, and industrial market analysis.

Chapter 3: Community Outreach

This section highlights and summarizes results of community outreach activities, including community workshops, charrettes, surveys, key person interviews, meetings, and more.

Chapter 4: Community Vision, Goals & Objectives

This section provides a narrative description of the future that the Montgomery community desires to see. The Vision and Objectives serve as the foundation for all planning policies and recommendations included in the Plan.

Chapter 5: Land Use Plan

The Land Use Plan presents recommendations for improving and enhancing existing land-use areas and promoting compatible new development and redevelopment in selected locations. The section also provides specific framework plans, including recommendations and policies, to guide future growth and reinvestment for residential, commercial, and industrial areas of the Village.

Chapter 6: Image, Identity & Community Character Plan

This section provides a variety of planning and policy tools that can be used to develop a stronger community brand and character through physical improvements, marketing, and Downtown redevelopment.

Chapter 7: Transportation & Mobility Plan

The Transportation Plan presents policies and recommendations related to access, traffic circulation, parking, pedestrian and bicycle movement, and public transportation.

Chapter 8: Parks, Open Space & Environmental Features Plan

This section presents policies and recommendations for maintaining and enhancing the Village's parks and recreation facilities, as well as enhancing access to open space and natural areas including parks, forest preserves, water features, wetlands, and any other environmental features.

Chapter 9: Community Facilities & Infrastructure Plan

This section provides a detailed inventory of community facilities and presents policies and recommendations for municipal facilities, public utilities, schools, and other community facilities and services.

Chapter 10: Hazard Mitigation Plan & Sustainability Plan

This section of the Comprehensive Plan provides mitigation strategies regarding hazardous events and allows the Village of Montgomery to access funding sources for projects made available under the Disaster Mitigation Act of 2000. The section also addresses community sustainability and provides the Village with techniques for decreasing energy consumption, preserving natural amenities, promoting sustainable transportation options, and educating the public on green initiatives.

Chapter 11: Subarea Plans

This section targets subareas to provide more specific recommendations for areas of the Village that are of most concern to residents, are most likely to change, face increased redevelopment pressure, have significant vacant or underutilized properties, or are in need of revitalization.

Chapter 12: Implementation

This section presents development controls and potential funding sources for implementing the recommendations of the Comprehensive Plan.



Past Plans & Studies

A goal of the Comprehensive Plan is to build upon past plans and studies. However, changing dynamics require a new plan that both aligns and conflicts with past recommendations.

The following plans influenced the writing of this Comprehensive Plan:

- 2002 Comprehensive Plan
- The Transit Oriented Development (TOD) Plan & Park-and-Ride Study (2009)
- Old Town/Downtown Urban Design Analysis
- Mill District Master Plan
- Montgomery Road Corridor Plan
- Orchard Road/Blackberry Creek Corridor Plan
- Montgomery Preserve Sub Area Plan (2006)
- Western Development Subarea Plan
- Blackberry Creek Watershed Action Plan
- Orchard Road Tax Increment Financing (TIF) Feasibility Study
- Green Community Vision Plan
- Kane County 2040
- CMAP Go To 2040

2002 Comprehensive Plan

The 2002 Comprehensive Plan was a policy document that established a community vision to preserve and enhance the attractive qualities of Montgomery and guide future growth and development decisions in the Village. While, the Comprehensive Plan guided growth and development for many years, the document was drafted before significant increases in Village population and before dramatic changes in the economy, and policies and recommendations have become outdated.

Status of the 2002 Comprehensive Plan

As of the writing of this Plan, many of the tasks are in progress or ongoing, and are likely to continue with the adoption of the 2035 Comprehensive Plan. However, significant successes have been completed since the 2002 plan's adoption, including the preparation of a Central Business District reinvestment and redevelopment study, protection of the Village's planning jurisdiction from encroachment by neighboring communities, development of landscaping and building requirements (although not yet codified), study of access and development along the Orchard Road Corridor, and the adoption and application of energy conservation building codes.

Relation to the 2035 Comprehensive Plan

The 2035 Comprehensive Plan is an update to reflect changes in the community that have taken place over the past decade. The 2035 Comprehensive Plan replaces the 2002 Comprehensive Plan as the Village's long range policy document for growth and development.



The Transit Oriented Development (TOD) Plan & Park-and-Ride Study (2009)

The TOD Plan & Park-and-Ride Location Study focuses on the opportunity to create a transit hub that would provide Montgomery with local access to commuter rail and/or Pace bus service. This hub would reduce dependence on the automobile, easing traffic burdens on the road network while supporting mixed use development in and around Downtown Montgomery.

The potential for transit initiatives in Montgomery requires a phasing of transit facilities, beginning with a new transit facility site that would initially serve as a Park-and-Ride commuter lot with bus service to the Metra Station at the Aurora Transportation Center along the BNSF Railway. The success of a Park-and-Ride facility would then provide the justification for a future potential Montgomery commuter rail station, upon the potential extension of commuter rail service to Montgomery and into Kendall County.

In coordination with the potential Metra stop, the plan recommends a mixed use TOD district in Downtown Montgomery. The plan focused on land use development, transportation factors, architecture, streetscape, and other urban design elements.

Status of the Transit Oriented Development (TOD) Plan & Park-and-Ride Study

Since the adoption of the plan, the Village have considered the potential of the Ozinga and Illinois Industrial Lumber properties to provide additional commuter parking. The Village also is in the progress of discussing Park-and-ride logistics with Pace, meeting with individual property owners to assess their future plans for their properties, and collaborating with Pace and property owners with sites that have existing parking facilities to explore the potential to create temporary Park-and-Ride options.

Lastly, Montgomery is using the Village's website to create a list of residents or employees that have interest in commuting to work via transit, and collaborating with elected official to garner support for a commuter rail station.

Relation to the 2035 Comprehensive Plan

The 2035 Comprehensive Plan builds upon and supports many of the recommendations outlined in the TOD Plan. The Land Use Plan reflects land uses recommended in the TOD plan. The location of the future park-and-ride facility and the future location of the Metra station and parking areas are not changed.



Old Town/Downtown Montgomery Reinvestment Study (2002)

The Old Town/Downtown Montgomery Reinvestment Study was conducted to identify the barriers that deter the development of a thriving downtown in Montgomery. The study is comprised of two segments: an Urban Design Analysis, identifying Downtown Montgomery’s important elements and issues, recommendations, and a “to-do” list of actions that can be completed by the Village and other Montgomery stakeholders.

The Urban Design Analysis focuses on the pedestrian experience, as walkability and pedestrian comfort are important for a successful downtown environment. The study recognizes important design elements, such as streetwalls, nodes, paths and corridors, edges, views and vistas, landmarks, districts, the building inventory, and the overall experience of the “public realm”. The analysis discusses Downtown Montgomery’s successes and weaknesses in each element.

The study’s recommendations apply to the Village as well as landowners and investors, and are divided into near-term and long-term strategies. The major recommendations by the study are as follows:

- Create a distinct zoning district for Downtown Montgomery.
- Develop design guidelines for Old Town and Downtown Montgomery.
- Develop façade improvement, streetscape, and tree planting programs.
- Improve Downtown wayfinding and gateway features.
- Expand pedestrian connections.
- Develop a “central square.”
- Relocate Village Hall to Downtown.
- Fill in land gaps.
- Encourage mixed-use buildings.
- Implement traffic calming.

Status of the Old Town/Downtown Montgomery Reinvestment Study

The most significant accomplishment of the Old Town/Downtown Montgomery Reinvestment Study was the relocation of the Village Hall to Downtown. The Village Hall has been a successful activity generator for Downtown and will help promote future investment in Downtown. As part of the plan, the Village also established a truck route in Downtown to create a balance between industrial and commercial/residential traffic. The Village is looking to address many other tasks related to the plan, including the revision of a zoning ordinance to create a zoning district for Downtown and the development and application of design guidelines. The Village is also considering the development of a façade improvement and streetscape program, the establishment of strategic gateways, the vacation of parcels along Pearl Street, the development of a central square, and the establishment of a pedestrian connection to the future Metra commuter station.

Relation to the 2035 Comprehensive Plan

An evaluation of past planning efforts identified many inconsistencies between the TOD Plan and the Old Town/Downtown Montgomery Reinvestment Study. While the two plans address the same area, the plans have two different visions for Downtown. While the Comprehensive Plan does not completely eliminate contradictions between the two plans, the Plan does reinforce recommendations outlined in both plans and provides recommended areas of focus in Downtown.

Mill District Master Plan

The Mill District Master Plan is an illustrative concept for the future design and layout of Downtown. A number of outreach efforts were conducted to reach this final design, including interactive charrettes where residents were able to submit their own design of Downtown. The design, which is bounded by Mill Street, River Street, Webster Street, and Main Street, promotes strong continuous street walls oriented toward these roadways and a central focus at the plaza space in front of Village Hall. Emphasis is placed on access to the Fox Riverfront through a landscaped vista and newly designated Fox River Promenade.

Relation to the 2035 Comprehensive Plan

While concepts illustrated in the Mill District Master Plan are highlighted in the Comprehensive Plan, including the riverfront boardwalk and landscaped vista, the Comprehensive Plan does not provide recommendations that entail a greater level of specificity.

Montgomery Road Corridor Plan (2004)

The Montgomery Road Corridor Plan is a brief analysis that identifies current land uses surrounding Montgomery Road between Broadway Avenue and Hill Avenue, and asserts recommendations for future development. The study emphasizes a need to improve the appearance of the Montgomery Road Corridor, sections of which were, and still are, in a state of disrepair, in order to improve the image and perception of the Village of Montgomery.

The plan identifies opportunities concerning the parking lot flow, landscaping, fencing, signage, and the parkway. Additionally, several neighborhoods along the corridor are identified as “at-risk” in the study, due to a combination of flood risk, functional obsolescence, neglected maintenance, and lack of investment.

The plan distinguishes three sites within the study area as priority redevelopment sites with the potential to serve as catalysts to further economic investment along the corridor. The largest, at the southwest corner of Montgomery Road and Hill Avenue, remains empty. The study recommends a hybrid development of single family or senior housing on the northern half and a park/open space on the southern half.

The second site, located along Montgomery Road between 4th and 5th Streets, currently holds low density single-family residences and is underutilizing its prime location. The study recommends parcel consolidation, which would free up nine acres for commercial development or mixed uses.

The third site, located just to the south, is the location of the water tower and currently undeveloped woodland. Loose recommendations are given for this site; because of its low visibility, multi-family residential or business park/warehousing and logistics would both be considered appropriate uses.

Status of the Montgomery Road Corridor Plan

As of the writing of this plan, none of the three identified sites have been developed. The Village has undergone various regulatory actions, including updating its Land Use Plan to be consistent with the Montgomery Road Corridor Plan, and is coordinating the renewal of the Montgomery/Aurora Boundary Agreement. As part of the agreement, consideration should be given to the potential purchase of regional stormwater detention for priority development sites, creating site specific plans for priority redevelopment sites, and increasing access to the Virgil Gilman Trail. While important steps have been taken to guide the development of the corridor, including the creation of a fence and sign ordinance, development along the Corridor has remained largely unchanged since the adoption of the plan in 2004.

Relation to the Eastern Gateway Subarea

Due to few changes to the corridor since the adoption of the plan in 2004, the Eastern Subarea Plan advocates similar development for the sites mentioned above and many of the same recommendations as outlined in the Montgomery Road Corridor. While the 2004 plan focuses on redevelopment and development initiatives, the Comprehensive Plan recognizes the realities of a slowed economy and focuses on the general beautification of the corridor as a gateway into the community. For further recommendations for the Eastern Gateway Subarea, see **Chapter 11: Subarea Plans**.



Orchard Road/ Blackberry Creek Corridor Plan (2005)

The Orchard Road/Blackberry Creek Corridor encompasses an area ½ mile-wide on the east and west sides of Orchard Road from Jericho Road on the north to the Village limits on the south. Rapid western expansion has caused the area to be recognized as an important opportunity for development. The corridor plan describes a vision for the Orchard Road/Blackberry Creek Corridor to spur industrial and commercial development through improved access to properties and more effective traffic flow. The primary features of the plan are Goals and Objectives; a Land Use Plan; an Open Space, Recreation and Community Facilities Plan; a Transportation and Access Plan; and Design Guidelines. An

important consideration for development in this area is Blackberry Creek, which runs parallel to the corridor. The corridor plan addresses methods of development that can coincide with the creek’s watershed.

There are eight overarching goals of the plan, each with relevant objectives. These goals address growth by emphasizing a need for expanding the housing inventory, promoting a diversity of commercial and industrial development, providing for safe and efficient vehicle movement, protecting Blackberry Creek and other environmentally sensitive areas, providing sufficient public services, providing adequate open space and recreation, and making the corridor attractive and unique.

One of the more significant transportation improvement suggestions of the Plan is the extension of Aucutt Road west through the Stuart Sports Complex. The extension would provide increased access to adequately serve all areas of the Park District’s sports complex, especially during time periods of intense use.

The Design and Development Guidelines address public and private improvements within the study area, and are intended to strengthen the land use and development recommendations of the Plan. The guidelines address building scale and proportion, building placement and orientation, building materials and colors, lighting, parking lots, landscaping, signage, streets, sidewalks, pedestrian amenities, and open space.

Status of the Orchard Road/ Blackberry Creek Corridor Plan

Since the adoption of the plan, the Village has extended desirable characteristics of Lakewood Creek, including density, into Single Family Residential areas and has successfully provided a variety of housing types within the Corridor, including varying lot sizes and prices. Additionally, the Village has developed a comprehensive network of multi-use trails that links residential areas to open spaces like Blackberry Creek.

The Village is currently in the process of implementing a number of various recommendations of the Orchard Road/Blackberry Creek Corridor Plan, including increasing the range of shopping and employment opportunities along the corridor, promoting the development of neighborhood commercial, promoting the development of vacant and underutilized sites, promoting business park development, marketing Orchard Road commercial, and improving access to individual sites within business parks and industrial areas.

Relation to the South Orchard Road Corridor Subarea

The South Orchard Road Corridor Subarea Plan builds upon and supports many of the recommendations outlined in the Orchard Road/Blackberry Creek Corridor Plan. However, while the 2005 plan focuses on Orchard Road and parallel Blackberry Creek, the South Orchard Road Corridor Subarea Plan broadens this study area to include land surrounding the Caterpillar Plant. While transforming Orchard Road into a regional corridor is a major focus of the subarea, it also explores the expansion of the area’s existing industry. For further recommendations for the South Orchard Road Corridor Subarea, see **Chapter 11: Subarea Plans**.



Montgomery Preserve Plan (2006)

The Montgomery Preserve subarea covers 650 acres in southeast Montgomery and is largely undeveloped, with the exception of some existing commercial, industrial, and public development along Douglas Road and in the Ogden Hill Shopping Center. The Montgomery Campus of the Oswego Public Library District has been established on the site as well. The site experiences ongoing development pressures from the growth of surrounding communities. The plan addresses this oncoming rapid change with land use, financing, and design recommendations for the site.

The main recommendation for the site is the preservation of open space in the center of the site and the enhancement of the commercial areas on the edges. Since the site is largely located within a floodplain, development is sensitive in those areas prone to flooding. Plan illustrations show concepts for potential layout of these commercial areas with detention basins and a network of multi-purpose trails serving the entire area.

Status of the Montgomery Preserve Plan

The Montgomery Preserve area has seen many successes since the adoption of the plan in 2006. The tax increment finance district has been established, the Montgomery Branch Library has been built (although not in the original location), and development of the Ogden Hill Shopping Center is progressing, especially the retail portion. Other than these achievements, however, most of the TIF area and the Douglas Road corridor have remained largely unchanged.

Relation to the Eastern Gateway Subarea

Due to few changes to the sites since the plan's adoption, the Eastern Gateway Subarea Plan reflects many of the recommendations outlined in the Montgomery Preserve Plan. The future land use plan aligns with land uses recommended in the 2006 plan, and endorses the use of the flood plain as an open space amenity for nearby residents. However, due to a recent study on reclaiming flood prone lands, much more of the floodplain is designated as open space in the Eastern Gateway Subarea Plan.

The boundaries of the new subarea have also been extended to include the west side of Douglas Road and the neighborhood south of Montgomery Road. Therefore, the Eastern Subarea Plan places more emphasis on the development of Douglas Road as a major commercial corridor and recognizes the relationship of surrounding areas within the Waubensee Creek Floodplain. For further recommendations for the Eastern Gateway Subarea, see **Chapter 11: Subarea Plans**.

Western Development Subarea Plan (2008)

The Western Development Subarea Plan addresses Montgomery's largest remaining growth area, land west of Orchard Road and east of Dickson Road. The plan recommends ambitious development objectives for the area, specifically the development of a wide range of land uses, including retail, commercial, town center development, civic and institutional uses, mixed use development, residential neighborhoods, and parks and open space. Additionally, the plan provides an analysis of plans for the area designated as Town Center, south of U.S. Route 30 between Dickson and Gordon Roads.



Status of the Western Development Subarea Plan

The Village has undergone various regulatory actions to achieve the goals and objectives outlined in the Western Development Subarea Plan. The Village is currently in the progress of developing neighborhood commercial sites that serve nearby neighborhoods with daily conveniences, encouraging the development or clustering of professional offices, medical offices and other personal and family service uses, and recruiting positive uses to the Civic Center Campus.

The Village is also working with Pace to provide bus routes to underserved areas, creating well defined entrances to the Orchard Road Corridor, and establishing shared parking agreements between the Civic Center Campus and the Fox Valley Park District's Stuart Sports

Complex. While, many of the plan's recommendations are being addressed, none have been listed as completed.

Relation to Western Gateway Subarea

The Western Gateway Subarea Plan aligns with many of the recommendations outlined in the Western Development Subarea Plan. While the Western Development Subarea addresses land generally west of Orchard Road and east of Dickson Road, the new subarea plans for only undeveloped agricultural land west of the ComEd utility corridor to the Village's boundary agreements with Sugar Grove and Yorkville.

While the recommendations of the Western Development Subarea are sound, the proposed projects are now viewed by some as unrealistic, as the Subarea Plan was undertaken during a time of unprecedented growth and development. The new subarea proposes many of the same land uses as the 2008 plan, including linear open space and commercial nodes, however, a changed economy has necessitated a reduction in the amount of commercial areas than originally proposed. The Western Gateway Subarea recommends development that is more appropriate for the current economy. For further recommendations for the Western Gateway Subarea, see **Chapter 11: Subarea Plans.**

Orchard Road Tax Increment Financing (TIF) Feasibility Study (2013)

In 2013, the Orchard Road Tax Increment Financing (TIF) Feasibility Study was conducted to determine both the eligibility and the feasibility of the Orchard Road and Aucutt Road corridors (Orchard Road planning area) for tax increment financing. The purpose of the study was to determine 1) if the proposed TIF area meets the criteria for the creation of a TIF District, 2) if the two corridors can be combined into one TIF District or if two separate TIF Districts would be more appropriate, and 3) if eligible, would sufficient property tax revenues be generated to support needed improvements and incentives to make the area attractive for development.

The study found that the entire project area would not qualify as a whole under the criteria for a blighted/conservation area TIF, an industrial park conservation area TIF, or as a vacant land TIF. However, if the project area was split roughly at Orchard Road into two separate TIF project areas, the Western TIF Area and the Eastern TIF area would qualify individually under different eligibility criteria allowed by the Act. The Western TIF, which includes vacant land subject to chronic flooding, would qualify for a vacant land TIF. The Eastern TIF, which includes a few vacant and improved properties on the west side of Orchard Road, would qualify as a blighted area or a conservation area.

Based on the TIF designations as well as land use yield and market information, two conceptual development plans were prepared that establish potential development sites within the study area for various land uses. The concept plans provide two options for development; one plan that focuses on mainly retail development and another that focuses mainly on office/industrial development within the TIF areas.



Status of the Orchard Road Tax Increment Financing (TIF) Feasibility Study

In June 2013, the Village Board authorized the preparation of a final TIF Plan and Program Report, which requires a more detailed eligibility report. A decision on the establishment of the TIF District was finalized in early 2014.

Relation to the 2035 Comprehensive Plan

The conceptual diagrams of the TIF Feasibility Study were a large influence for land use in the areas northwest of the Orchard Road and U.S. Route 30 intersection and areas along Aucutt Road. The 2035 Comprehensive Plan builds upon the study's land use recommendations but considers the broader context of the Village in the Land Use Plan through a modified land use framework.

Green Community Vision Plan

In February 2002, the Village of Montgomery together with the Village of Oswego, the Oswegoland Park District, the Oswego Community School District 308, the Oswego Public Library District, and The Conservation Foundation received a Green Illinois Grant administered by the Illinois Environmental Protection Agency. The grant enabled the partnering organizations to hire an environmental facilitator to assist staff, public officials, and residents in the creation of an environmental vision plan for the Community.

Together, the community established eight overall goals for achieving a green community, focusing on public education and involvement, waste management and recycling, biodiversity and native planting, sustainable development, water conservation and quality, alternative transportation, clean air, and open space and parks.

Status of the Green Community Vision Plan

Since the plans adoption, the Village has continued its quest to promote environmentally friendly developments through the use of Best Management Practices (BMP's) to improve the quality of not only air and water but also the social and economic aspects of the community.

Relation to the 2035 Comprehensive Plan

The 2035 Comprehensive Plan utilizes the goals and objectives the community established in the Green Vision Plan as a basis for specific planning recommendations. Recommendations focus on integrating sustainability into the Village's regulatory framework to guide new development proposals. For further recommendation for sustainability, see **Chapter 10: Hazard Mitigation & Sustainability Plan**.



Regional Plans **Blackberry Creek** **Watershed Action** **Plan (2011)**

The Blackberry Creek Watershed, located mainly west of Orchard Road, is situated in both Kane and Kendall Counties, two of the fastest growing counties in Illinois. In order to preserve the environmental integrity of a rapidly developing watershed, the Blackberry Creek Watershed Action Plan provides a road map for protecting and improving local water quality and thus the quality of life for those that live, work, and play within the Blackberry Creek Watershed.

In order to achieve a reduction in pollution, the plan recommendations focus in part on reducing fecal coliform loadings. Recommendations also address water quality protection more broadly, including planning, programs, and projects to reduce stormwater runoff volumes and nutrient and sediment loadings to the streams, lakes, and wetlands within the Blackberry Creek Watershed. Overall, the policy recommendations of the Plan focus mostly on actions that local units of government within the watershed should take or adopt that may protect or improve the water quality of the watershed.

Relation to the 2035 **Comprehensive Plan**

Similar to the use of the Green Vision Plan, the 2035 Comprehensive Plan utilizes the goals and objectives established in the Blackberry Creek Watershed Action Plan as a basis for specific planning recommendations. Recommendations focus on integrating sustainability into the Village's regulatory framework to guide new development proposals. For further recommendation for sustainability, see **Chapter 10: Hazard Mitigation & Sustainability Plan**.

Kane County 2040

Kane County 2040 is a groundbreaking regional plan that integrates planning for community health with land use and transportation issues. This long-term plan addresses the challenges of water supply, housing, transportation, and public health. Adopted by the Kane County Board in 2012, the plan seeks to strengthen the quality of life for County residents through "Healthy People, Healthy Living, and Healthy Communities."



The goals of Kane County 2040 include improving the health of Kane County citizens, creating a range of housing options, improving safety and connectivity for all transportation modes, promoting sustainability through the use of green infrastructure and historic preservation, and partnering with local municipalities, Chicago Metropolitan Agency for Planning (CMAP), and other stakeholders to coordinate planning efforts to meet regional and local goals.

Relation to the 2035 Comprehensive Plan

For the Village’s Comprehensive Plan, the Kane County 2040 plan serves as an overarching reference document for transportation and mobility and land use and housing.

CMAP Go To 2040

The Go To 2040 Plan, completed by the Chicago Metropolitan Agency for Planning, is a comprehensive regional plan that seeks to maintain and strengthen the region’s economic, environmental, and general livability through leveraging human capital, creating a more efficient government, and enhancing regional mobility.

As a big picture policy document, the plan sets forth land use, transportation, housing, environmental sustainability, economic development, and local government finance recommendations for government officials to consider when conducting planning efforts.

Relation to the 2035 Comprehensive Plan

For the Village’s Comprehensive Plan, the Go To 2040 plan serves as an overarching reference document for transportation and mobility and land use and housing.



Future Planning Efforts

Civic Center Campus

This plan will include an update of the plan for the Village's Civic Center Campus which was approved in 2003. The plan will also include guidelines for land use and development of future buildings on the campus, as well as on adjoining properties. The Mixed Use area to the immediate east of it should be developed in such a way as to compliment the pedestrian scale of the campus itself, building on the walkable setting of the campus and blending with the existing county subdivision to the east.

Montgomery Road & Hill Avenue East Gateway

It is anticipated that this plan will be the result of a specific development proposal for the area bordering Hill Avenue from Montgomery Road south to Route 34 and Route 30. This important gateway will be defined by the type and character of development that is proposed and approved at this location. Progress has begun on the vision for this area thanks to the Homes for a Changing Region Study that was conducted by the Chicago Metropolis 2020 and the Metropolitan Mayors Caucus in 2009.

Industrial / Business Parks

This character plan may include images of the types of business centers and industrial campuses the Village would like to see occupy some of the large amounts of land zoned for manufacturing uses.

IL Route 25 near Mill Street and the Fox River

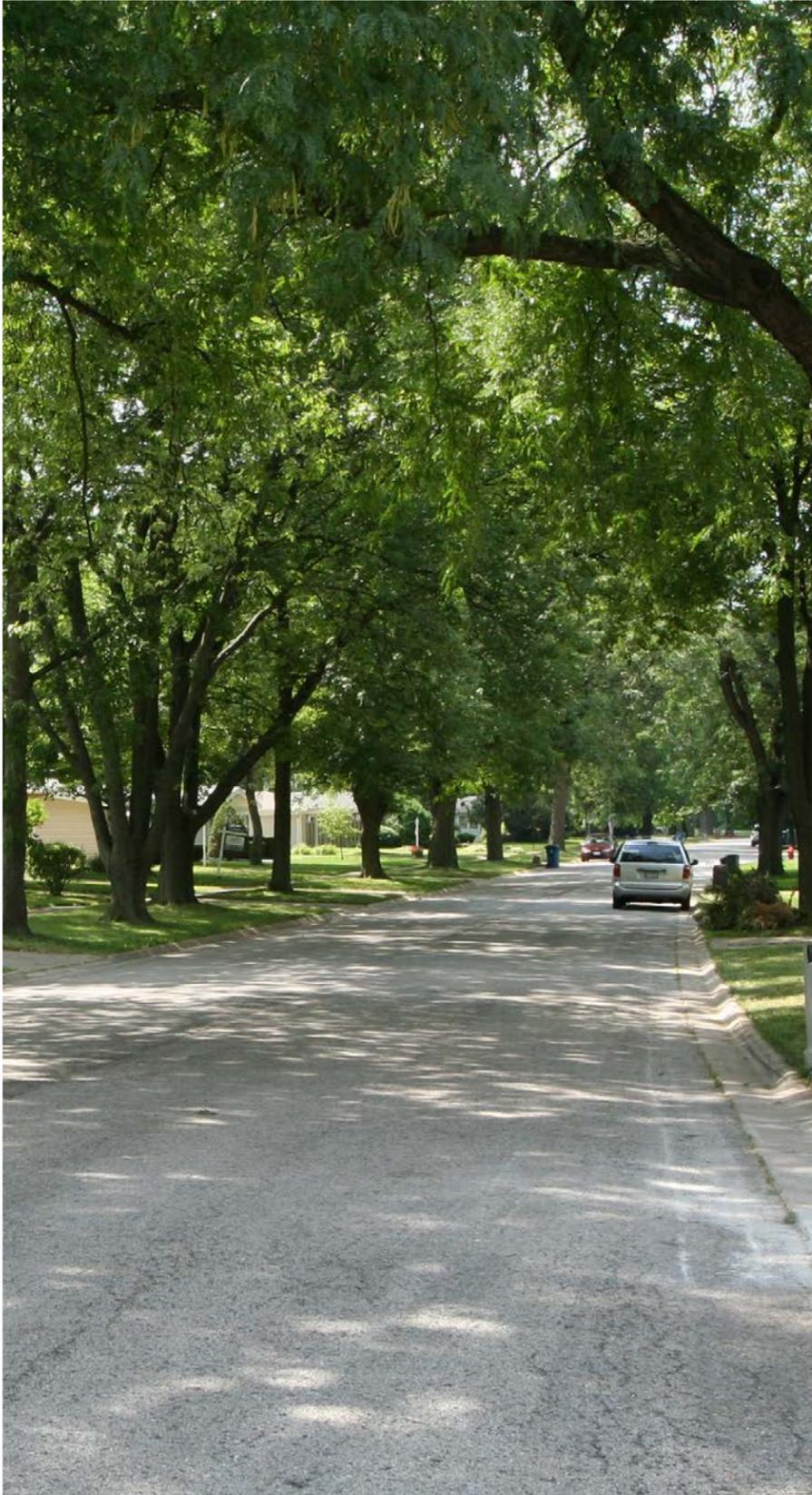
This character sketch should indicate the character of development the Village envisions to infill and redevelop on the east side of the river.

Jericho Road / Galena Road Green Edge Plans

It is anticipated that this plan will be implemented incrementally as development is proposed in areas bordering Jericho and Galena Roads, west of Orchard Road. Further, Montgomery has recommended to Kane County that Jericho Road be considered for the Rustic Roads program.

Montgomery / Douglas Road Mixed Use Village Center Plan

It is anticipated that this plan will be the result of a future redevelopment proposal for the southwest corner of Montgomery Road and Douglas Road.



IL Route 31 Corridor

IL Route 31 is a well-traveled gateway through Montgomery's industrial core, and access to its redeveloping Mill District and riverfront. Additional planning is needed in order to emphasize the existing and potential attributes of the corridor.

Hamman/Orchard Road Property

As the Village develops around this portion of unincorporated Kane County, it will be important to plan for this site as it will be a gateway to the Village.

Northeast Corner of Orchard Road & U.S. Route 30

A proposal for annexation came before the Village for this property in 2006 and has been revisited many times since then.

A more illustrative plan has been undertaken in order to properly study how the area could be developed, but should be finalized for review by the Village Board.



2 Community Profile & Assessment

This section presents an overview of key trends and projections within Montgomery and the broader region. Demographic and market information is provided in order to establish a firm understanding of existing conditions and to facilitate informed decision making moving forward.

The profile begins with a demographic synthesis of recent trends in population, households, and employment. This is followed by an assessment of Montgomery's competitive position within the residential, commercial, and industrial markets.

Data were obtained from the U.S. Census Bureau's 2010 Census and American Community Survey, as well as ESRI Business Analyst, a nationally recognized provider of market and demographic data.

Demographics

The size, distribution, and composition of Montgomery's population influences land use designations, investment priorities, housing stock diversity, and economic development needs. Since 2000, the Village has experienced significant demographic changes, listed and explained below.

- The population continues to grow, but at a slower rate than before. From 2000 to 2012, the Village's population exploded from 5,471 to 18,811 – an increase of 237%. Between 2012 and 2017, the population is projected to increase by 1.13% annually to 19,897. This is slightly lower than the rates expected by neighboring Yorkville (2.15%) and Oswego (2.69%).
- As part of its Goto2040 plan, CMAP prepared population projections for municipalities throughout the region including the Village of Montgomery. Projections were in large part calculated according to trends and availability of land for growth. At the time of that study, the 2010 U.S. Census was not yet finalized and numbers therefore differ. The CMAP projected population for 2040 is 43,731 which, would represent a 137% increase from 2010.
- Families with children are on the rise. Average household size in Montgomery is expected to increase to 3.09 in 2017, up from 2.52 in 2000.
- Diversity is increasing. More than one third of Montgomery's population identifies as either African American (8.3%) or Hispanic/Latino (26.7%), up from a combined 16.5% in 2000. Accordingly, 30.2% of residents speak a language other than English in the home. By 2017, the Hispanic/Latino population is projected to increase to over 27%.
- The percentage of households identifying as "families" has risen to 77.5% (compared to 67.7% in 2000), and 50.8% of total households now have children under the age of 18 (compared to 33.9% in 2000). The community has become younger.
- Montgomery's median age is 31.9 years, a marked decrease from 37.2 years in 2000 and currently lower than both Oswego (34.4) and Yorkville (33.9). One third of all residents are under the age of 18 while only 6.6% are over the age of 65. Projections indicate that the distribution between age cohorts will remain relatively unchanged moving forward.

Demographic Trends Village of Montgomery, 2000, 2012, 2017

	2000 Census	2010 Census	2012 ESRI	2017 ESRI
Population	5,471	18,438	18,811	19,897
Households	2,164	5,998	6,142	6,430
Families	1,464	4,650	4,662	4,856
Average Household Size	2.5	3.07	3.1	3.1
Median Age	37.2	31.2	31.9	32.1

Source: U.S. Census; ESRI Business Analyst; Houseal Lavigne Associates

Top Ten Industries Village of Montgomery

Industry (NAICS Sector)	# of Primary Jobs	Share
Manufacturing	3,377	50.1%
Wholesale Trade	1,001	14.8%
Retail Trade	643	9.5%
Transportation & Warehousing	406	6.0%
Accommodation & Food Services	273	4.0%
Administration & Support, Waste Management	244	3.6%
Construction	233	3.5%
Professional, Scientific, and Technical Services	117	1.7%
Healthcare and Social Assistance	104	1.5%
Public Administration	86	1.3%

Source: US Census Bureau, OntheMap Application; Houseal Lavigne Associates

Top Employers Village of Montgomery & Neighboring Unincorporated Areas

Rank	Company Name	Employees
1	Caterpillar, Inc.	3,700
2	Performance Food Group	520
3	Butterball	494
4	VVF Illinois Services	352
5	EBY Brown	329
6	Wal-Mart	286
7	Aurora Bearing Co.	250
8	ComEd	200
9	International Paper	150
10	Aurora Metals Division LLC	129
11	Blain's Farm and Fleet	120

Source: Montgomery Economic Development Corporation; Village of Montgomery; 2013 Illinois Manufacturers Directory; 2013 Illinois Services Directory; Houseal Lavigne Associates

Labor & Employment by Industry

Employment estimates indicate that manufacturing is the dominant industry in Montgomery. As depicted in the accompanying chart, exactly half of all local primary jobs are in the manufacturing sector.

Caterpillar is overwhelmingly the area's largest employer, with an estimated 3,700 workers.

Employment Trends

Total employment numbers have remained static and not kept pace with Montgomery's 237% population increase. In 2000, Montgomery contained 6,644 jobs. By 2011, that number increased by only 107 jobs to 6,751. While the overall increase is positive, this is a net number representative of a loss in some sectors and gains in others.

Over that same time period, job losses have primarily been concentrated in two industries: manufacturing (-264 jobs) and transportation, warehousing, and utilities (-243 jobs). Key growth areas have been in administrative and waste management services (+195 jobs), wholesale trade (+131 jobs), and the retail trade (+90 jobs).

Change in Employment by Industry Village of Montgomery, 2002-2011

Industry (NAICS Code)	Total	Change	
		Number	Percent
Accommodation & Food Services	273	82	43%
Administrative & Waste Mgmt. Svcs	244	195	398%
Agriculture, Forestry, Fishing & Hunting	44	-21	-32%
Arts, Entertainment & Recreation	0	-37	-100%
Construction	233	-36	-13%
Educational Services	8	3	60%
Finance & Insurance	111	68	158%
Government, Total	86	36	72%
Health and Social Assistance	104	77	285%
Information	7	-1	-13%
Manufacturing	3,377	-264	-7%
Management of Companies & Enterprises	15	9	150%
Mining, Quarrying, and Oil & Gas Extraction	0	0	0%
Other Services (excluding Public Administration)	60	-27	-31%
Professional, Scientific & Tech Services	117	40	52%
Real Estate, Rental & Leasing	18	3	20%
Retail Trade	643	90	16%
Transportation, Warehousing & Utilities	406	-243	-7%
Wholesale Trade	1,001	131	15%

Source: US Census Bureau, OntheMap Application; Houseal Lavigne Associates

Housing by Tenure Village of Montgomery		
Units in Structure	Estimate	Percent
Total Housing Units	6,079	100%
1-unit, detached	4,273	70.3%
1-unit, attached	1,061	17.5%
2 units	74	1.2%
3 or 4 units	153	2.5%
5 to 9 units	191	3.1%
10 to 19 units	35	0.6%
20 or more units	173	2.8%
Mobile home	119	2.0%

Source: ESRI Business Analyst; Houseal Lavigne Associates

Housing Unit Summary Village of Montgomery, 2012 & 2017	
2012 Housing Units	6,485
Owner Occupied Housing Units	79.0%
Renter Occupied Housing Units	15.7%
Vacant Housing Units	5.3%
2017 Housing Units	6,821
Owner Occupied Housing Units	79.5%
Renter Occupied Housing Units	14.7%
Vacant Housing Units	5.7%

Source: ESRI Business Analyst; Houseal Lavigne Associates

Housing Market

Key data points, trends, and projections regarding the Village's residential market are as follows:

- Single family homes dominate the market. 87.8% of all housing units in Montgomery are either 1-unit detached or 1-unit attached homes.
- Few multi-family options exist. Only 9% of all housing units are in a structure with 3+ units, depicting a low supply of multi-family housing options. Comparatively, 32.9% of all Illinois housing units are multi-family.

- Homeownership is high and is expected to increase slightly. 79% of all housing units in Montgomery are owner occupied, with 15.7% renter occupied and 5.3% vacant. Of all owner occupied households, 2010 data show that 76% are mortgaged while only 9.1% are owned free and clear. Projections for 2017 suggest that percentage of units that are owner occupied housing will grow to 79.5%.
- The housing stock is relatively new. 61% of Montgomery's 6,079 housing units were built after 2000 and 80.6% after 1970. Only 4% of the existing stock is older than 1939.
- After a period of home value decline, home values are expected to rise. The median home value is expected to increase from \$181,680 in 2012 to \$198,156 in 2017.

Market Implications

Overall, the Montgomery housing market has stayed relatively stable, in comparison to some of its suburban neighbors. With a slight population increase projected, officials should continue to monitor the availability of quality and diverse housing options including type, price points and senior housing.

Population projections out to 2040 indicate that the region will continue to grow, albeit not at the pace of the 1990's and early 2000's. While single-family construction should continue to be pursued, the Village should focus attention on residential infill development and the completion of incomplete subdivisions; whether through incentives, expediting permits, completion of sidewalks and other public infrastructure. High quality multi-family developments, including rental and for-sale units, should be supported within mixed use developments Downtown. The market for these units will likely be slow initially, however as activity increases over the long-term, so should the interest and investment in Downtown residential.

Retail Market

The potential for commercial development at any given location is influenced by many factors, including local and regional demand for goods and services, the health of commercial districts, the location of surrounding commercial nodes, and the consumer spending patterns of the area's population. This section focuses on local and regional demand and outlines key opportunities for retail growth in Montgomery.

Retail Gap Analysis

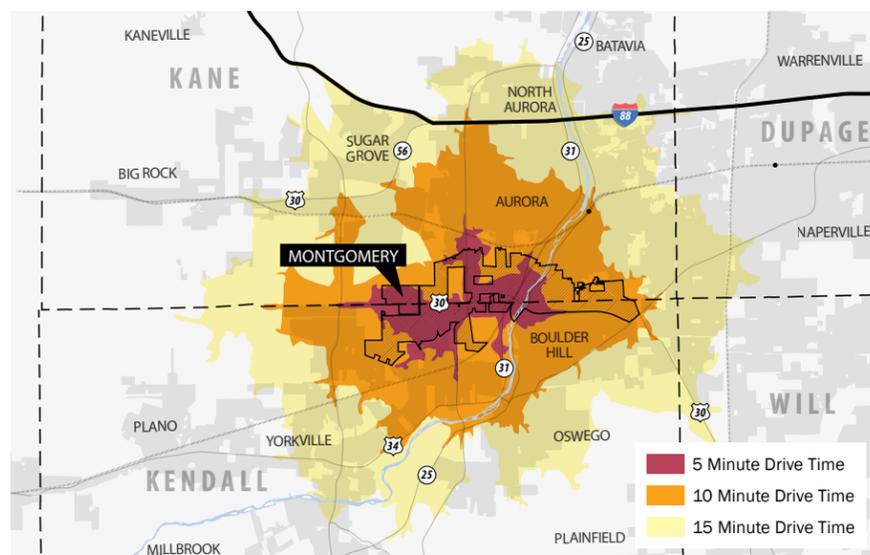
Montgomery's retail market growth potential has been assessed through a comparison of supply and demand within a 5, 10, and 15 minute drive time of the Village's main corridor, Orchard Road. An overview of these findings is provided in the adjacent chart.

A "gap analysis" compares aggregate consumer spending (demand) to aggregate retail sales (supply) within a given industry group and drive time. When demand is greater than supply, "leakage" exists, suggesting that residents are spending dollars outside of the measured area. Accordingly, industries with leakage are potential opportunities for growth in Montgomery, as local demand for these goods and

services already exists but is not met by existing supply. Leakage is noted on the accompanying charts as a positive number in green.

Conversely, when supply outweighs demand, a "surplus" exists. This means that retail sales are greater than consumer spending, and that the market is saturated with customers from both within and outside the drive time window. Surplus is depicted on the accompanying charts as a negative number in red.

It is important to note, however, the difference between market potential ("leakage") and the tangible development of a particular site or location. While leakage may exist, the success of recapturing that lost revenue depends on a variety of factors beyond spending habits, including the availability of developable land, construction costs, rents, road conditions, competition from nearby municipalities, and/or the business climate.



Retail Gap Analysis Summary Village of Montgomery: 5, 10, & 15 Minute Drive Times						
Summary Demographics	Orchard Road - 5 Minute Drive Time	Orchard Road - 10 Minute Drive Time	Orchard Road - 15 Minute Drive Time			
2012 Population	22,409	131,132	311,704			
2012 Households	7,228	43,651	100,470			
2012 Median Disposable Income	\$57,468	\$52,801	\$52,650			
2012 Per Capita Income	\$30,523	\$28,254	\$27,591			
				Retail Gap by Drive Time (\$M)		
Summary	5 Minute	10 Minute	15 Minute			
Total Retail Trade and Food & Drink	\$91.8	\$568.3	\$1,011.9			
Total Retail Trade	\$70.3	\$493.8	\$815.8			
Total Food & Drink	\$21.5	\$74.5	\$196.1			
Industry Group	5 Minute		10 Minute		15 Minute	
	Retail Gap (\$M)	Potential ¹	Retail Gap (\$M)	Potential ¹	Retail Gap (\$M)	Potential ¹
Motor Vehicle & Parts Dealers	\$24.3	60,750	\$128.1	320,250	\$356.7	891,750
Furniture & Home Furnishings Stores	\$4.3	10,750	\$21.7	54,250	\$49.8	124,500
Electronics & Appliance Stores	\$4.1	10,250	-\$19.3	-48,250	-\$0.2	-500
Bldg Materials, Garden Equip. & Supply Stores	\$0.8	2,000	-\$21.8	-54,500	\$3.7	9,250
Food & Beverage Stores	\$34.0	85,000	\$121.8	304,500	\$271.6	679,000
Health & Personal Care Stores	-\$0.8	-2,000	\$53.5	133,750	\$107.6	269,000
Gasoline Stations	-\$38.1	-95,250	\$27.1	67,750	\$99.9	249,750
Clothing and Clothing Accessories Stores	\$13.4	33,500	\$59.0	147,500	\$114.5	286,250
Sporting Goods, Hobby, Book, and Music Stores	\$2.8	7,000	\$16.8	42,000	\$44.1	110,250
General Merchandise Stores	\$3.7	9,250	-\$2.5	-6,250	\$182.3	455,750
Miscellaneous Store Retailers	\$2.9	7,250	-\$0.9	-2,250	\$11.0	27,500
Nonstore Retailers	\$19.0	47,500	\$110.3	275,750	-\$425.2	-1,063,000
Food Services & Drinking Places	\$21.5	53,750	\$74.5	186,250	\$196.1	490,250

¹ Potential based on an average annual sales per-square-foot of \$400.

Note: Non-store retailing is the selling of goods and services without a physical "bricks and mortar" location. Establishments in this subsector include mail-order houses, vending machine operators, home delivery sales, catering, party planning, electronic shopping and establishments engaged in the direct sale of products, such as HVAC services, newspapers and related categories. While most retail sales continue to take place in traditional formats, this segment of retailing is expanding. While individual businesses vary in their structure, establishments in these categories do generate jobs and sales tax revenue.

Source: ESRI Business Analyst and Houseal Lavigne Associates

10 Minute Drive Time

While three different drive time market areas were measured the 10-minute drive serves as the best indication of market potential. Within the 10-minute travel time of the Orchard Road corridor there are 131,132 people living in 43,651 households. The median disposable income is reported as \$52,801. For the purposes of this analysis, this geography and population is considered Montgomery’s main base of retail consumer spending.

Overall, there is an undersupply of retail totaling approximately \$568 million. This breaks down to more than \$13,000 per household in unmet consumer demand. The five biggest leakages by grouping are: (1) motor vehicle & parts dealers – \$128.1M, (2) food & beverage stores – \$121.8M, (3) nonstore retailing, which includes all categories of retail uses that do not have physical brick and mortar locations – \$110.3M, (4) food service and drinking places – \$74.5M , and (5) clothing and clothing accessory stores – \$59.0M.

Market Implications

Montgomery can leverage market potential to develop strategic commercial nodes conducive to new restaurants, shopping, or food/beverage stores. For example, more than \$104 million in grocery store needs are currently being unmet within a 10 minute driving distance, translating into support for more than 262,000 square feet of new grocery space. Using the industry’s median grocery store size of 46,000 square feet, this suggests that the market area could potentially support additional stores.

Ultimately, these quantitative findings are consistent with the qualitative desires of residents, who throughout the public outreach process have articulated a need/desire for additional retail options.

Retail Gap Analysis Summary Village of Montgomery: 10 Minute Drive Time				
Summary	"Demand (Retail Potential)"	"Supply (Retail Sales)"	Retail Gap	Leakage/Surplus
Total Retail Trade and Food & Drink	\$1,494,480,520	\$926,141,240	\$568,339,280	23.50
Total Retail Trade	\$1,343,448,244	\$849,618,523	\$493,829,722	22.50
Total Food & Drink	\$151,032,276	\$76,522,718	\$74,509,559	32.70
Industry Group	"Demand (Retail Potential)"	"Supply (Retail Sales)"	Retail Gap	Leakage/Surplus
Motor Vehicle & Parts Dealers	\$257,416,375	\$129,293,732	\$128,122,643	33.1
Furniture & Home Furnishings Stores	\$29,301,568	\$7,641,419	\$21,660,149	58.6
Furniture Stores	\$17,528,431	\$3,081,200	\$14,447,231	70.1
Home Furnishings Stores	\$11,773,137	\$4,560,219	\$7,212,917	44.2
Electronics & Appliance Stores	\$36,945,707	\$56,268,158	-\$19,322,451	-20.7
Bldg Materials, Garden Equip. & Supply Stores	\$45,953,640	\$67,775,744	-\$21,822,104	-19.2
Building Material and Supplies Dealers	\$38,974,171	\$66,664,641	-\$27,690,471	-26.2
Lawn and Garden Equipment and Supplies Stores	\$6,979,469	\$1,111,103	\$5,868,367	72.5
Food & Beverage Stores	\$215,715,653	\$93,871,947	\$121,843,707	39.4
Grocery Stores	\$191,858,314	\$86,911,173	\$104,947,141	37.6
Specialty Food Stores	\$6,428,568	\$4,287,530	\$2,141,038	20.0
Beer, Wine, and Liquor Stores	\$17,428,771	\$2,673,243	\$14,755,528	73.4
Health & Personal Care Stores	\$111,781,198	\$58,326,245	\$53,454,953	31.4
Gasoline Stations	\$139,264,367	\$112,193,948	\$27,070,419	10.8
Clothing and Clothing Accessories Stores	\$84,958,824	\$25,924,536	\$59,034,288	53.2
Clothing Stores	\$60,925,104	\$20,660,598	\$40,264,505	49.4
Shoe Stores	\$12,646,277	\$4,202,639	\$8,443,639	50.1
Jewelry, Luggage, and Leather Goods Stores	\$11,387,443	\$1,061,299	\$10,326,144	82.9
Sporting Goods, Hobby, Book, and Music Stores	\$35,437,453	\$18,587,497	\$16,849,956	31.2
Sporting Goods/Hobby/Musical Instrument Stores	\$27,492,341	\$17,073,503	\$10,418,838	23.4
Book, Periodical, and Music Stores	\$7,945,112	\$1,513,993	\$6,431,118	68.0
General Merchandise Stores	\$239,901,937	\$242,367,044	-\$2,465,106	-0.5
Department Stores Excluding Leased Depts.	\$92,684,460	\$100,809,044	-\$8,124,584	-4.2
Other General Merchandise Stores	\$147,217,478	\$141,558,000	\$5,659,477	2.0
Miscellaneous Store Retailers	\$28,657,246	\$29,584,695	-\$927,449	-1.6
Florists	\$1,560,877	\$448,206	\$1,112,672	55.4
Office Supplies, Stationery, and Gift Stores	\$4,837,724	\$15,164,622	-\$10,326,898	-51.6
Used Merchandise Stores	\$2,777,621	\$3,272,254	-\$494,632	-8.2
Other Miscellaneous Store Retailers	\$19,481,023	\$10,699,614	\$8,781,409	29.1
Nonstore Retailers	\$118,114,275	\$7,783,558	\$110,330,717	87.6
Food Services & Drinking Places	\$151,032,276	\$76,522,718	\$74,509,559	32.7
Full-Service Restaurants	\$66,946,734	\$31,163,652	\$35,783,082	36.5
Limited-Service Eating Places	\$69,447,151	\$40,463,996	\$28,983,155	26.4
Special Food Services	\$6,875,322	\$686,294	\$6,189,029	81.8
Drinking Places – Alcoholic Beverages	\$7,763,068	\$4,208,776	\$3,554,292	29.7

Source: ESRI Business Analyst and Houseal Lavigne Associates



Industrial Market

The Chicago area industrial market is composed of several sub-markets. Montgomery sits in the I-88 Corridor Industrial sub-area, along with Naperville, Oswego, Aurora, Sugar Grove, Plano, and Yorkville. The corridor is adjacent to four other sub-areas: the I-39 Corridor, Fox Valley/North Kane, Central/North DuPage, and South DuPage.

The I-88 corridor contains more than 64 million square feet of space for industrial operations. As of the first quarter of 2013, overall vacancy in the I-88 Corridor rests at 5.7%, significantly lower than the 9.5% regional rate. However, despite increased absorption in recent quarters, there is still more than 3.6 million of square footage in available space.

Montgomery is home to more than 80 industrial, manufacturing, processing, wholesale, and logistics companies, as well as three industrial parks. Most are concentrated just west of the Fox River, in between Orchard Road and Lake Street. This year, one of the I-88 Corridor's largest transactions occurred in Montgomery when a 580,000 square foot property was sold at 2001-2051 Baseline Road, near the intersection of Orchard Road and U.S. Route 30.

Market Implications

The Montgomery market area is projected to stay on its current pace in terms of vacancy rates, rents, and leasing activity for the foreseeable future. While there are sites available for new development, it is anticipated that speculative development will be minimal. Build-to-suit projects and expansions to existing uses will likely be the source of any future development in the near term.

Montgomery is, however, well positioned to attract businesses seeking to locate or relocate to or within the market area. The Village should continue to work with property owners and economic development representatives to pursue uses within existing industrial areas that can be built off of existing uses and infrastructure.

Industrial Market Statistics Metropolitan Chicago, First Quarter 2013				
Submarket	Current Inventory (Sq. Feet)	Under Construction (Sq. Feet)	Total Vacancy (%)	Manufacturing Asking Rent (\$/Sq. Foot)
I-88 Corridor	64,879,385	0	5.7%	\$4.55
I-39 Corridor	31,923,690	1,600,000	13.6%	\$2.86
Fox Valley/North Kane	29,382,087	545,837	8.0%	\$4.14
Central/North DuPage	80,121,683	66,617	7.9%	\$4.76
South DuPage	8,126,988	0	8.8%	\$5.71
Chicago Metro	1,059,728,003	3,996,621	9.5%	\$4.18

Source: Newmark Grubb Knight Frank



3 Community Outreach

Throughout the public engagement process, Go Montgomery 2035 reached out to residents, property owners, community leaders, government officials, and business owners for their insight on the issues and priorities in their community. Input was collected through a variety of methods in order to encourage participation from all residents. Public workshops contributed to a collective sense of ownership for the Plan and its recommendations.

Interviews with key stakeholders provided additional insight on particular issues facing the Village. Online polling and questionnaires collected information on existing conditions, assets, and opportunities. More than 350 people were engaged throughout the outreach process.

Comprehensive Plan Steering Committee

A Comprehensive Plan Steering Committee (CPSC) oversaw the development of the Comprehensive Plan. The CPSC acted as a reviewer and sounding board throughout the planning process to ensure that the Plan accurately reflected both on-the-ground conditions in Montgomery and the voices of community stakeholders.

Project Website

A project website was created in order to provide a single source for all information related to the Comprehensive Plan process. The website contained project information and updates, meeting notices and summaries, and downloadable copies of draft documents for the duration of the process. It also hosted links to the various on-line tools, such as questionnaires and the sMap community mapper. Visitors had the option of subscribing to an RSS feed to be notified of updates to the website.

Project Initiation Meeting/ Workshop

May 28, 2013

A project initiation meeting was held with the Project Team and the Comprehensive Plan Steering Committee at the Montgomery Village Hall. The meeting set the foundation for the planning program and included discussion of the policy issues facing the Montgomery community. The meeting reviewed overall project objectives and concluded with a Project Initiation Workshop. The workshop solicited the views of the Steering Committee regarding their concerns and aspirations for the Village of Montgomery and its planning area.

Elected Official Workshop

June 6, 2013

A workshop was held with the community elected officials and representatives at the Village Hall. The workshop provided officials, from all levels and departments of government, to discuss the issues and opportunities facing the Village as it relates to the Comprehensive Plan. A total of 23 officials and representatives attended the workshop representing a wide range of government bodies in the Village, including representatives from Kane and Kendall County, the Park Districts, Fire Districts, Library Districts, School Districts, Village of Montgomery Staff, and Village Board.

Community Workshops

**Westside June 11, 2013
& Eastside June 27, 2013**

Two Community Workshops, one for residents primarily from the west side of the Fox River and one for residents primarily from the east side of the Fox River, were held to listen to concerns and ideas from all residents of the Montgomery community.



SAVE THE DATE:
September 11, 2013
7:00 pm
at Village Hall

The Go Montgomery Visioning Charrette

Welcome to Go Montgomery, the planning process to create a new comprehensive plan for the Village of Montgomery. The Village of Montgomery is working on a new Comprehensive Plan, last updated in 2002, and we want you, the community, to tell us how the Village should change and develop over the next 20 years. Go Montgomery is your opportunity to help shape the future of your Village.

The next step in the process includes a Visioning Charrette to be held at 7:00 p.m. on Wednesday, September 11, 2013, at the Montgomery Village Hall, 200 North River Street, Montgomery, IL 60538.

The Charrette will be your chance to put pen to paper and map out what you want to see in Montgomery. Working in both small and large group working sessions, you and your fellow neighbors will collaborate to identify conditions and potentials for the Village.

Your feedback from the Charrette will be used in conjunction with other steps in the planning process to serve as the foundation for the preparation of the Montgomery Comprehensive Plan recommendations.

All community members are encouraged to attend.

For more information, or to provide additional feedback about Go Montgomery, visit the Village's website at <http://ci.montgomery.il.us>

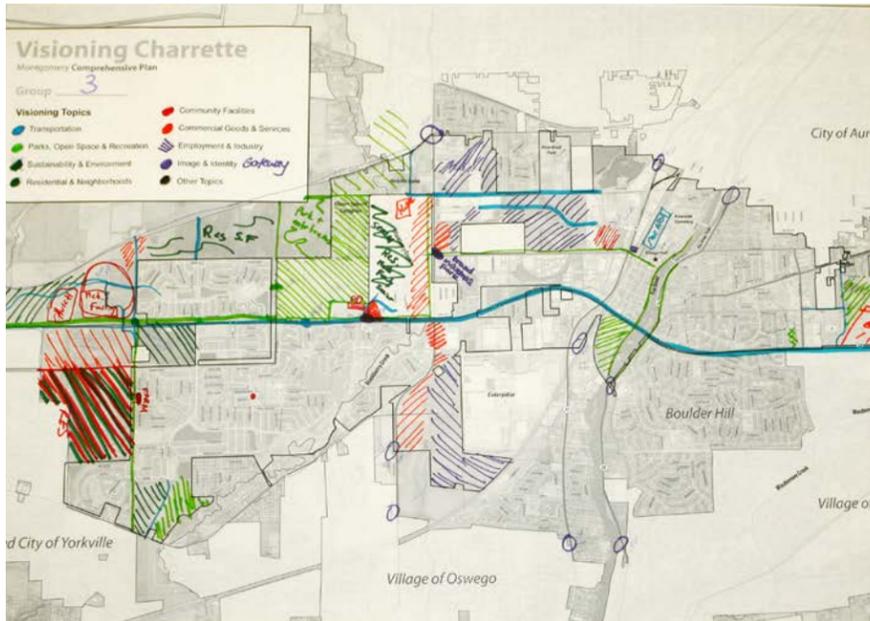


The most important issue facing Montgomery is...

Montgomery's greatest asset is...

If I could build one thing in Montgomery it would be...

Have more to say?
COMPREHENSIVE PLAN VISION WORKSHOP
September 11, 2013 • Village Hall • 7:00 pm
<http://www.hlplanning.com/montgomery>



The Community Workshops for the Comprehensive Plan process were one of many face-to-face public outreach events held throughout the Comprehensive Planning Process. During these meetings, residents were given an opportunity to voice their concerns, talk about things they like about the Village, and to hear the ideas of their friends and neighbors. Additionally, the events provided a chance for community members to learn about the purpose of a comprehensive plan and the process to be undertaken in Montgomery.

Business Workshop
Thursday, June 13, 2013
A Business Workshop was conducted to solicit insight from local entrepreneurs and business owners. A total of 24 people attended the workshop representing a wide range of local and regional business as well as various government agencies. The event also provided a chance for the business community to learn about the purpose of a comprehensive plan and how it will be a positive influence for the health of Montgomery's businesses.

Key Person Interviews
June 26 & 27, 2013
As a part of the public outreach phase, confidential interviews were conducted with individuals to discuss existing conditions and potentials within the Montgomery community. These individuals included local business owners, elected and appointed officials, community leaders, and citizens who have a unique connection to the community and its history. Interviews lasted approximately 30-45 minutes each.

Visioning Postcards
Distributed at Montgomery Fest on Saturday, August 10, 2013
A total of 110 residents provided feedback about the Comprehensive Plan through Visioning Postcards, which were handed out at the Village's annual Montgomery Fest. Residents were able to write on the postcards to tell us what they believed were the most important issues facing the community, the Village's greatest asset, and what they would like to see built in the Village. The postcard provided a unique way to gain feedback from a large, diverse group of residents.

Online Questionnaires
Two online questionnaires, one tailored to residents and one to business owners and operators, were available for the duration of the process. The questionnaires were not designed as a scientific tool to generalize opinions of the entire community based on a random sample. They were open to everyone to provide yet another way to collect the input and opinions of residents for the Comprehensive Plan.

Residents were asked about life in Montgomery, including the condition of housing, education, transportation, and public facilities and services; what they would and would not like to see in Montgomery in the future; and what the Village's greatest strengths and challenges are. Business owners and operators were asked similar questions, but also additional ones directly related to the local business community. In total, 124 Montgomery residents and businesses provided feedback through the online questionnaires.

sMAP Online Mapping Tool

sMap, an on-line community issues mapping tool, was available on the project website and provided a web-based interactive application for public participation. The sMap application allowed residents to identify, map, and provide comments on specific, or general, areas of concern within the Village. Drawing from a legend of nine pre-defined point types, users were able to annotate and decorate maps with different points and icons representing what they see as opportunities, threats, or assets in the Village. Collectively 17 maps were created by people within the community, adding more than 330 points of interest. A summary of popular responses by category are presented below.

sMAP Key

- ★ **Community Asset:** Assets to the community that should be maintained or enhanced.
 - Fox River
 - Stuart Sports Complex
 - Dickson-Murst Farm
 - Village Hall

- 🌳 **Development Priority Site:** Sites you feel should be developed or redeveloped in the short term.
 - Orchard Road Corridor
 - Neighborhood Commercial at Dickson Road and U.S. Route 30
 - Gordon Road Extension

- ⊗ **Problematic Intersection:** Intersections that you feel are a safety concern or impact the smooth flow of traffic.
 - Orchard Road & U.S. Route 30
 - Access onto and off of U.S. Route 30
 - Douglas Road & U.S. Route 30
 - Dickson Road & Cannonball Drive

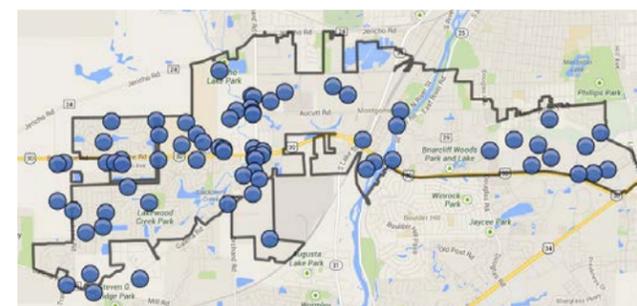
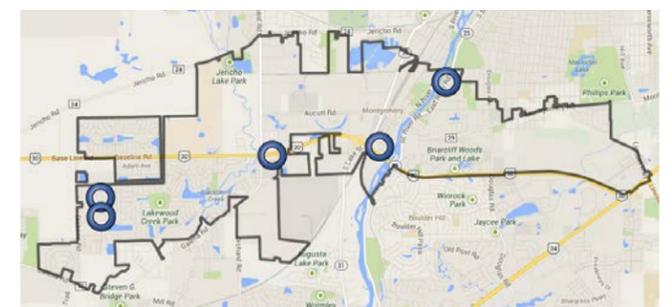
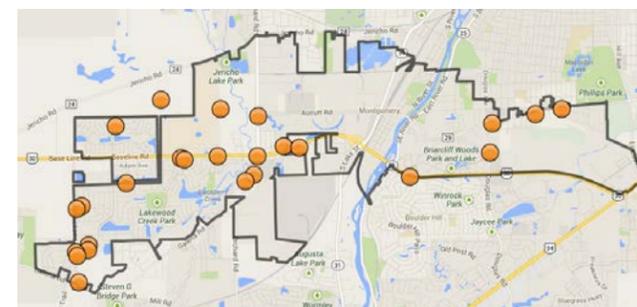
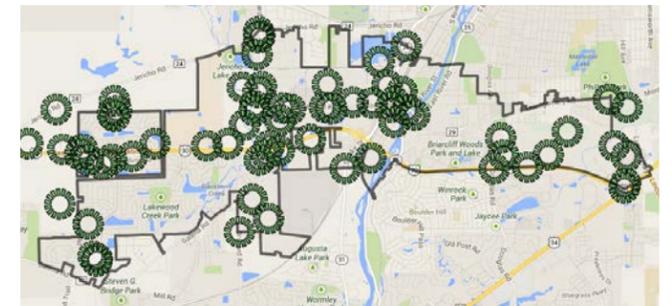
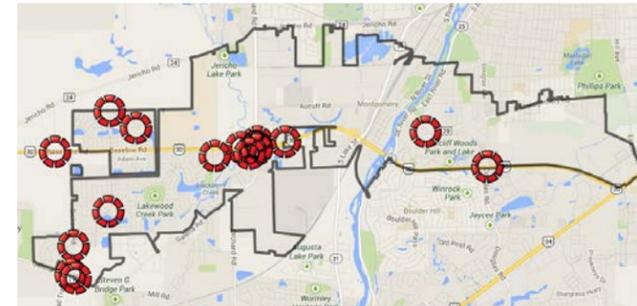
- ⊗ **Undesirable Use:** An existing use in the community that you feel is undesirable.
 - Truck storage at Railroad Street and Watkin's Avenue

- ⊗ **Public Safety Concern:** Areas that you feel are a concern to public safety and pedestrians.
 - Roadway condition on Dickson Road
 - Emergency response time to Village's west side
 - Trail crossings at Orchard Road and U.S. Route 30.

- ✳ **Key Transit Destination:** An area in the community that should be better served by public transit.
 - Future Metra Station
 - Various subdivisions on the Village's west side

- ⊗ **Desired Use/Development:** An area and a use that you would like to see developed.
 - More parks and trail extensions throughout the Village
 - More multi-family on the east side
 - More commercial development along Orchard
 - Commercial U.S. Route 30 and Gordon Road

- ⊗ **Poor Appearance:** Areas that you feel are unsightly or could benefit from additional landscaping or aesthetic improvements.
 - Oakton Road (off of Orchard Road and U.S. Route 30)
 - Unsightly views of industrial land use
 - Retail at U.S. Route 30 and Douglas Road



Visual Preference Survey

A web-based visual preference survey (VPS) provided interested participants with an opportunity to convey their preference for the types of development they would like to see in the Village. Participants were asked to rate images on a scale of 1 to 5 based on their feelings of “character and appropriateness,” with 1 meaning the image was inappropriate or undesirable and 5 indicating the image was appropriate or desirable. Once a vote was cast, users were not permitted to change their vote, as the intent of the exercise was to ascertain an initial reaction.

The following photos display the highest and lowest rated photos for each category included in the visual survey.

Highest Rated Photos

Residential



Multi-Family



Downtown



Commercial



Industrial



Lowest Rated Photos





Summary of Outreach

Community stakeholders expressed a varied and extensive range of opinions about the issues facing Montgomery, the strengths the Village can build upon, the assets that should be protected, and the opportunities for the future. This summary does not represent an exhaustive inventory of all the comments received during the planning process. Rather, it is a collection of the key points and major themes that resulted from considering the collective outreach process in its entirety. Feedback gathered using all of the available channels – public meetings, interactive workshops, expert opinions, and on-line tools – directly influenced topics and drove the recommendations of the Comprehensive Plan.

Community Image & Identity

Residents find Montgomery has a significant lack of community identity, attributable to many culprits. Some think that the Village’s ambiguous identity is linked to the Village’s multiple taxing districts, particularly its five school districts. Although invisible, these district boundaries inadvertently create separate communities. The Village’s jagged boundary was also mentioned as a potential cause of disassociation in the community.

Others find the identity of Montgomery can be explained through the Village’s market makeup. Montgomery used to be acclaimed as “The Village of Industry,” but recent loss of industry and additional commercial development may no longer make this an accurate definition of the Village.

What is the Village known for now? To some, the unclear definition of the Village’s commerce is the reason for Montgomery’s image issue.

Still many residents expressed that an obvious disconnect between new residents, mainly populations introduced in the last two decades, and older populations may be the cause of community disconnect.

Whatever the root cause, there is overpowering consensus that Montgomery lacks a defined character and community cohesion. Residents directly tied downtown development with the identity issue, noting that creating a stronger core and central gathering place could be the answer to strengthening the Village’s identity.

Downtown

Participants believe that Montgomery’s downtown is correctly located to unify the Village’s divided populations. Supporting a downtown commercial shopping district, the centrally located downtown could serve as a gathering point and a representation of the Village’s identity, according to respondents. The inability of Gray’s Mills to retain business has alerted residents to a need for stronger economic development efforts. Officials point to the establishment of the Downtown Mill District as a way to attract and retain business in their downtown. Additionally, respondents would like to see recreational amenities in Downtown that could be tied to the Fox River.

Economic Development

Economic development issues centered on stimulating diverse business growth in the community, filling vacancies, updating the appearance of older commercial buildings, and retaining and attracting business.

The Village’s major commercial corridors were a specific concern in the larger topic of economic development; specifically, Orchard Road, Douglas Road, Montgomery Road, and U.S. Route 30. Residents found that development has been slow to evolve especially along Orchard Road. A Tax Increment Financing (TIF) District for the corridor has been proposed, and respondents asserted the need to implement the TIF.

Commercial vacancies and the functional obsolescence of empty properties was another significant issue identified by outreach participants. The vacancies convey poor economic health and some stakeholders feel this deters future business investment. Residents communicated a need to pursue economic development efforts.

Business attraction and retention was identified as a significant issue identified throughout the outreach process. The loss of industry as well as a lack of new business development in the community has compelled many respondents to explore new economic development tactics. Residents and businesses suggested incentives for existing and new businesses and an employment generator as possible tools for attracting and retaining businesses.



Pedestrian & Bike Connectivity

Comments indicated a desire to connect the Village's local and regional bike paths. The paths were praised as one of the Village's greatest strengths, but access across busy roads was seen as poor or non-existent.

Outreach efforts also identified a desire to connect Montgomery's local and regional bike paths to important destinations throughout the Village. Trails along the Fox Riverfront were unanimously seen as exceptional, however, residents expressed a desire for these paths to connect to Downtown, major commercial developments, community facilities, and other important destinations throughout Montgomery.

Finance

Strengthening the tax base was a significant theme heard throughout the outreach process. Creating a stable and sustainable financial plan is important to ensure that Montgomery has funds for its future infrastructure improvement efforts. Some comments indicated fear that the State's financial health could potentially affect the Village.

Transportation

Roadway safety, specifically along Orchard Road and U.S. Route 30, was the most frequently cited issue in this category. Residents cited numerous occurrences of traffic accidents on these major roadways, attributable to various transportation problems, including narrow roadways, traffic congestion, and confusing intersections. U.S. Route 30 was consistently mentioned as an important issue with many residents finding the traffic on the corridor as too heavy. The eastern portion of the roadway is currently under construction to address some of these issues and a phase one study is being conducted for the western portion.

Extending Village roadways to increase access and circulation in Montgomery was a concept often repeated throughout the outreach process. Specifically, Village residents would like to see an extension of Gordon Road and Aucutt Road to increase access to and from major roadways.

Additionally, residents expressed a strong desire to establish a Metra commuter station in Downtown, or at a minimum, a park-and-ride facility. Both residents and officials alike see these as a potential driver of economic development for Montgomery.



4 Community Vision, Goals & Objectives

On September 11, 2013 at Village Hall, the Village of Montgomery hosted a Visioning Workshop for residents and civic leaders to identify key community improvements that would increase the quality of life in Montgomery. The collective input of the visioning session attendees formed the foundation for the Plan’s vision statement. The vision statement serves as the foundation for the goals, objectives, and technical recommendations outlined in subsequent chapters of this document.

The vision statement is an inspirational narrative describing what Montgomery would like to achieve in the twenty years following the adoption of the Comprehensive Plan. It describes the desired future state of the community and provides focus and direction for subsequent planning recommendations.

A Vision for Montgomery

Montgomery will be one of the most desirable locations in the Chicago region. To accomplish this, the Village will proactively act to improve its regional standing, as well as its overall appeal to existing and potential residents, families, businesses and employers.

Montgomery will continue to grow, but will preserve its existing small town character. The Village will continue to ensure residents enjoy a reasonable cost of living and high quality of life by efficiently delivering high quality programs and services. Montgomery will be a thriving place where people live and work, with access to well-paying jobs, goods and services, parks and the natural environment, and dining and entertainment. The community will offer everything someone needs to live, learn, play, work, and retire in Montgomery.

Montgomery will serve as a shining example of how a community can come together to plan for its future, build on its assets, and transform itself into what it would like to become.



Goals & Objectives

The future described in the Vision Statement can only be achieved through the successful implementation of specific guidelines and recommendations within the Comprehensive Plan. These recommendations include both the goals and objectives contained in this section, along with other plans and policies in the chapters that follow. Together with the Vision Statement, the goals and objectives provide detailed direction as to what Montgomery desires to accomplish with its Comprehensive Plan over the next 15 to 20 years.

Goals describe a visionary target toward which planning efforts should be directed. They are broad and long-range. They represent an end to be sought, although they may never be fully attained.

Objectives describe more specific actions that should be undertaken in order to advance toward the overall goals. They provide specific and measurable guidelines for planning action.

The goals and objectives presented in this section are based on 1) input from the project Steering Committee, 2) workshops held with residents and the business community, 3) key person interviews, and 4) technical analysis by the consulting team. The goals and objectives are organized into the following nine categories:

- Image & Identity
- Growth & Annexation
- Neighborhoods & Housing
- Commercial & Industrial Areas
- Downtown
- Transportation & Mobility
- Parks, Open Space & Environmental Features
- Sustainability & the Natural Environment
- Local Government & Community Services

Image & Identity

Targeted beautification, preservation and signage will improve the community's appearance, character and identity of the Village.

Montgomery will accommodate new development and preserve its valued small town feel. Commercial areas and industrial development along Orchard Road, U.S. Route 30, Aucutt Road, Baseline Road, and Douglas Road will provide a diverse and strong tax base, and these areas will have attractive buildings, high quality landscaping, and present a positive first impression for the Village.

Throughout the community, the Village and its residents will work hard to define the image of Montgomery. The Village will install attractive gateway signs on Orchard Road, Montgomery Road, US Route 30, US Route 34 and other major entrance routes to the Village. Other key corridors, including Lake Street and Webster Street, will be enhanced with landscaping, decorative lighting, banners, and other improvements. The Village will partner with local agencies to market the community's assets, including its parks, natural resources, neighborhoods, shopping, and internationally renowned industries.

Goal

Recognize, preserve, and build upon Montgomery' unique history and character by instilling local community pride and defining the way the community is perceived throughout the region, state, and country.

Objectives

1. Designate Gray's Mill and Settlers Cottage as local historic landmarks.
2. Work with developers to identify and preserve historic farmhouses in the Village's growth areas as agricultural areas are considered for new development.
3. Develop a marketing campaign to communicate the quality and desirability of the Village to potential visitors, businesses, investors, and residents leveraging Montgomery's defining features, including the Fox River, Blackberry Creek, Jericho Lake Park, Stuart Sports Complex, Gray's Mill, Settler's Cottage, and Dickson-Murst Farm.
4. Work with the Conservation Foundation and Dickson-Murst Farm Partners to expand programming of Dickson-Murst Farm.
5. Work with the Illinois Department of Transportation (IDOT) to add "Montgomery" to list of destinations to the exit signage at the IL 31 and Orchard Road Interstate 88 exits.
6. Work with the Illinois Department of Transportation (IDOT) to install information signage along U.S. Route 30 and Interstate 88 promoting the location of local attractions, including historic Gray's Mill and the Dickson-Murst Farm.
7. Encourage subdivision and other monument signs to include the Village of Montgomery's name and/or logo (i.e. existing signage at Ogden Hill) to promote the Village's identity and location.
8. Enlist the support of the Greater Montgomery Area Chamber of Commerce and the Montgomery Economic Development Corporation in strengthening the Village's new brand by providing, and encouraging the use of, Montgomery's new tagline and logo.
9. Implement a comprehensive wayfinding signage program throughout the Village to direct motorists and pedestrians to key local destinations such as schools, Downtown, community parks, Dickson-Murst Farm, the Fox River, and large areas of employment including Caterpillar and VVF.
10. Expand the Village's banner program and consider increasing banner sizes along major roadways, including Orchard Road, U.S. Route 30, Lake Street, and Douglas Road.
11. Install streetscape elements along prominent corridors and districts that strengthen the unified theme of the community such as benches, landscaping, trash cans, streetlights, bike racks, wayfinding signage, and other amenities.
12. Mark entry to the community through prominent gateways consisting of signage, landscaping, and lighting along key corridors, including Orchard Road, Lake Street, Montgomery Road, U.S. Route 30, Jericho Road, and Douglas Road.
13. Develop and implement a Downtown gateway and wayfinding system to firmly establish Downtown as the symbolic heart of the Village and to help create a distinctive, attractive, and easily recognizable pedestrian environment.
14. Work with the Historic Preservation Commission to create a historic walking tour that includes the Settlers Cottage, Gray's Mill, and other locally historic buildings and sites within Downtown and the Village.
15. Work with the Fox Valley Park District (FVPD), Oswegoland Park District, local artists, and students to install sculptures and other forms of outdoor artwork to beautify and distinguish Montgomery's parks.
16. Encourage compatible and high-quality design and construction for all development/redevelopment with an emphasis on site design, building orientation, architecture, building materials and site improvements.
17. Continue to support and promote community events and festivals within Downtown.
18. Continue to construct high-quality community facilities, such as the new Village Hall, Police Station and the Foxmoor/Fairfield Way water tower/pump house, to lead by example and underscore the Village's commitment to attractive buildings and high-quality construction.
19. Develop and implement landscaping and tree planting and maintenance programs that beautify the residential and commercial areas of the Village.
20. Strictly enforce the Village's sign regulations along Douglas Road and Orchard Road, balancing the desire and necessity of business identification and the potential for signage to block views, create visual clutter and detract from the appearance of the Village and its commercial areas.



Growth & Annexation

The Village will promote sustainable growth and responsible development.

The Village will rebound from the recession and once again experience growth and development on undeveloped land. The addition of new families and households will increase the Village's population; annexation will increase the geographic size of the community; and, new and existing commercial and industrial development will diversify the Village's tax base.

The Village will promote smart, sustainable growth practices; protect and enhance environmentally sensitive areas and natural features; and strategically extend utilities and infrastructure to help ensure that Montgomery's service providers are not overburdened.

Goal

Grow responsibly and sustainably, protecting important natural features, taking advantage of unique local assets, and maximizing the effectiveness of municipal infrastructure and services.

Objectives

1. Identify any mutual benefits of annexing Caterpillar and Vegetable Vitamins Food Company (VVF) into the Village and initiate a dialogue to explore the annexation of the two large unincorporated employers.
2. Improve relationships with, and offer development incentives to, uncooperative land owners whose cooperation is necessary to accomplish strategic objectives, such as road and utility extensions.
3. Prioritize completion of partially constructed subdivisions with infrastructure already in place, such as the Balmorea and Huntington Chase subdivisions, over new construction in undeveloped areas.
4. Encourage infill and redevelopment within the Village's existing corporate limits before growth and development within the designated growth areas.
5. Prioritize development within primary growth areas before extending into secondary growth areas.
6. Establish adjacency requirements for future development to prevent or discourage leap frog development and the premature conversion of agricultural land.
7. Develop a list of priority annexation areas based on their development potential, overall benefit to the community, viability of extending existing infrastructure, and potential revenue.
8. Maintain boundary agreements with Oswego, Sugar Grove, Yorkville and Aurora, which aid long range planning and protect Montgomery and its neighbors from 'bidding wars' with developers.
9. Use the preservation of Dickson-Murst Farm as an example for future heritage conservation projects.



Neighborhoods & Housing

Montgomery’s neighborhoods will embody the unique character and diversity of the community.

High quality and attractive neighborhoods will be the foundation of the community’s success. Montgomery will have a wide variety of homes that attract first times buyers, young families, professionals, empty nesters and retirees. The community will be cohesive, yet consist of a variety of neighborhoods and housing types to ensure everyone can find a home in Montgomery.

Near Downtown, established neighborhoods will continue to feature well-maintained homes and attractive streets that reflect the unique local character and history of Montgomery. East of the river,

both traditional and new neighborhoods will be centered on anchors such as the community’s celebrated schools, parks, and trail network. The Village’s west side will continue to blossom, with a mix of housing types in planned neighborhoods interconnected with trails and parks and elementary schools within walking distance.

Throughout all of the Village’s diverse neighborhoods, residents will have access to quality services and shopping opportunities that ensure convenience and accessibility. Continued investment in neighborhood parks will expand recreational offerings for all, and local shopping along commercial corridors will provide for the everyday needs of the community.

Goal

Enhance and maintain the Village’s neighborhoods to provide the housing, character, and supporting amenities needed to retain and attract residents to Montgomery.

Objectives

1. Discourage monotonous development practices by requiring developers to vary architecture, subdivision layout, housing types, park sizes and locations, and recreation facilities.
2. Diversify the Village’s housing stock and introduce higher value homes to the community in “Estate Residential” areas identified in the Land Use Plan.
3. Encourage the development of high quality multi-family buildings, townhomes, and small-lot single-family housing along existing bus routes, within the Mill District, and near the potential Metra station as identified in the 2009 Transit-Oriented Development Plan.
4. Accommodate desirable and appropriate senior housing and senior living developments within the community to promote “aging in place” allowing residents to remain in the Village through their entire lives. Promote community interaction and the development of a healthy community by requiring developers to provide parks and recreation areas in all new subdivisions.
5. Protect residential developments from existing and planned commercial, industrial, or other non-compatible uses through the use of horizontal and vertical buffering and screening, including berms, fencing, and landscaping.
6. Establish guidelines to prevent the isolation of new subdivisions, and require developers to provide trail, sidewalk and street connections to adjacent residential and commercial development.
7. Preserve sound existing housing in Montgomery’s older residential areas through regular, active code enforcement and preventative maintenance programs.
8. Accommodate residential renovation of the Village’s existing housing stock through a consistent, expedient, flexible, and thorough permitting process.



Commercial Areas

A diverse and vibrant mix of commercial areas provide shopping and employment opportunities within the Village.

National retailers and restaurants will continue to develop along the Orchard Road Corridor and the Ogden Hill Shopping Center, serving a large base of shoppers from the Village of Montgomery and beyond. Commercial development will afford residents the opportunity to “shop local,” keeping tax dollars in the Village.

Grocery stores, restaurants, theaters, and other activities will provide everything families desire in order to live, shop, and play within the boundaries of Montgomery. While recent commercial growth along Orchard Road will be a new attraction, older commercial corridors, like Douglas Road, will be reinvigorated through coordinated public and private investment.

Goal

Strengthen the Village’s commercial areas to better meet the daily needs of Montgomery residents, attract investment from beyond Montgomery, and create a positive image.

Objectives

1. Ensure every Village residence is located within 1 mile of a grocery store, convenience store, or restaurant.
2. Ensure that residents have access to a variety of commercial goods and services that meet their daily needs and provide opportunities for entertainment and specialty shopping.
3. Work with the MEDC and the Chamber to attract and retain desirable businesses.
4. Work with the MEDC and the Chamber to market existing commercial development opportunities, prioritizing vacant out lots in the Ogden Hill Shopping Center, and sites within the Douglas Road and Orchard Road corridors.
5. Create and promote façade and site improvement programs to modernize aging shopping centers and commercial buildings in Downtown and along Douglas Road and Montgomery Road.
6. Adopt and enforce a standard for the maintenance of commercial properties to prevent their neglect and deterioration.
7. Using the 2005 Orchard Road/Blackberry Creek Corridor Plan as a foundation, develop design guidelines for all of the Village’s commercial areas, to help ensure commercial areas are attractive and welcoming.
8. Work with the MEDC, Chamber, developers, and brokers to promote a variety of commercial uses and tenants, providing opportunities for both national retailers and local “mom and pops.”
9. Connect commercial development to sidewalks, and trails, allowing it to be fully accessible for all visitors, including motorists, pedestrians, cyclists, and transit riders.
10. Identify opportunities to improve and/or provide connections between existing residential subdivisions and nearby commercial areas.
11. Require future subdivisions to provide connections to adjacent commercial and employment areas.



Industrial Areas

Diverse industrial and business park development will provide a strong and diverse tax base for the Village.

Montgomery, is and will continue to be a regional hub of industry and employment. Manufacturing plants provide jobs and logistic uses capitalize on the Village’s strategic location and excellent access to transportation.

Goal

Sustain a healthy local economy and provide jobs to residents of Montgomery by retaining and enhancing industrial development throughout the Village.

Objectives

1. Promote the expansion and development of industrial areas and business parks as presented in the Land Use Plan.
2. Establish and maintain designated truck routes throughout the Village, minimizing traffic through residential areas.
3. Mitigate the impacts of industrial uses on nearby neighborhoods, especially for homes along Lake Street, Jericho Road, Railroad Street, and others, through the use of buffers, screening, land use and zoning regulations, and other restrictions.
4. Establish design and development guidelines for the Village’s industrial and business park areas to ensure they are attractive and contribute positively to the Village’s image and character.
5. Work with the MEDC and Chamber to identify and market available industrial properties.
6. Work with the MEDC to create and market competitive “packages” of incentives, grants, infrastructure investments, and credits to prospective businesses.
7. Establish and maintain regular lines of communication with industrial property owners and businesses, including Vegetable Vitamins Foods Company (VVF) and Caterpillar.
8. Market the Village’s strong industrial base and the location of nationally and internationally renowned companies like VVF and Caterpillar.
9. Enlist the support of Caterpillar and VVF to strengthen the regional brand and presence of the Village of Montgomery by renaming their “Aurora” facilities to include, more appropriately, Montgomery.
10. Promote better recognition of Village industry by enhancing business park signage for designated business parks.
11. Ensure that designated industrial areas within the Land Use Plan are prioritized for appropriate industrial and business uses, and prevent the encroachment of incompatible development and uses that may weaken the industrial/business functionality of these areas.
12. Work with existing industrial business owners that are currently located within Downtown, and other non-industrial areas, to assist with their relocation into better-suited parcels within business park areas.



Downtown

Downtown will reemerge as a vibrant and active center.

Downtown will form the heart of the Montgomery community, supported by major commercial destinations along Orchard Road and U.S. Route 30, as well as local businesses along the Douglas Road, Montgomery Road, and Lake Street corridors. Downtown will draw regional attention due to its vibrant dining and shopping scene, anchored by a new Metra station, Gray's Mill, and unique recreational offerings on the Fox River.

Goal

Revitalize Downtown Montgomery as a community focal point with a diverse mix of uses and activities.

Objectives

1. Install wayfinding signage along U.S. Route 30, U.S. Route 34, Orchard Road, Montgomery Road, Lake Street, Aucutt Road, and River Road to improve the prominence of Downtown.
2. Install gateway signs at the intersection of Webster Street and Lake Street, River Road and Taylor Street, and Broadway and Mill Street to mark entrances and welcome visitors to Downtown.
3. Develop plazas and vistas as identified in the Mill District Master Plan to establish civic gathering points in Downtown.
4. Host community and special events, including a farmer's market, cruise nights, "taste-of" festivals, parades, and holiday celebrations in Downtown.
5. Work with the Veterans of Foreign Wars (VFW) post as a partner in organizing events in Downtown.
6. Work with the Veterans of Foreign Wars (VFW) post to increase access to the riverfront.
7. Continue streetscaping efforts in Downtown and prioritize improvements to Webster Street, Mill Street, and the remainder of River Road.
8. Focus Downtown development efforts along the Riverfront, River Road, and Webster Street until Park-n-Ride and Metra Station plans are realized.
9. Acquire and assemble parcels within Downtown as opportunities for purchase as properties are made available to facilitate the implementation of the 2009 Transit Oriented Development Plan.
10. Partner with the Chamber, MEDC, Waubensee Community College, and others to establish a downtown business incubator to catalyze the business environment in Downtown.
11. Continue to utilize the Old Town/Downtown Montgomery Reinvestment Study and TOD design guidelines to foster commercial and mixed use development that is complementary to the Village's history and character.



Transportation & Mobility

Residents will enjoy convenient, multi-modal access throughout the Village by car, bike, foot, and transit.

A strong network of arterial roads will quickly and efficiently carry traffic throughout the Village. U.S. Route 30 and Lake Street, will provide east-west and north-south routes respectively, providing access to Downtown and any other destination in the Village. Other minor arterial streets and collectors will complement the system, and connect arterials to the Village's neighborhoods, shopping area and employment centers. Pace bus routes will travel along these streets, providing public transit connections to a new Metra Station nestled into the fabric of Downtown.

Pedestrians will be able to safely walk throughout the community, thanks to improved crosswalks, safe and accessible sidewalks, and lighting providing security at all times of day. Bicyclists will enjoy a vast regional trail network in Montgomery. The Fox River will be a central spine of a regional trail that connects the Village to the other Fox River communities to the north and south.

Goal

Maintain a comprehensive transportation system consisting of all modes of travel that supports business investment and enhances local and regional mobility.

Objectives

1. Prioritize the completion of the Aucutt Road and Gordon Road extensions to improve circulation in areas west of Orchard Road.
2. Work with the Kane County Division of Transportation (KDOT), the Kendall County Highway Department, the Illinois Department of Transportation (IDOT), and local property and business owners to control and reduce curb cuts along arterials through consolidation and shared access to increase the safety of the Village's major roadways.
3. Manage access to commercial properties along Douglas Road by removing or consolidating excess curb cuts, encouraging cross-access easements between adjacent lots, and encouraging access from side streets and internal roadway networks.

4. Extend Barbara Lane east to connect with an extended 5th Street to improve circulation within, and access to, the Douglas Road commercial area.
5. Eliminate or minimize the use of cul-de-sacs and dead end streets in new development and provide for and connect to stub-streets where appropriate.
6. Establish a comprehensive Downtown parking strategy that addresses capacity, policies and restrictions, pricing, and coordination with future Metra commuter parking.
7. Continue to work with Pace and the Regional Transportation Authority (RTA) to develop a park-n-ride facility in Downtown to bus Montgomery commuters to the Aurora Transportation Center.
8. Continue to support the expansion of Metra service along the BNSF westward, including a stop in Montgomery.
9. Review Pace's Transit Supportive Guidelines for the Chicagoland Region (2013) and codify appropriate design criteria to ensure new development can accommodate transit service.
10. Install pedestrian countdown signals at busy pedestrian intersections.
11. Work with Pace to plan and develop bus routes to provide service to underserved areas on the Village's west side, prioritizing bus stop locations at the intersection of Orchard Road and U.S. Route 30, Orchard and Caterpillar Drive, and U.S. Route 30 and Gordon Road.
12. Work with Pace to provide regional and local transit access to major employment centers, commercial goods and services, recreation, and other destinations and amenities within the community.
13. Continue to require sidewalks and trails as part of new development.
14. Maintain and expand the sidewalk network throughout the Village's commercial districts and corridors ensuring sidewalks are located along both sides of all streets within these areas and ensure they connect to businesses and other destinations.
15. Expand the Village's network of trails and sidewalks by ensuring all Village roadways have a sidewalk on at least one side of the street to provide better connections between the Village's residential neighborhoods, parks, schools, Downtown, and other commercial areas.
16. If feasible, widen the Mill Street bridge to include safe pedestrian sidewalks on both sides of the street.
17. Utilize the Bike and Pedestrian Plan to expand the sidewalk and trail network, prioritizing connections to Downtown, the riverfront, Stuart Sports Complex, Pace bus stops, schools, commercial areas, and other local destinations.
18. Work with the Fox Valley Park District to evaluate the feasibility and benefit of installing a pedestrian bridge across the Fox River between Montgomery Park and South Broadway Park, to increase connection between the two sides of the river
19. Work with the Fox Valley Park District and Kane County Division of Transportation (KDOT) to establish a pedestrian crossing across Aucutt Road and/or a pedestrian bridge over Orchard Road to provide a safe grade-separated connection to Stuart Sports Complex and Jericho Lake Park.
20. Work with both park districts to install signage along the trail network that highlights and directs travelers to major attractions in the Village.



Parks & Recreation

Anchored by a system of parks along the Fox River, Montgomery will be known for its distinctive variety of recreational activities.

Montgomery will be well served by parks and recreation. The Stuart Sports Complex will become a regional sports venue, providing nearby venues for athletics and hosting events and tournaments that draw visitors to Montgomery. Smaller neighborhood parks, such as Krug Park and Lakewood Creek Park, will provide “close-to-home” recreation for exclusive local enjoyment.

Goal

Provide passive and active recreational amenities throughout the community in a well-balanced system of local and regional parks and open spaces.

Objectives

1. Continue to work cooperatively with the Fox Valley Park District and Oswegoland Park District to ensure Montgomery residents are well served by parks and recreation.
2. Work with both park districts to extend their boundaries continuously with the Village as western growth and development occurs.
3. Continue to require developers to provide active and passive recreation areas within walking distance of all new dwellings, designed to serve the needs of the residential community.
4. Periodically evaluate the requirements of the Village’s parkland dedication ordinance to ensure it is adequately providing parkland, or cash-in-lieu of parkland.
5. Require developers to complete park sites in the first phase of residential subdivisions ensuring that commitments for open space and recreation are maintained, and provided in a timely fashion.
6. Work with both park districts to identify and prioritize opportunities to purchase land and develop neighborhood parks in underserved areas, including the Blackberry Heights and Maviray Manor neighborhoods.
7. Work with both park districts to expand and create a green infrastructure network in areas of future growth and development and integrate multiple-benefit eco-corridors throughout new neighborhoods.
8. Utilize roadway rights-of-way, flood plains, preserved greenbelts, and other opportunities to link together the Village’s open space network and connect schools, commercial areas, neighborhoods, and other destinations.
9. Strengthen the prominence of the Fox River in Downtown Montgomery through public or private river recreational opportunities.
10. Work with the Fox Valley Park District to install fishing piers to help promote the Montgomery Dam as a destination for fishing along the Fox River.
11. Implement the Mill District Master Plan boardwalk concept and extend the boardwalk along Montgomery Park north to the Montgomery Dam.
12. Encourage the Fox Valley Park District to maximize programming and tournaments at Stuart Sports Complex.
13. Establish lookout points for bird and nature watching near Downtown, Montgomery Dam, Montgomery Park, and other strategic points along the Fox River.
14. Consider the long-term reconfiguration of the Fox River channel to allow for the replacement of the Montgomery Dam with a series of rapids.

Sustainability & the Natural Environment

The Village will protect Montgomery's natural features from overdevelopment and pollution and reduce flooding through the implementation of blue/green infrastructure and prudent new policies.

Montgomery will be uniquely defined and influenced by the natural environment, including the Fox River, Blackberry Creek, Jericho Lake, and Waubensee Creek. The Village will continue to protect these assets and minimize the impacts from nearby activities through development regulations that maintain a balance between growth and the natural environment.

The Village will increase its use of natural features, such as the Blackberry Creek and the Fox River, as key functions for stormwater management. Previously underutilized flood plains will be transformed into an amenity for the community. While these areas were once seen as an impediment to development, a large portion of the Village's floodplains will be converted into natural wetlands and will be a unique opportunity for residents to explore Illinois's wetland habitat.

Access to the Fox River and riverfront area will improve. While some residents enjoy exclusive waterfront property, Montgomery Park, South Broadway Park, Porter Park, and the Riverfront Trail will provide opportunities for the public to enjoy this natural amenity. Recent improvements, including interpretive signage and walking trails, will make this a popular field trip destination for local schools.

Goal

Preserve and enhance Montgomery's natural environment and protect residents and their properties from natural hazards through infrastructure, development regulations, and programs.

Objectives

1. Create development buffer zones for sensitive ecosystems and important environmental features, including Blackberry Creek, Waubensee Creek, and wetland areas.
2. Maintain and expand public access to the Fox River corridor, acquiring any additional parcels if they become available, focusing acquisition efforts on the flood prone homes along North River Street.
3. Maintain view corridors to the Fox River through planning as parcels adjacent to the river are redeveloped.
4. Work with the Fox River Ecosystem Partnership (FREPP) to help restore and improve the habitat of the Fox River through the deployment of infiltration-based green infrastructure throughout the Village that helps to slow, cool, cleanse, and infiltrate surplus rainwater from every neighborhood.
5. Establish native landscaping and permeable pavement requirements for commercial properties located adjacent to Blackberry Creek and Fox River to preserve water and habitat quality.
6. Work with local developers to integrate natural landscape planning and restoration into new development.
7. Work with the United City of Yorkville, the Village of Sugar Grove, and local developers to naturalize the Rob Roy Creek as new development occurs along its course.
8. Continue to work with the Fox Valley Park District, Oswegoland Park District, the Forest Preserve District of Kane County, and the Kendall County Forest Preserve District to acquire, restore, manage, and actively steward high-quality natural landscapes within the Village and its planning area.
9. Promote and help educate property owners and citizens about the value of proper management techniques for prairie, natural woodlands and urban trees.
10. Increase education and public awareness about the importance of water conservation measures as a key to long-term community resiliency and promote reduced water use through water-conserving fixtures in buildings and native landscaping.
11. Adopt green building standards for all publicly-funded buildings and facilities that incorporate high-performance energy conservation measures in concert with other green building and site practices.
12. Working with appropriate local and federal agencies and grant funding, remediate the Avaya site and develop a reutilization plan for the riverfront property.
13. Encourage the use of undevelopable, flood prone land for public open space, recreation, and wildlife habitats.
14. Ensure all neighborhoods in the Village have adequate stormwater infrastructure, whether through curb and gutter, bioswales, or other means of detention.
15. Utilize the Village's Naturalized Stormwater Plantings Guidelines to continue to restore and enhance existing basins and ponds, and require new development to employ green infrastructure to support more functional and natural stormwater management.
16. Utilize the guidelines provided in the regional Blackberry Creek Watershed Action Plan to reduce harmful development practices for properties located in the Blackberry Creek Watershed.
17. Establish portions of the Montgomery overflow as naturalized wetlands to become an asset to the Blackberry Heights neighborhood.
18. Develop parking lot design standards that include bioswales and perimeter landscaping to reduce automobile toxins from entering stormwater ponds and basins, Fox River, Blackberry Creek, and other environmentally sensitive areas.
19. Work cooperatively with Kane and Kendall Counties to regularly update their hazard mitigation plans.
20. Work with the Village Engineer to develop a strategic plan for the partial naturalization of the Waubensee Flood Plain and the Montgomery Overflow.
21. Provide incentives to businesses that pursue LEED (Leadership in Energy and Environmental Design) certified building construction and work with the Village's service providers to pursue LEED certification for future facilities located within Village boundaries.



Community Services & Local Government

The Village and its service providers will administer high quality services to Montgomery residents and utilize the Comprehensive Plan to coordinate efforts to improve the livability of the Montgomery community.

Montgomery's community facilities will be cited as one of the Village's greatest assets and why the Village is an attractive community for new families. Although many different community facility providers serve the Village, strong partnerships and improved communication will promote central facility locations that optimize activity, and accessibility.

The Village will continue to engage with residents and businesses to ensure issues and concerns are adequately addressed. Regular outreach events will make Montgomery regionally renowned for its attention and dedication toward its citizens.

The Village and its local service providers will utilize the recommendations of this Comprehensive Plan to coordinate the planning of infrastructure and the delivery of services. These changes will increase the quality of life for Montgomery residents and foster an environment conducive to business growth.

Goal

Continue to provide high-quality and efficient community facilities and Village services that provide for the day-to-day needs of residents and businesses, which allow for both neighborhoods and businesses to thrive.

Objectives

1. Amend the Village's Zoning Ordinance, Subdivision Ordinance, and Public Works standards to align with the Comprehensive Plan.
2. Conduct regular periodic reviews of all codes and ordinances to ensure that they are clear and adequately address existing and emerging development issues.

3. Maintain open communication with residents and businesses through traditional and web-based public engagement to ensure their needs are continually met.
4. Establish a "Joint Services Council" with representation from each of the Village's community service providers.
5. Annually host a Joint Services Council forum to improve communication and cooperation in an effort to deliver services to Village of Montgomery residents more efficiently.

6. Continue to work with the MEDC and Chamber to bolster the Village's tax base and achieve mutually beneficial objectives.
7. Ensure adequate public works facilities are maintained, the locations of such facilities are appropriate, and that the Community Investment Program is updated regularly to accommodate necessary improvements, staffing, and additions to the Village's infrastructure.
8. Work with the fire protection districts that serve the Village to evaluate emergency response times and identify potential locations for new fire station facilities, such as a Sugar Grove Fire Protection District station on the west side of the Village.

9. Support the continued operation and improvement of both public and private school facilities while ensuring that they do not negatively impact residential neighborhoods through traffic, lighting, and intense activity.
10. Promote the quality, condition, capacity, and positive reputation of the community's schools as a positive element in the Village.
11. Work with School Districts to define school catchment areas to avoid separating neighborhoods into different schools and/or districts.



5 Land Use Plan

The Land Use Plan presents appropriate land uses and policies for the future development of the Village of Montgomery and its growth areas. The Land Use Plan is grounded in sound community planning principles and guided by the Vision, Goals & Objectives; a market and demographic analysis; and an assessment of the existing built environment.

The Land Use Plan should assist Village staff, residents, businesses, and elected and appointed officials in making future land use and development related decisions. While the Land Use Plan is specific enough to provide guidance on land use decisions, it is also flexible enough to allow for individual negotiations and the consideration of creative approaches to land development that are consistent with the overall policies, recommendations, and guidance included in the Comprehensive Plan.

In general, the plan strives to promote a compatible land use pattern that prevents the premature conversion of agricultural land and open space, while focusing upon infill and redevelopment opportunities.

The Plan also emphasizes the protection of residential neighborhoods, the strengthening of the Village's commercial and employment sectors, the provision of community facilities, and the preservation and enhancement of desirable environmental features such as streams, lakes, wooded areas, and wetlands.

The Land Use Plan identifies 13 land uses for the Village of Montgomery, including:

- Estate Residential
- Detached Single-Family Residential
- Attached Single-Family Residential
- Multi-Family Residential
- Neighborhood Commercial
- Regional/Corridor Commercial
- Downtown Mixed-Use
- Light Industrial/Business Park
- Heavy Industrial
- Parks and Open Space
- Public/Semi-Public
- Utilities/Railroad



Estate Residential

The Estate Residential land use designation is intended to provide large-lot, larger, high-quality single-family detached homes in the Village’s growth area. It is anticipated that Estate Residential will yield low residential densities and consist of homes at a higher price range than the Detached Single-Family Residential category.

Detached Single-Family Residential

Detached Single-Family Residential areas should consist primarily of single-family detached homes on lots subdivided and platted in an organized and planned manner. Single-Family Residential is the predominant type of land-use in the Village, and should continue to be so. Much of the Village’s newer housing stock was developed by national and regional homebuilders, and under similar, if not identical subdivision regulations, giving them many similar characteristics including street widths; retention ponds; curb and gutter; sidewalks and trails; and, neighborhood park sites.

Attached Single-Family Residential

Areas designated for single-family attached residential development include duplexes, townhomes, and rowhouses. These dwelling types provide direct outside access to each unit and generally lack common interior spaces such as lobbies or shared hallways.

Multi-Family Residential

Areas designated for multi-family residential include multi-tenant buildings and complexes, such as apartments and condominiums. Areas designated for multi-family residential development include a variety of dwelling types and products, including senior housing. Additionally, Multi-Family Residential also helps provide affordable housing opportunities in the community.

Neighborhood Commercial

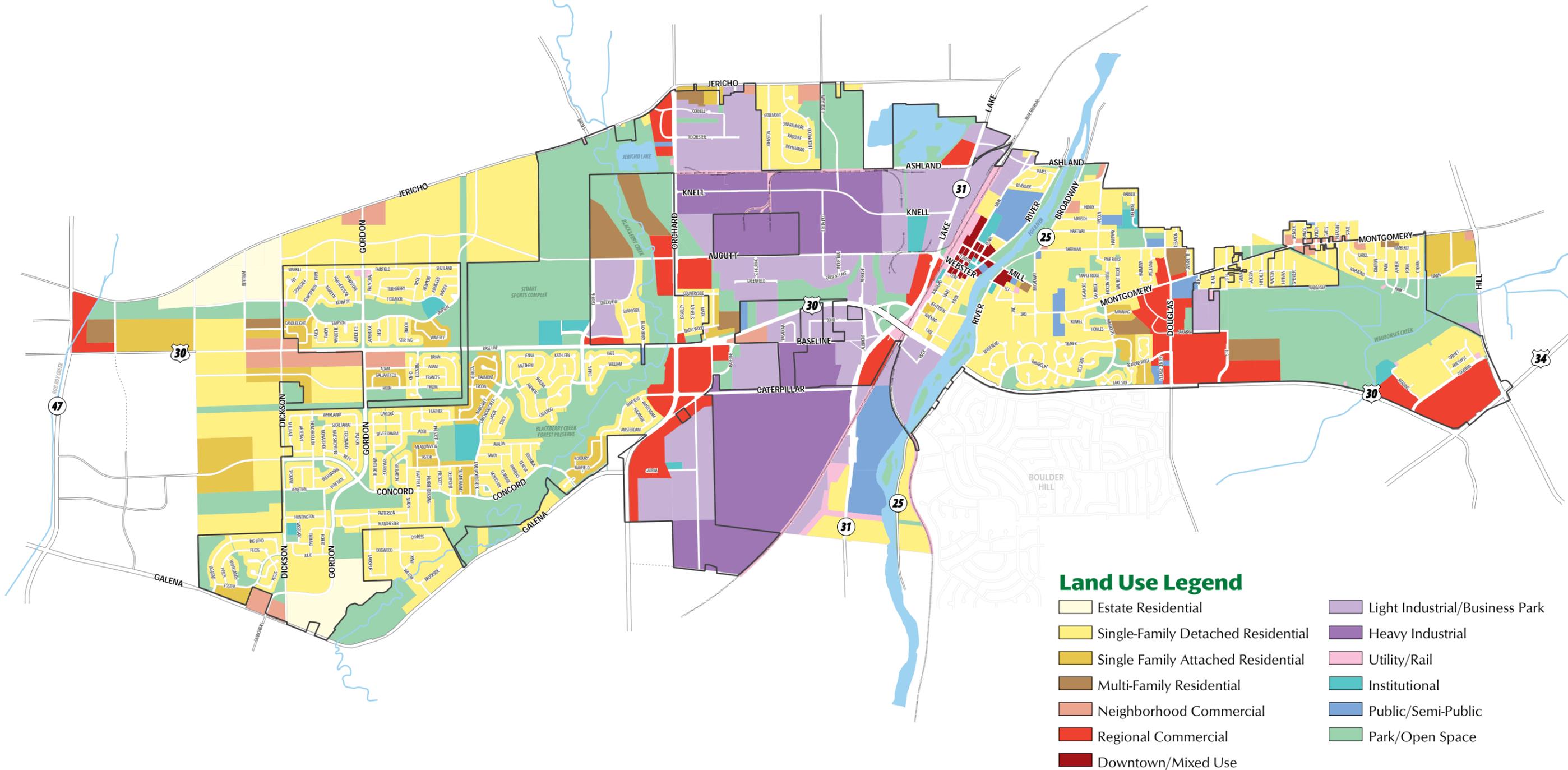
Neighborhood Commercial areas are the least intense type of commercial land use in Montgomery. They are intended to provide daily goods and services conveniently to local residential neighborhoods. Neighborhood Commercial areas should be of smaller scale and intensity, and be comprised of a mix of uses that does not attract shoppers from the larger region. Almost all of the areas identified as Neighborhood Commercial in the Land Use Plan are adjacent to residential properties, and therefore it is important that they develop appropriately, minimizing their impact on nearby residential areas.

Regional/Corridor Commercial

The Regional/Corridor Commercial designation is an intense commercial land use consisting of larger commercial properties along Orchard Road, Douglas Road, US Route 30, US Route 34 and IL Route 47. These areas should contain larger, connected commercial areas, anchored by large format retailers and department stores. Given the mix and intensity of uses, these areas help diversify the Village’s tax base, and are able to draw from the larger region, servicing the entire Village and beyond.

Land Use Plan

The Land Use Plan presents desired land uses for the Village of Montgomery and its growth area. The Land Use Plan is grounded in sound community planning principles and guided by the Plan's Vision, Goals and Objectives; market and demographic analysis; and an extensive existing conditions. The Plan provides recommendations for the types and intensities of land uses that will best meet the needs of the community.



CHAPTER 5
LAND USE &
DEVELOPMENT
PLAN

Land Use Legend

- | | |
|--|--|
|  Estate Residential |  Light Industrial/Business Park |
|  Single-Family Detached Residential |  Heavy Industrial |
|  Single Family Attached Residential |  Utility/Rail |
|  Multi-Family Residential |  Institutional |
|  Neighborhood Commercial |  Public/Semi-Public |
|  Regional Commercial |  Park/Open Space |
|  Downtown/Mixed Use | |

Downtown Mixed-use

A primary goal of the Go Montgomery 2035 Comprehensive Plan is to revitalize Downtown and reinforce it as a community focal point. The purpose of the Downtown Mixed-Use land use designation is to provide an exciting mix of uses, including retail, restaurants and entertainment, professional offices, gathering places, institutions and public facilities and multi-family residential units. By locating retail and restaurant uses on the ground floor and accommodating office, personal service, and multi-family uses on upper floors, the Village can create a more interesting and engaging pedestrian experience. To distinguish Downtown from other commercial areas in the Village, it is important that the Downtown Mixed-Use area be characterized by uses and development patterns that provide a vibrant, safe, attractive, and “walkable” pedestrian environment.

Industrial/Business Park

Light Industrial and business parks are less intensive industrial uses that can complement commercial land uses and the Heavy Industrial areas. Light industrial uses should consist of office complexes or smaller service- and/or consumer-oriented businesses as opposed to large manufacturers. While light industrial and business park uses are desirable and contribute to the economic health of the community, they have the potential to negatively impact the environment and the quality of life for residents living in adjacent neighborhoods. Accordingly, the Land Use Plan identifies a land use arrangement that seeks to minimize land use conflicts, promoting separation from residential areas where possible.

Heavy Industrial

Areas designated for Heavy Industrial include major, regional employment areas of intense, concentrated manufacturing and industrial land uses that cannot be easily mixed with other types of uses, including Caterpillar and VVF. Areas identified as Heavy Industrial in the Land Use Plan should be reserved for manufacturing, industry and related uses. Provision of adequate public facilities and services, including good access to the region’s transportation system is critical to the success of manufacturing/industrial centers. Heavy Industrial generate local employment and help diversify the Village’s tax base contributing to the economic health of the community. These areas however, can be unsightly, and their operations have the potential to negatively impact the environment and the quality of life for residents living nearby. Accordingly, the Land Use Plan minimizes land use conflicts, promoting separation from residential areas where possible.

Utilities/Railroad

Utilities/Railroad include property owned by the railroad and parcels of land dedicated solely to municipal infrastructure, including lift stations, water towers, and electric substations. These infrastructure facilities allow the Village to function, and the operation of the railroad provides the potential for Metra service in Montgomery, in addition to freight service for the Village’s industrial areas. Utilities/Railroad uses can be unsightly and noisy and should be well-buffered from adjacent residential properties whenever feasible.

Parks & Open Space

Montgomery’s parks, open space, and environmental features contribute significantly to the community’s character and the overall quality-of-life enjoyed by residents. The Parks & Open Space designation in the Land Use Plan includes all types of open space, including public and private parks, natural areas, golf courses and other open spaces.

Chapter 8: Parks, Open Space, and Environmental Features Plan provides more detail on this land use.

Public/Semi-Public

Public and Semi-Public uses and facilities are combined in this land use designation, including a number of existing government and institutional facilities such as the Montgomery Village Hall, the Police Station, fire stations, schools, and religious institutions. These uses provide necessary community services while adding to the overall quality of life for residents. Ideally, community facilities that are expected to attract a high volume of visitors, such as the Village Hall, should be located within Downtown area. However, Montgomery is serviced by many taxing districts and achieving this objective requires cooperation from the Village’s community service providers. This issue and others related to the Public/Semi-Public land use are discussed in more detail in **Chapter 9: Community Facilities Plan**.



Land Use Plan Growth Areas

The Comprehensive Plan provides the opportunity to carefully plan for undeveloped areas, enabling the Village to be proactive in guiding future development. Although development activity has subsided in the wake of a national recession and weak residential market, the pressure to develop and expand will return. The Growth Area Plan provides a strategy to accommodate growth and annexation methodically and incrementally, growing outward and allowing municipal infrastructure and Village services to keep pace.

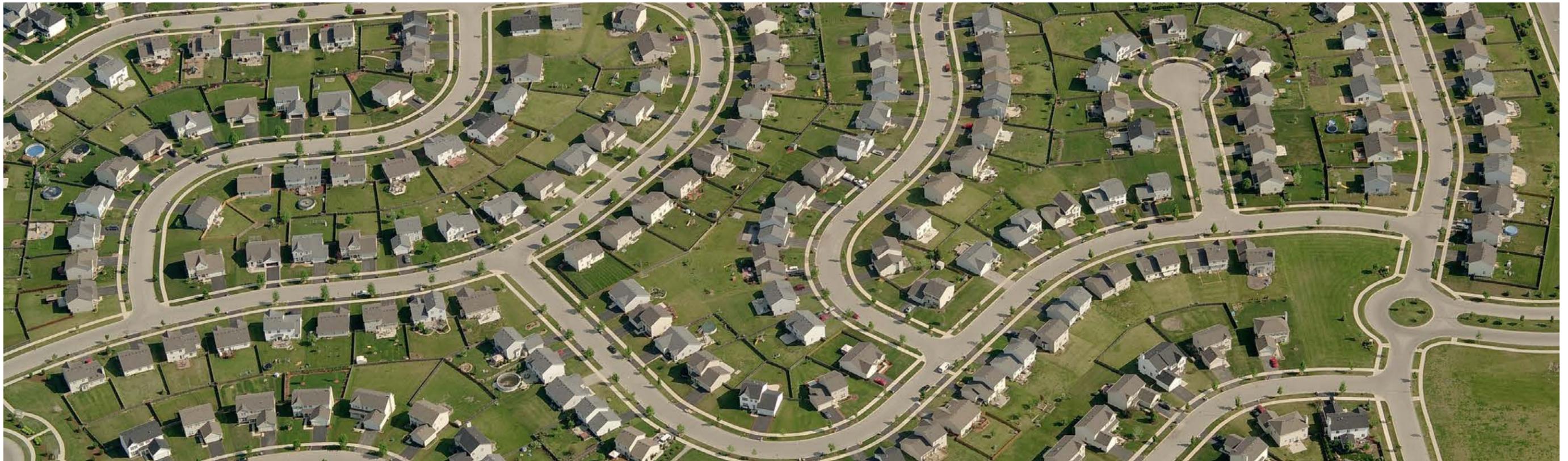
Annexation & Boundary Agreements

The Illinois Municipal Code (65 ILCS 5/11-12-5) allows a community to plan for unincorporated areas up to 1.5 miles beyond their corporate limits. The Illinois Municipal Code (65 ILCS 5/11-12-9) also encourages negotiations between communities with overlapping jurisdictions in the form of boundary agreements that help define an ultimate planning and growth area.

The planning area for the Go Montgomery 2035 Comprehensive Plan includes all areas within the existing Village limits, as well as adjacent unincorporated areas within the Village's planning area that has been defined by boundary agreements with Aurora (expired in 2010 but still honored), Sugar Grove (expires in 2021), Yorkville (2027), and Oswego (2021). In addition, there is a small portion of land south of the Village's jurisdictional boundary defined as a "Zone of No Contention". It is an undisputed area of land claimed by neither Montgomery nor Oswego.

Primary Growth Area

In the shorter term, new development should be directed to Primary Growth Areas as identified in the Growth Areas Plan. The Primary Growth Area generally consists of vacant and undeveloped land within, or immediately adjacent to the Village's corporate limits and existing developed areas. The Village should work with the developers and direct investment to these areas before opportunities are explored within Secondary Growth Areas.



Village infrastructure and community facilities and services already exist within the Primary Growth Area, or could be the most easily extended, thus minimizing the potential infrastructure costs of new development to the Village and developer. In addition, the Village could consider adjacency requirements for future development, and promote concurrent development occurring alongside expansion of infrastructure and community services.

Secondary Growth Area

Development within the Village’s Secondary Growth Area should occur once adjacency can be established with new development within the Primary Growth Area. Expansion into these areas should be carefully analyzed to identify potential infrastructure costs and compliance with existing boundary/annexation agreements. This policy discourages “leap-frog” development, prevents the premature conversion of agricultural areas, and reduces Village infrastructure costs.

Unincorporated Pockets

Throughout the Village there are small, unincorporated pockets of land that exist, not technically “within” the Village of Montgomery. Some of these areas are vacant, and will require annexation to the Village for municipal services to facilitate their development. Other pockets are already established, developed within the County years ago, and while surrounded by the Village, do not receive Village services and pay no taxes to the Village of Montgomery.

It could be argued that many of these unincorporated areas benefit from the Village, but pay nothing. It is likely, for example, that they use Village streets and shop in the Village’s commercial areas. Their existence also places stress on Township and County services, who must police these areas with County Sheriffs, and maintain and plow the streets with Township street departments. The Village should work with key property owners, including Caterpillar and VVF, and identify mutual benefits for annexation into the Village.

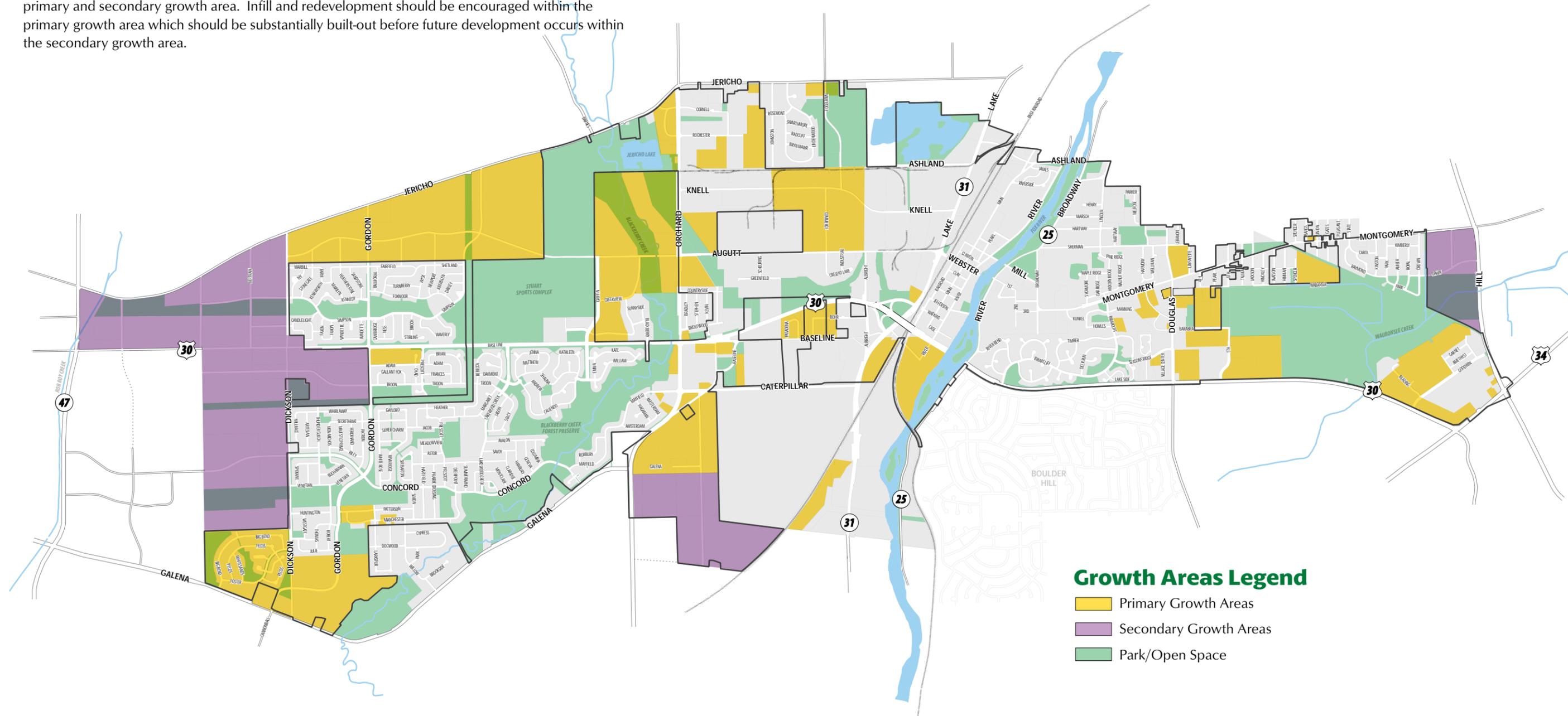
Establishing an Edge with Aurora

In addition, the Village limits are erratic in several areas along its edges, particularly along Montgomery Road near the border with Aurora. With the boundary agreement between Aurora and Montgomery expired, it is recommended that the Village renew its agreement to maintain certainty of its future growth areas. As part of the agreement, the parties should consider defining an edge, such as Melrose Avenue, to provide a logical and more important physical division between the two communities.

Land Use Plan

Growth Areas

The growth strategy for the Village promotes more efficient and sustainable development that the Village should utilize as future development occurs. To plan for future development outside of the current municipal boundary, the Growth Strategy Plan identifies a two-tiered system comprised of a primary and secondary growth area. Infill and redevelopment should be encouraged within the primary growth area which should be substantially built-out before future development occurs within the secondary growth area.



Growth Areas Legend

- Primary Growth Areas
- Secondary Growth Areas
- Park/Open Space



Land Use Plan Residential Areas

The Residential Areas Plan builds upon the Land Use Plan and provides additional recommendations and policies pertaining to the Village's existing and future residential areas.

An overall objective of the Go Montgomery 2035 Comprehensive Plan is to provide a range of quality housing types, to foster a diverse community that allows anyone to call Montgomery home. By providing housing of varying sizes, styles, and price points, Montgomery can accommodate residents in all stages of life, with different incomes and desires.

Today, Montgomery's residential areas consist primarily of single-family detached homes, and while it is expected to continue to be the primary land use, there is a variety of other options, including single-family attached and multi-family residential

Estate Residential

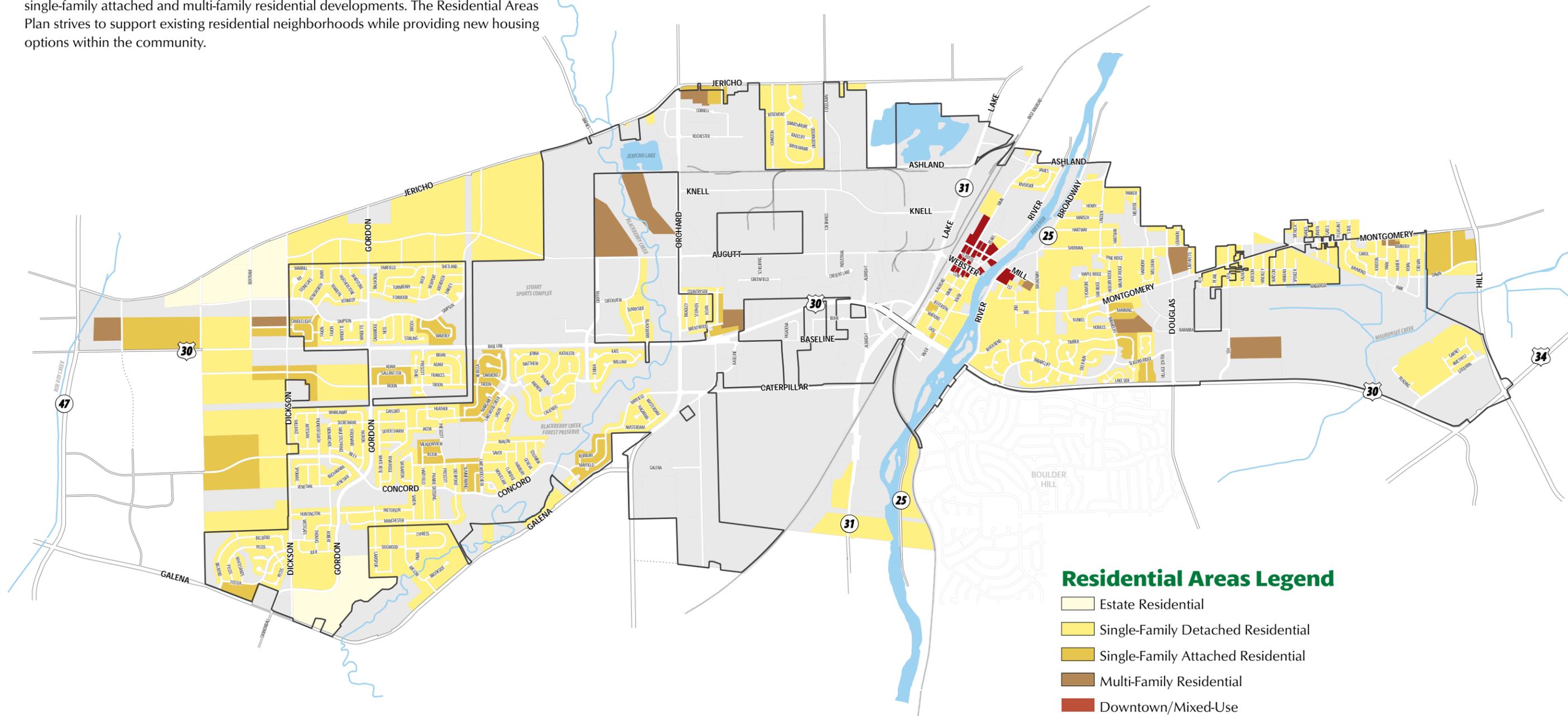
The Estate Residential land use designation is intended to provide large-lot, larger, high-quality single-family detached homes in the Village's growth area. It is anticipated that Estate Residential will yield low residential densities and consist of homes at a higher price range than the Detached Single-Family Residential category.

Estate Residential diversifies housing options in the Village, providing higher-end housing in the Village's western growth area. While it is anticipated that Estate Residential areas will develop with similar subdivision characteristics to Detached Single-Family Residential Areas, with curb and gutter, sidewalks, and trails, it may also be appropriate that these areas be more rural in character, serving as a transition between open spaces. Open swale drainage systems as opposed to curb and gutter, and homes carved into the landscape, instead of clear-cut and mass graded could be considered. It should be noted, however, that adequate pedestrian infrastructure be in place regardless of the development character.

Land Use Plan

Residential Areas

An overall objective of the Land Use Plan is to provide a range of quality housing types that serve residents in all stages of life. Montgomery's residential areas are composed of primarily single-family detached homes, but also include a substantial variety of single-family attached and multi-family residential developments. The Residential Areas Plan strives to support existing residential neighborhoods while providing new housing options within the community.





Detached Single-Family Residential

Detached Single-Family Residential areas should consist primarily of single-family detached homes on lots subdivided and platted in an organized and planned manner. Single-Family Residential is the predominant type of land-use in the Village, and should continue to be so.

Montgomery's housing stock can essentially be categorized by date of construction. Its newer areas are less than 15 years of age, developed by national and regional homebuilders, and under similar, if not identical subdivision regulations, giving them many similar characteristics including street widths; retention ponds; curb and gutter; sidewalks and trails; and, neighborhood park sites. The Village's older areas on the other-hand, developed more spontaneously and reflect many different eras and styles.

Attached Single-Family Residential

Areas designated for single-family attached residential development include duplexes, townhomes, and rowhouses. These dwelling types provide direct outside access to each unit and generally lack common interior spaces such as lobbies or shared hallways. Currently, Attached Single-Family Residential units account for 17.5% of Montgomery's housing market.

The Land Use Plan supports existing and established Attached Single-Family Residential areas, as well as additional areas identified within the community's growth areas. Attached Single-Family Residential areas can be used as a transition between lower density single family and more intense land uses, in a similar fashion to the development pattern west of Douglas Road. Additionally, Attached Single-Family Residential can help diversify the mix of housing options in the community.

Multi-Family

Areas designated for multi-family residential include multi-tenant buildings and complexes, such as apartments and condominiums. Areas designated for multi-family residential development include a variety of dwelling types and products, including senior housing. Additionally, Multi-Family Residential also help provide affordable housing opportunities in the community.

Although the vast majority of Montgomery's residential uses should consist of Detached Single-Family Residential, the Land Use Plan also recognizes the importance of providing multi-family developments in key locations throughout the Village.

The Land Use Plan also identifies Downtown Montgomery as "mixed-use". Although this entails a variety of uses to support an active community focal point, it also anticipates mixed-use buildings, with commercial uses on the ground floor with multi-family residential units above. "Stand alone" multi-family development can also be appropriate in Downtown, provided the residential development is not located on a prime commercial/retail location and the design of the residential development is consistent with and contributes to the overall mixed-use character and function of the area. Multi-family residential development in Downtown continues to be important, but the scale and intensity may be contingent upon the realization of the anticipated, but not certain, Metra station.

Housing for Young Professionals

A common concern throughout community outreach was the lack of viable housing options for young professionals in the community. Working with developers, the Village should convey this local demand, and help provide housing tailored to attracting this demographic. Development of high quality multi-family, townhome, and small-lot single-family housing should be prioritized along existing bus and transit lines to attract young professionals to the community.

Areas within or near Downtown should be considered ideal for young professional housing. This location would provide professionals with quick and easy access to the proposed park-and-ride facility and long-term Metra station while also supporting potential entertainment uses in Downtown.

Senior Housing

It is important for Senior Housing to be a component of Montgomery's residential offerings. Although no area within the Village is specifically designated as "Senior Housing," it is critical to state that Senior Housing be appropriately accommodated in select locations throughout the Village. "Aging in place" allows residents to remain in the Village as they progress through the different stages of life. Although the Residential Areas Plan does not call out specific locations for senior housing, the Plan does recognize the importance of developing additional senior housing within the community to accommodate the Village's existing and future senior population.

In general, senior housing can be in the form of single-family detached, attached, or multi-family dwellings. As locations are considered for accommodating senior housing development, preference should be given to proximity of transit, goods, and services. The ability to walk or use transit to access local goods and



services is often important to seniors as it reduces their dependence on the automobile for daily needs. In the short term, areas in the southeast part of the Village, between Douglas Road and Hill Avenue should be considered ideal for senior housing. Downtown may also be considered an ideal location, with senior housing density bolstering support for commercial, however, this may be a longer term objective warranting consideration once plans for a Metra Station become more certain.

Older Neighborhoods

The Village's older residential areas are composed of a number of unique and distinct neighborhoods, and consist of unique and distinct housing. While they may differ in configuration, unit type, and lot size, many of these neighborhoods are well established and have a unique character. According to market assessments, only 4% of the Village housing stock is older than 1939, but that is not an insignificant amount, considering their role in establishing the "small town" character of the community cherished by so many.

As reinvestment occurs throughout Montgomery, the Village should strive to preserve the heritage and character of its older neighborhoods. Development and reinvestment within these neighborhoods, including additions, renovations, and teardown redevelopment should be context sensitive and carefully reviewed to ensure compatibility with the scale and character of surrounding and adjacent residential neighborhoods.

Sidewalks & Trails

The Village should continue to expand the sidewalk network to provide better connections between residential neighborhoods, parks, schools, and employment areas. The Village should require developers of new residential growth areas to install walking and bicycle paths that connect subdivisions to nearby destinations.

The Village should also be cognizant of the differences in the character of individual neighborhoods when determining locations and types of sidewalk installation as it addresses gaps within the sidewalk network. Within established residential areas where sidewalks are absent, sidewalks should be installed and maintained as determined by the Village through a public engagement process, understanding that construction of traditional sidewalks may negatively impact the more rural character of some neighborhoods. While sidewalk installation should consider the desires of residents and the existing character of neighborhoods, preservation of character should not supersede pedestrian safety and connectivity.

Buffering & Screening

Although the Land Use Plan strives to minimize incompatible land use arrangements, at times this cannot be avoided. There are some instances where industrial and commercial areas abut residential properties and neighborhoods. Where this currently exists, the Village should promote the use of vertical buffering and screening, including berms, fencing, and landscaping, to protect neighborhoods from any negative impacts. Horizontal techniques, including increased setbacks, and landscaped "yards" should be utilized in the growth areas where incompatible land use arrangements do not yet exist.

Parks & Open Spaces

Parks are a contributing factor to the high quality of life in Montgomery. To ensure the community continues to be well served by parks and recreation, the Village should continue to exact parkland dedications from developers as specified in the Village's parkland dedication ordinance. Through the subdivision design review process, the Village should work with the appropriate park district to ensure the park is optimally located and is of sufficient size to accommodate desired park amenities. Where appropriate, the Village should also require developers to develop park sites in the first phase of residential subdivisions, ensuring that commitments for open space and recreation are maintained, and provided in a timely fashion.



Code Enforcement

Although Village staff and enforcement officers continue to enforce codes and ordinances, there are properties in the Village that are not up to minimum standards. As a result, the appearance and image of the community and its neighborhoods are impacted, and quality of life and property values threatened. Understanding that issuing fines to residents, is a sensitive issue; allowing a home in neglect to impact others is simply not fair to a neighborhood or the community as a whole.

The Village should continue to budget for and support staff in undertaking consistent and effective code enforcement throughout the community. Preserving Montgomery's built environment should be a priority, and deterioration of the Village's housing and neighborhoods is preventable through active code enforcement, homeowner education, and preventative maintenance programs.

Residential Land Use Policy Recommendations

Residential Land Use Policies focus on enhancing the Village's overall residential character by improving existing residential areas and promoting new high-quality residential development in appropriate locations. The following policies will assist the Village in future decision making regarding residential land use throughout the Village.

1. Promote residential development in appropriate locations as identified in the Land Use Plan.
2. Encourage custom home building on areas within the Estate Residential land use areas.
3. Promote larger lots and higher value homes within Estate Residential areas.
4. Wherever possible, buffer and protect single-family neighborhoods from adjacent incompatible uses.
5. Work with developers to include more diverse multi-family options, including housing that is attractive to young professionals as well as senior housing.
6. Promote the development of high quality multi-family, townhome, and small-lot single-family housing along existing bus and transit lines to attract young professionals to the community.
7. New investment (including renovations, additions, and tear-down redevelopment) should be context-sensitive.
8. Continue to identify and complete "gaps" in the sidewalk system to provide a more cohesive sidewalk network.
9. Provide opportunities for community input when establishing sidewalk locations in established areas without sidewalks.
10. Require residential developers to install walking and bicycle paths that connect subdivisions to nearby destinations, including shopping areas, parks, and schools.
11. Utilize vertical buffering, including berms, trees, and fencing to address existing land use incompatibilities that negatively affect residential areas.
12. Utilize horizontal buffering, including increased setbacks and landscaped yards to address future incompatibilities.
13. Continue to administer the parkland dedication ordinance and exact park dedications for residential subdivisions.
14. Consider cash-in-lieu of parkland dedication when required park donations are too small to accommodate the recreational needs of the community.
15. Require developers to provide an appropriate amount of "usable" open space, consisting of high-and-dry areas unencumbered by stormwater facilities.
16. Where possible, require developers to develop park sites in the first phase of residential subdivisions.
17. Actively enforce the Village's codes and ordinances.



Land Use Plan Commercial Areas

Successful commercial and retail areas are important to the Village. They provide shopping, dining, services, and employment opportunities for residents. The Commercial Areas Plan builds on the Land Use Plan and provides more specific guidance for the Village's three commercial classifications located in many different forms and intensities throughout the Village.

There is a wide range of commercial uses that exist in the Village, and the Plan supports continued variety as new growth occurs. The Land Use and Commercial Area Plans designate the appropriate commercial types based on activity levels, existing and anticipated traffic, parcel sizes and potential for land assembly, and the land use in adjacent areas.

Neighborhood Commercial

Neighborhood Commercial areas are the least intense type of commercial land use in Montgomery. They are intended to provide daily goods and services convenient to local residential neighborhoods. Neighborhood Commercial areas should be of smaller scale and intensity, and be comprised of a mix of uses that do not attract shoppers from the larger region. Almost all of the areas identified as Neighborhood Commercial in the Land Use Plan are adjacent to residential properties, and therefore it is important that they develop appropriately, minimizing their impact on nearby residential areas.

Neighborhood commercial uses are identified along major corridors, at key intersections, and along the edges of residential neighborhoods. In older areas of the Village, including the areas along Montgomery Road, smaller commercial properties should be encouraged to consolidate to support their redevelopment and improved opportunity. Shared parking, unified/coordinated ingress and egress, and internal cross-access of adjacent properties is recommended to improve all older commercial properties that developed in isolation, independent of one another.



For neighborhood commercial destinations west of Orchard Road, undeveloped, large parcels provide greater flexibility, but should still include similar measures to increase the efficiency of the commercial sites. Neighborhood commercial designations along U.S. Route 30 and Montgomery Road are explored further in the subareas chapter of the Plan (*Chapter 12: Subareas Plans – Western Gateway Subarea; Eastern Gateway Subarea*).

Regional/Corridor Commercial

The Regional/Corridor Commercial designation is an intense commercial land use consisting of larger commercial properties along Orchard Road, Douglas Road, U.S. Route 30, U.S. Route 34 and IL Route 47. These areas should contain larger, connected commercial areas, anchored by large format retailers and department stores. Given the mix and intensity of uses, these areas help diversify the Village's tax base, and are able to draw from the larger region, servicing the entire Village and beyond.

Generally speaking, the Douglas Road corridor is in most need of improvement. If this area is going to continue to draw patrons from beyond the Village, the corridor must be improved and modernized. Overall, the development in this area lacks coordination and is in need of aesthetic improvements to make it more attractive. This area is examined in greater detail in the subareas chapter of the Comprehensive Plan (*Chapter 12: Subarea Plans – Eastern Gateway Subarea*).

The area near Orchard Road and U.S. Route 30 is representative of a more attractive commercial/retail development area. Significant opportunities exist along the Orchard Road corridor to expand commercial development. The Plan designates this area for additional commercial/retail development and recognizes the potential for a larger regional shopping destination at this location. This area is also examined in greater detail in the subareas chapter of the Comprehensive Plan (*Chapter 12: Subarea Plans – South Orchard Road Gateway Subarea*).

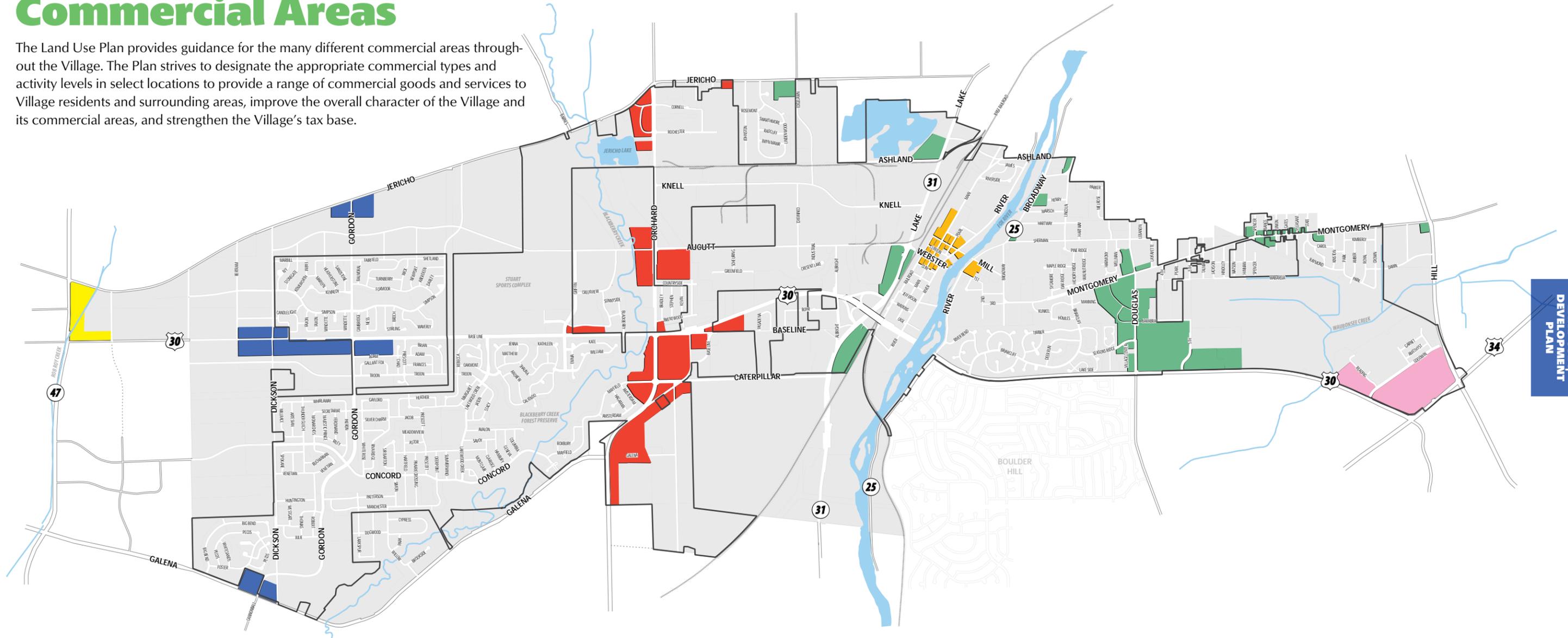
Regional/Corridor Commercial is also designated for other major intersections along Orchard Road, including development where Orchard Road intersects Aucutt Road and Jericho Road. While exceptional visibility and high traffic volumes make these sites prime for commercial development, there are different land uses and development types that could be considered appropriate and complimentary to surrounding development, including office, business campus, or commercial service. The Village should maintain flexibility when considering development at these two intersections.

The Ogden Hill area, at the intersection of U.S. Route 30 and U.S. Route 34 is also ideally suited for Regional/Corridor Commercial development due to its access and visibility. This location also serves as an extension to commercial development occurring in neighboring Oswego to the west. This area is examined in greater detail in the subareas chapter of the Comprehensive Plan (*Chapter 12: Subarea Plans – Eastern Gateway Subarea*).

Land Use Plan

Commercial Areas

The Land Use Plan provides guidance for the many different commercial areas throughout the Village. The Plan strives to designate the appropriate commercial types and activity levels in select locations to provide a range of commercial goods and services to Village residents and surrounding areas, improve the overall character of the Village and its commercial areas, and strengthen the Village's tax base.



CHAPTER 5
LAND USE &
DEVELOPMENT
PLAN

IL Route 47

Illinois Route 47 runs along the far western edge of Montgomery's growth area. As the Village and its neighboring communities experience growth and development, IL Route 47 will have the potential to blossom into a regional commercial corridor, similar to IL Route 59 or Randall Road. Recognizing this may be a long-range objective, the Village should ensure it reserves the frontage necessary to foster and accommodate regional commercial development.

Growth Area Commercial Nodes

Throughout the Village's western growth area it will be important for the Village to provide close to home shopping opportunities for the daily needs of nearby residents, eliminating their need to travel to Orchard Road and other regional shopping areas for daily necessities. The Land Use Plan identifies four neighborhood commercial nodes in the Village's growth area, each intended for small-scale, low-intensity commercial development.

Orchard Road

Orchard Road is a key route with high traffic values and provides a strategic connection to Interstate 88. The Orchard Road Corridor should continue to develop as a commercial corridor that caters to both the entire Village and beyond. Larger commercial sites should develop more intensely, and the Village should continue to require development to be attractive and of high-quality.

Downtown

Revitalizing Downtown remains a priority for the community. Creating a unique and vibrant Downtown to serve as a community focal point can help strengthen local identity, and community character. Throughout the community outreach, residents overwhelmingly expressed a "desire for a district" that can serve as a destination as well as a central gathering place for the community. Montgomery should intensify its commitment on building a walkable and unique Downtown.

Older Commercial Corridors

Broadway Street, Lake Street, Douglas Road and Montgomery Road are older commercial corridors in the Village. As older commercial districts, they consist of aging storefronts and retail centers. Many of these properties could be greatly improved through simple façade and parking lot improvements, signage upgrades and site landscaping. Such revitalization efforts could maximize the potential of existing commercial assets and enhance the local tax base while requiring minimal investment.

Ogden Hill Shopping Center

U.S. Route 34 passes along the Village's far southeast boundary, providing a small, but significant opportunity for regional commercial development. The new Sam's Club will complement Menards, JC Penny, and Office Depot and significantly bolster the desirability of remaining outlots, which also should develop with regional uses serving the Village of Montgomery and beyond.



Downtown Mixed Use

The Land Use Plan includes a Downtown Mixed Use designation for parcels within Downtown Montgomery. A primary goal of the Go Montgomery 2035 Comprehensive Plan is to revitalize Downtown and reinforce it as a community focal point. The purpose of the Downtown Mixed-Use land use designation is to provide an exciting mix of uses, including retail, restaurants and entertainment, professional offices, gathering places, institutions and public facilities, and multi-family residential units.

By locating retail and restaurant uses on the ground floor and accommodating office, personal service, and multi-family uses on upper floors, the Village can create a more interesting and engaging pedestrian experience. To distinguish Downtown from other commercial areas in the Village, it is important that the Downtown Mixed-Use area be characterized by uses and development patterns that provide a vibrant, safe, attractive, and “walkable” pedestrian environment.

Downtown Redevelopment

The Village should leverage public and private investment to strengthen Downtown through the rehabilitation and redevelopment of key properties. The Village should partner with the Greater Montgomery Area Chamber of Commerce, Montgomery Economic Development Corporation, property owners, and local developers to identify renovation and redevelopment opportunities. Collective buy-in and joint-investment will better align existing resources such as the revolving loan fund, and also increase competitiveness for grants, loans, or tax credits. Potential sites could include the VFW site, Gray’s Mill, and highly visible intersections, such as Mill Street and River Street.

Such efforts should be coupled with streetscaping and façade improvements, which have already begun in Downtown along River Street. For further recommendations regarding Downtown redevelopment, see **Chapter 9: Image, Identity & Community Character Plan**.

Incubator/Economic Development

The Village should partner with the Greater Montgomery Area Chamber of Commerce, Waubensee Community College, businesses, and other institutions to explore the establishment of a Downtown business incubator. The heavy presence of industry in Montgomery makes the Village conducive to spin-off technologies and support services. A Downtown business incubator would provide prospective and current business owners, as well as college students, with business coaching and affordable operating space in a central location.

This “economic gardening” approach prioritizes local investment and gives aspiring entrepreneurs the assistance they need to build their businesses. Siting the incubator Downtown also has the added benefit of increasing activity and density in the area, attracting further collaboration and investment.



Commercial Design

A goal of the Comprehensive Plan is to improve the appearance and function of existing commercial areas and attract new commercial development to under-performing infill sites and new development areas. These areas are high-profile properties that attract visitors to the area, and therefore, play a significant role in defining the image of the community. The Village should require future commercial developments to create a “sense of place” through building location, parking management, streetscaping, urban design, and other techniques. Each new commercial development should be considered an opportunity to incrementally improve the appearance and character of the community by ensuring that all new development uses quality building materials, is well-landscaped, incorporates appropriate pedestrian amenities, and provides an overall high-quality design and appearance.

Enhancing Aging Shopping Centers

Douglas Road and Montgomery Road are busy corridors with prominent shopping centers whose maintenance and potential deterioration is an important issue for the Village to address. Requiring that commercial properties be maintained to an adopted standard coupled with active code enforcement can prevent their neglect and deterioration, which have environmental, fiscal, economic, and aesthetic impacts on the Village as a whole. Aging shopping centers should be modernized through several mechanisms, including signage, landscaping, improved access and circulation, modern tenant spaces/layouts, building orientation and visibility, outlots, and parking lot maintenance.

Funding programs can be established as an incentive and mechanism for commercial businesses to improve the appearance of their buildings and properties. The Village should consider a Façade Improvement Program to assist businesses and property owners with improvements to signage, façade, landscaping, parking areas, and the modernization of aging structures and facilities.

Signage

Many of the Village’s entry points are commercial areas, including Orchard Road and U.S. Route 30 on the Village’s west side and Douglas Road, Montgomery Road, and U.S. Routes 30 and 34 on the Village’s east side.

The Village has already made conscious efforts to distinguish its commercial corridors. Banners adorn street lighting along Douglas Road and “Montgomery” is incorporated into the Ogden Hill Shopping Center monument sign.



The Village should continue to distinguish Montgomery commercial areas through identifying signage incorporated into new and existing developments, and enhance identifying signage in these areas through gateway signage and other enhancements such as lighting, monument walls, landscaping, and public art installed at highly visible locations. The additions will help to signify entry into Montgomery and to distinguish the Village's commercial areas from the commercial areas of Oswego, Aurora, and other nearby communities.

Types of Business

The Village should promote a balance of national chains and local retail options for Montgomery residents. While regional chain stores provide residents with easy access to affordable goods and services, local businesses boost the local Montgomery economy and exhibit a unique commercial character. While chain retail should be pursued, the Village should also provide equal and ongoing efforts to support local businesses and startup ventures. The Village should work with the Greater Montgomery Area Chamber of Commerce to identify essential resources needed to support and retain a business in Montgomery.

In addition to local and regional business types, the Village should ensure that residents have access to a variety of commercial goods and services that meet their daily needs and provide opportunities for entertainment and specialty shopping. As highlighted in **Chapter 2: Community Profile & Assessment**, the Village's main retail market is undersupplied by more than \$500 million in goods and services. The Village should actively work to recapture this spending by incentivizing development of retail, entertainment, and specialty shopping in Downtown and at commercial nodes specified in the Land Use Plan.

Accessibility

The Village should require commercial development to be fully accessible for all users, including motorists, pedestrians, cyclists, and transit riders. While developed commercial areas, such as Orchard Road and the Ogden Hill Shopping Center, have infrastructure in place to promote walkability, older auto-centric corridors like Montgomery Road do not prioritize or give due consideration to pedestrian circulation. This has resulted in an incomplete and fragmented sidewalk network.

The Village's sidewalk network should continue to be expanded to provide better connections between the community's residential neighborhoods and its commercial districts. For further recommendations regarding the Village's sidewalk network, see **Chapter 7: Transportation & Mobility**.



Commercial Land Use Policy Recommendations

Commercial land uses are important within the community because they provide a vital economic resource for the Village and provide essential goods and services for residents and visitors. Commercial uses are key to the Village's tax base and represent the largest percentage of the Village's revenue. The following policies will assist the Village in future decisions related to commercial development throughout the Village.

1. Promote commercial development in appropriate locations as identified in the Land Use Plan.
2. Encourage smaller commercial properties along Montgomery Road to consolidate and facilitate comprehensive redevelopment.
3. Carefully review proposals for businesses interested in locating in the neighborhood commercial designation, including the careful examination of hours of operation and intensity of use.
4. Maintain flexibility when considering either commercial, office, or industrial development at the Aucutt Road and Orchard Road and Jericho Road and Orchard Road intersections.
5. Maximize the Ogden Hill Shopping Center as a revenue generating development opportunity and an attractive gateway into the Village.
6. Encourage and support mixed-use developments with commercial uses on the ground floor in Downtown.
7. Locate Mixed Use developments in Downtown at, or near, the front property lines fronting the street to create a "street wall" that encourages walkability and help establish a safe and attractive pedestrian environment.
8. Continue to utilize the recommendations outlined in the 2009 TOD Study, the 2006 Mill District Master Plan, and the 2002 Old Town/Downtown Design Guidelines to create specific guidelines for Downtown and revitalize Downtown into an attractive, viable commercial destination.
9. Leverage public and private investment to strengthen Downtown through the rehabilitation and redevelopment of key properties.
10. Partner with the Plan Commission and the Village Board, property owners, and developers to identify a number of Downtown structures for renovation or redevelopment. Potential areas would include properties along Mill Street, River Street, Main Street, Railroad Street, Clinton Street and Webster Street.
11. Require future commercial developments to create a "sense of place" through building location, parking management, streetscaping, urban design, and other techniques.
12. Consider each new commercial development as an opportunity to incrementally improve the appearance and character of the community and ensure all new development uses quality building materials, is well-landscaped, incorporates appropriate pedestrian amenities, and provides an overall high-quality design and appearance.
13. Revitalize aging commercial corridors and shopping centers, such as Douglas Road and Montgomery Road, by requiring that commercial properties be maintained to an adopted standard to prevent their neglect and deterioration.
14. Modernize aging shopping centers through improved signage, landscaping, access and circulation, modern tenant spaces/layouts, building orientation and visibility, outlots, and parking lot maintenance.
15. Establish funding mechanisms, such as a façade improvement program, for commercial businesses to assist businesses and property owners with improvements to signage, façade, landscaping parking areas, and modernization of aging structure and facilities.
16. Continue to distinguish Montgomery commercial areas through identifying signage incorporated into new and existing developments, and enhance identifying signage in these areas through gateway signage and other enhancements such as lighting, monument walls, landscaping and public art installed at highly visible locations.
17. Promote a balance of national chains and local retail options for Montgomery residents.
18. Provide equal and ongoing efforts to support local businesses and startup ventures.
19. Work with the Greater Montgomery Area Chamber of Commerce to identify essential resources needed to support and retain a business in Montgomery.
20. Ensure that residents have access to a variety of commercial goods and services that meet their daily needs and provide opportunities for entertainment and specialty shopping.
21. Require commercial development to be fully accessible for all users, including motorists, pedestrians, cyclists, and transit riders.
22. Expand the Village's sidewalk network to provide better connections between the community's residential neighborhoods and its commercial districts.



Land Use Plan Industrial Areas

Having a healthy amount of industrial, business park, and employment uses in a community can be a tremendous asset, providing significant employment opportunities and tax-base diversity. The Industrial Areas Plan strives to ensure a variety of industrial and business park uses are accommodated in Montgomery, and are able to host all types of uses, including research and office uses, light assembly and “tech” industries, distribution and storage businesses, commercial service uses, and other “employment use” opportunities. As a Village with deep industrial roots, the Industrial Areas Plan is also intended to accommodate heavy manufacturing without detrimental impacts to the Village’s residential areas.

Light Industrial/ Business Park

Light Industrial and business parks are less intensive industrial uses that can complement commercial land uses than the Heavy Industrial areas. Light Industrial uses should consist of office complexes or smaller service- and/or consumer-oriented businesses as opposed to large manufacturers. While light industrial and business park uses are desirable and contribute to the economic health of the community, they have the potential to negatively impact the environment and the quality of life for residents living in adjacent neighborhoods. Accordingly, the Land Use Plan identifies a land use arrangement that seeks to minimize land use conflicts, promoting separation from residential areas where possible.

As indicated on the Industrial Areas Plan, light industrial/business park land uses are designated primarily in the: 1) existing industrial areas located centrally in the Village, and 2) newly designated areas west to Caterpillar.

Improvements to established industrial areas, north of U.S. Route 30, should focus on infrastructure improvements, image and signage, and redevelopment of select sites. Although commercial is recommended along Orchard Road frontage to capitalize on the roadway’s high traffic volumes and visibility, these larger industrial areas should be preserved and specifically targeted to industrial/business park improvements, rather than letting commercial, institutional, or other uses infiltrate.

Over time, the intrusion of non-industrial/business park uses can reduce the desirability of an area from being sought out for new industrial investment and businesses.

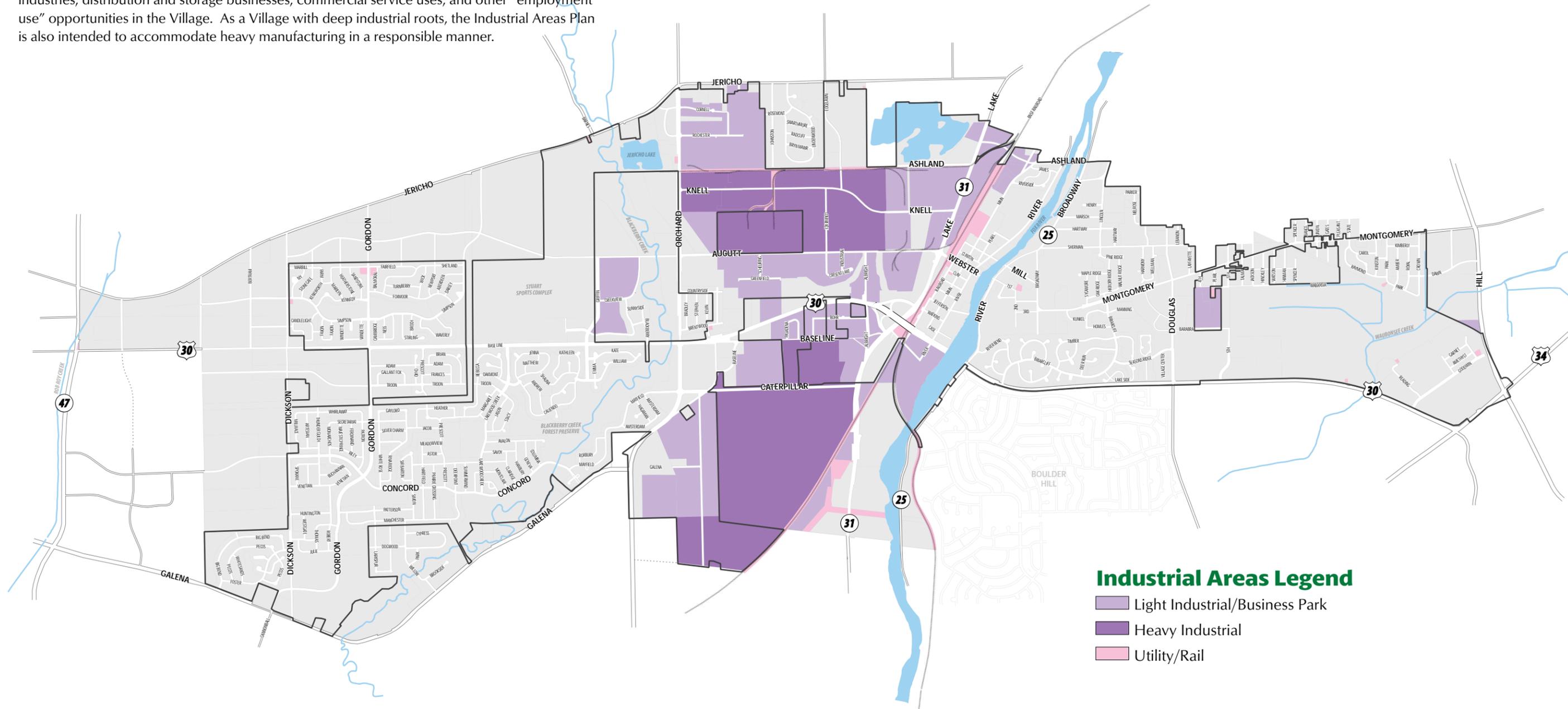
Similarly, areas along Baseline Road should be transitioned from its current mix of residential, agricultural, and light industrial uses to purely industrial and business park land uses, for the same reasons listed above. This area’s proximity to IL Route 30 and the BNSF railroad make this area extremely accessible for industrial access.

Future areas designated for Light Industrial/Business Park include properties along Orchard Road, west and south of Caterpillar. While this area can accommodate a wide variety of light industrial uses, preference should be given to establishing this area for high-quality research/business park uses in a campus like setting that can capitalize on proximity to the world renowned company. This area will be highly visible and has the opportunity to serve as an important gateway and employment base for the Village.

Land Use Plan

Industrial Areas

The Land Use Plan strives to ensure a variety of industrial and business park uses within the Village that can provide employment opportunities and needed goods and services. These areas within the Village are intended to accommodate research and office uses, light assembly and “tech” industries, distribution and storage businesses, commercial service uses, and other “employment use” opportunities in the Village. As a Village with deep industrial roots, the Industrial Areas Plan is also intended to accommodate heavy manufacturing in a responsible manner.



Industrial Areas Legend

- Light Industrial/Business Park
- Heavy Industrial
- Utility/Rail



Heavy Industrial

Areas designated for Heavy Industrial include major regional employment areas of intense, concentrated manufacturing and industrial land uses that cannot be easily mixed with other types of uses, including Caterpillar and VVF. Areas identified as Heavy Industrial in the Land Use Plan should be reserved for manufacturing, industry and related uses. Provision of adequate public facilities and services, including good access to the region's transportation system is critical to the success of manufacturing/industrial centers. Heavy Industrial areas generate local employment and help diversify the Village's tax base contributing to the economic health of the community.

These areas however, can be unsightly, and their operations have the potential to negatively impact the environment and the quality of life for residents living nearby. Accordingly, the Land Use Plan minimizes land use conflicts, promoting separation from residential areas where possible.

Buffering & Screening

The composition of the Village's central and large industrial areas means that there are many areas where industrial uses abut residential properties and neighborhoods. To the extent possible, the Village should mitigate the negative effects of industrial uses on nearby neighborhoods, especially for homes along Lake Street, Jericho Road, Railroad Street, and others. The use of horizontal and vertical buffering and screening, including berms, fencing, and landscaping, should be promoted to protect neighborhoods from abutting commercial or industrial land uses.

Additionally, the Village's landscape ordinance should be revised to require enhanced screening and an amortization schedule to ensure compliance for non-conforming properties within a set time frame.

Re-location of Existing Industrial Uses

Currently, many prominent sites within Downtown are occupied by industrial uses that are incompatible the future development envisioned for Downtown. Although the Village recognizes that many industrial business in Downtown are well established, their presence is detrimental to other Plan objectives. The Village should work with industrial property owners to determine a willingness or opportunity to relocate to a more appropriate site in the Village. If relocation is not desirable, the Village should work with property owners to improve the appearance of their site through the use of façade improvement and site improvement incentives.

Industrial Access & Circulation

The vast majority of the Village's industry is concentrated in the center of the Village, between IL Route 31 and Orchard Road. The large size of these sites have prevented the construction of more efficient roadways, making traffic circulation between the east and west sides of the Village indirect and more difficult. The Village should maintain the concentration of industrial land at the Village's core while ensuring the existence of adequate thoroughfares that increase access and circulation within and through industrial development.

The Village should work with industrial land owners to increase access to, and through, their sites. Such an arrangement would be mutually beneficial, as residents could reach their cross-town destinations more



efficiently while businesses would have easier movement of goods and services. Construction of the Edgelawn Drive, Commerce Drive, and Knell Road extensions should be a priority action item in the Village's roadway improvement plan to improve access and circulation for this portion of the Village.

Additionally, the Village should establish and maintain designated truck routes throughout the Village that not only increase the efficiency of travel to the Village's industrial sites, but also minimize traffic through residential areas. For additional recommendations regarding the Village's transportation network, see **Chapter 7: Transportation & Mobility**.

Business Attraction

The Village should continue to work with local economic development partners to attract, retain, and expand industrial businesses in Montgomery. It is important that the Village support the efforts of the Greater Montgomery Area Chamber of Commerce and the Montgomery Economic Development Corporation in their efforts to foster a friendly, inviting business environment. The Village should work with the MEDC and Chamber to identify what amenities or services are needed to attract businesses and professionals.

Additionally, the Village should utilize municipal incentives, tax credits, grant programs, and local districts to improve existing businesses and attract new investment. A variety of tools exist to attract new businesses and grow existing companies. The Village should work with local, state, and federal partners to identify available land for development and assemble targeted and competitive "packages" of incentives, grants, infrastructure investments, and credits.

Industrial Marketing

The Village should market Montgomery's strong industrial base and the location of nationally and internationally renowned companies like VVF and Caterpillar. To achieve this effort, the Village should enlist the support of Caterpillar and VVF to strengthen the regional brand and presence in the Village of Montgomery by renaming their "Aurora" facilities to include, more appropriately, Montgomery.

Additionally, the Village should work with the MEDC and Chamber to identify and market available industrial properties, prioritizing properties along Aucutt Road, Knell Road, Rochester, and Baseline Road before addressing properties in areas identified as secondary growth areas.

Industrial Growth

While the "Village of Industry" lost 7% of its manufacturing jobs from 2002 to 2011, industrial development in the growth areas remain possible. Such expansion is also complicated, as companies are outside of the legal purview of the Village and are occasionally resistant to incorporation, due to concerns with taxation and regulation. Regardless, the Village should take a proactive role in guiding industrial development in its growth areas.

The Village should coordinate development of new unincorporated industrial sites with the land usages of any contiguous properties within Village limits. This means all new industrial sites are buffered from existing or future residential and commercial areas. The Village should also establish design and development guidelines for future industrial and business park areas to ensure they are attractive and contribute positively to the Village's image and character.

The Village should also begin dialogue with large, unincorporated employers in the Montgomery area to see if a mutually beneficial annexation agreement can be reached.



Industrial Land Use Policy Recommendations

Industrial areas are important land uses that diversify the Village’s tax base and provide essential employment opportunities for residents. Industrial areas should be developed as a mix of heavy and light industrial, business, commercial service, and office uses. The following are the policies of the Industrial Areas Plan:

1. Promote industrial development in appropriate locations as identified in the Land Use Plan.
2. Focus improvements at established industrial areas, north of U.S. Route 30, on infrastructure improvements, image and signage, and redevelopment of select sites.
3. Transition areas along Baseline Road from its current mix of residential, agricultural, and light industrial uses to purely industrial and business park land uses.
4. Utilize the Light Industrial land use designation as a primary method of buffering Heavy Industrial uses from residential areas.
5. Mitigate the negative effects of industrial uses on nearby neighborhoods, especially for homes along Lake Street, Base Line Road, Jericho Road, Railroad Street, and others, through the use of horizontal and vertical buffering and screening, including berms, fencing, and landscaping.
6. Assist industrial properties near Downtown in their relocation to more appropriate uses in the community.
7. Work with Downtown industrial property owners that are unwilling to relocate to improve the appearance of their sites through the use of façade improvement and site improvement incentives.
8. Establish and maintain designated truck routes throughout the Village that not only increase the efficiency of travel to the Village’s industrial sites, but minimize traffic through residential areas.
9. Continue to work with local economic development partners to attract, retain, and expand businesses in Montgomery
10. Utilize municipal incentives, tax credits, grant programs, and local districts to improve existing businesses and attract new investment.
11. Work with local, state, and federal partners to identify available land for development and assemble targeted and competitive “packages” of incentives, grants, infrastructure investments, and credits
12. Market Montgomery’s strong industrial base and the location of nationally and internationally renowned companies like VVF Caterpillar, and Butterball.
13. Enlist the support of Caterpillar and VVF to strengthen the regional brand and presence in the Village of Montgomery by renaming their “Aurora” facilities to include, more appropriately, Montgomery.
14. Work with the MEDC and Chamber to identify and market available industrial properties, prioritizing properties along Aucutt Road, Knell Road, Rochester, and Baseline Road before addressing properties located in secondary growth areas.



6 Image, Identity & Community Character Plan

Once a small “Village of Industry” with just a few thousand residents, more than 18,000 citizens now call Montgomery home. This rapid population increase of 237% over the past decade has challenged the Village’s “small town” identity and altered its physical character through inconsistent development patterns and monotonous urban design. As a result of such quick expansion, the Village is struggling to maintain a strong sense of local identity while also welcoming and accommodating new growth.

This local identity issue is further complicated by the Village’s governance structure. Many of the Village’s core public services, such as schools, parks, and fire protection, are provided by a variety of entities not headquartered in Montgomery or named after the Village. This can cause residents to identify more

closely with external service providers than with the Village, and in some cases, the varying service districts divide Montgomery’s neighborhoods between different providers. Combined, these growth and governance issues actively prevent community cohesion.

The “Image, Identity, & Community Character Plan” recognizes that local identity is linked to land use, urban design, and appearance, and provides a variety of planning and policy tools that can be used to develop a stronger community identity, such as branding, marketing, historic preservation, wayfinding, and streetscaping. Village officials should recognize, preserve, and build upon Montgomery’s unique history and character by instilling local community pride and defining the way the community is perceived throughout the region, state, and country.

Establishing an Identity & Building a Brand

Montgomery has historically referred to itself as the “Village of Industry.” The community must decide whether this should remain the preferred identifier, or whether the Village should construct a new tagline that more appropriately reflects its modern character. Either way, the tagline should proactively drive the conversation on the Village’s identity and character.

Recently, the Village developed a new logo depicting the Fox River, Gray’s Mill, and a tree. This logo perfectly reinforces the desired identity of Montgomery as a Village with small town charm, affordability, historical character, and beautiful natural amenities. It should be consistently incorporated into banners, ads, events, signage, advertising, and other marketing efforts.

Momentum generated by the comprehensive plan’s completion affords the Village a unique window to continue community engagement efforts and further refine a community identity. Throughout the public outreach process, participants strongly expressed a desire for keeping a “small town feel,” encouraging diversity, protecting natural resources such as the Fox River and Blackberry Creek, and promoting historical assets such as Gray’s Mill and Dickson Murst Farm. Residents must now work together to build upon those assets and develop a message that is clear, consistent, and concise.

Marketing Campaign

Village officials should work with business leaders, such as the Greater Montgomery Area Chamber of Commerce and the Montgomery Economic Development Corporation, to incorporate the brand (tagline and logo) into a targeted marketing campaign that communicates the quality and desirability of the Village to potential visitors, investors, and residents. To ensure consistency and focus, and to avoid conflicting messaging, it is important to obtain buy-in from all key stakeholders.



Enhancing Character, Image & Appearance

The Village should recognize that the built environment deeply shapes a community's identity and civic pride. If used properly, sound planning and targeted investment can sharpen a municipality's brand and lessen the perceived disconnect between residents.

This section seeks to provide a variety of policies and strategies that can beautify the Village and help reinforce Montgomery's identity as an affordable, historical, and diverse community with small town charm and beautiful natural amenities.

Downtown as a Focal Point

Creating a unique and vibrant downtown to serve as a community focal point can help strengthen local identity. Residents overwhelmingly express a "desire for a district" that can serve as a destination as well as a central gathering place for the community. Moving forward, Montgomery should intensify its commitment on building a walkable and unique downtown. While recent investments such as a new Village Hall, streetscaping, and a possible transit oriented development reflect a renewed focus, further efforts remain.

Community facilities, such as libraries and schools, are scattered throughout Montgomery due to an assortment of regional taxing districts that do not align with the Village's boundaries. This means

that civic institutions that typically create a critical mass of activity in a downtown area are absent in Montgomery. The Village should regularly convene partners from the differing districts (such as fire protection, library, parks, schools, and others) to discuss how they can collectively bolster the development and success of Downtown.

The Fox River is a key asset that flows through the heart of Downtown, but is obscured from view and is relatively inaccessible south of Mill Street. The river should be better integrated into an expanded Downtown district, including public or private recreational offerings that could encourage further activity in the area, such as a small canoe or kayak launch.

Today, surface parking lots dominate areas of Downtown, creating a visually unappealing landscape as well as destroying pedestrian oriented cohesion between structures. The parking lots are generally oversized for the amount of traffic they receive, and should either be reduced, replaced with green space, or properly screened with plantings. One potential opportunity would be to create a pooled parking lots. This would reduce the overall number of surface lots by having multiple businesses share one properly screened parking lot. Should a Park-and-Ride or Metra become a reality, the necessary parking should be integrated into the fabric of the community and constructed in the most attractive possible way.

To reinforce Downtown as a focal point, the Village should place distinctive signage and wayfinding on gateway corridors such as Orchard Road, Lake Street, U.S. Route 30, and Montgomery Road, directing traffic and attention to Downtown. Once visitors arrive in Downtown area, boundaries should be clearly delineated and branded through signage and banner on River Street, North Main Street, Webster Street, and Mill Street to create the feeling of a "district."

The Village should also continue to implement the recommendations previously made in the "Old Town/ Downtown Montgomery Urban Design Analysis." Strategies include beginning a tree planting program, developing a central square, and increasing pedestrian access across the Mill Street Bridge.

The Village's overarching aim in Downtown should be to create a distinctive experience and focal point that cannot be found elsewhere and instills civic pride. This "place making" approach should build upon Downtown's four central anchors: the Fox River, Gray's Mill, Village Hall, and Montgomery Park. Local leaders should work to attract and retain small retail and restaurants that are unique in character, as well as finding ways to activate empty or open space through public art, festivals (such as Montgomery Fest), or new recreational offerings.



Design Guidelines

To help beautify the Village and assist in retaining its small-town feel, the Village should develop a set of detailed design guidelines that reflect the community’s preferred elements and design features. Such regulations are not intended to be overly prescriptive, but merely assist the Village in encouraging and guiding high-quality design and construction for all new developments. They should dovetail with development standards and the zoning code to establish and shape an aesthetic desired by the community. Guidelines could include preferred characteristics for building orientation, scale, articulation, massing, material, parking, landscaping, signage, lighting, and more.

Design guidelines should be prepared for defined uses and areas of the village. For example, certain principles such as “street walling,” or when buildings are at or near a sidewalk, should be required in Downtown to promote walkability, but would not be appropriate in residential neighborhoods. The Village should also consider residential design guidelines that protect the Village’s housing character, such as anti-monotony codes.

Structural & Site Beautification

An attractive community aesthetic generated from high-quality and attractive development can elevate how Montgomery is perceived by visitors. As shoppers come to Montgomery, their perception of the community will be based on the places they see and visit. To this end, attractive retail areas are critical to improving the image of the community.

Façade Improvements

A Façade Improvement Program offers low interest loans or grants to business owners in order to improve the exterior appearance of designated properties. The Village’s businesses, especially in Downtown, gateway corridors, and other key corridors, are the face of the Village to residents, visitors, and investors and should be attractive and well-maintained. A Façade Improvement Program would support façade renovations of prominent structures falling into disrepair or aid in adapting existing structures to newer design guidelines that better reflect Montgomery’s character. Funding could be allocated through Village appropriations, grants, a Business Improvement District (BID), Tax Increment Financing (TIF), private funding, zero interest loans, or the existing Revolving Loan Fund.

On-Site Improvements

The Village should encourage or consider incentivizing property owners to make on-site improvements and investments to collectively beautify the Village. Examples include landscaping surface parking lots, ensuring safety and connectivity of sidewalks, screening dumpsters from view, and implementing pedestrian amenities such as benches or street trees. Additionally, the Village should periodically evaluate its landscaping and development regulations to ensure that new development is attractive and consistent with the Village’s desired aesthetic.

Revolving Loan Fund

The Revolving Loan Fund is administered by the Village of Montgomery to provide financial support and assistance to new or expanding businesses. It was established in 1985 through funding from the Illinois Department of Commerce and Community Affairs. The borrower may use the low-interest loan for, among other things, construction, rehabilitation, improvements, and land acquisition. While the purpose of the fund is broader than façade and on-site improvements, the Village could actively market the fund for such usage.



Montgomery History & Culture

Montgomery's rich history should be a source of pride and distinction for the community. Through Historic Preservation efforts, along with celebrating, promoting, and programming the Village's historical resources, the Village can promote its unique history and culture, and reinforce the desired small-town community character.

Historic Preservation

As Montgomery continues to develop, it is important to protect the Village's historic and iconic structures, such as Gray's Mill and Settler's Cottage. These buildings are distinctive and easily recognizable, instill local pride, and can be leveraged for marketing efforts. With proper care and protection, they can act as stabilizing anchors, serving as a natural focal point for beautification efforts such as banner, tree plantings, and streetscaping.

Over the past few years, the Village has invested in historic preservation efforts, such as the opening of Settler's Cottage to the public and the beautification of Downtown area. Moving forward, the Village should ensure that a sustainable long-term framework for historic preservation is in place, especially one that safeguards the Village's important structures and neighborhoods from disrepair, inappropriate development, or incompatible uses.

Settler's Cottage

Settler's Cottage is a 1840s-era home that operates as a Village museum and archive. It is located in Downtown Montgomery in front of the Village Hall. Originally owned by Daniel Gray, the Village's founder, it is the oldest remaining structure in Montgomery. The cottage's restoration and opening was possible due to grants and fundraising obtained by the Village's Historic Preservation Commission. It opened in August 2010, and is free to the general public. The Village should continue to find ways to better integrate the cottage's educational offerings into local school and cultural programming, as well as continuing to reinforce its prominence in Downtown through wayfinding, streetscaping, and marketing efforts.

Gray's Mill

Gray's Mill, also referred to as the Gray-Watkins Mill, was built in the 1850s and used to mill flour for Union soldiers during the Civil War. It is located in Downtown at the corner of North River Street and Mill Street, adjacent to the Fox River. The Mill ceased operations in 1922, and operated as an electric motor manufacturing facility between 1945 and 1971. Designated in 1979, the Mill is the Village's only structure on the National Register of Historic Places.

In 2011, the site re-opened as a restaurant, however, it closed in January 2013. Given its prominent location and historic significance, the Mill should be considered a priority site for new investment and attention. The Village should continue to market it for a variety of adaptive reuses, provided they are compatible with the structure's historical character.

Public Art & Cultural Programming

Re-connecting with the past presents one avenue for strengthening a shared community identity. The Village should actively promote an awareness of local history through exhibits, events, monuments, education, and public art. This would also be a unique opportunity to engage the growing Hispanic population and invite a wide range of new residents to share their own stories. Oral histories, cultural exhibits, and music festivals can provide residents with an opportunity to not only understand where their community has come from, but also help decide where it is going.

Public art is also a strong tool to enhance community cohesion and beautify the Village. The integration of murals and sculptures within the existing physical landscape can amplify a spatial connection between different parts of the Village and offer creative representations of local culture and history. Utilizing local craftsmen and artists as part of public improvement projects or new infrastructure investments can also help to beautify the Village in an authentic way.



Protecting Open Spaces & Natural Resources

Montgomery's scenic parks, wooded areas, lakes, and waterways are a central piece of local quality of life and identity. Throughout the planning process, residents expressed strong support for protecting the Village's natural assets from overdevelopment. Prioritizing their preservation in the face of growth enhances natural beauty and biodiversity, as well as providing opportunities for exercise and exploration.

Fox River

The Fox River is one of the Village's most important natural features and its banks were the site of Montgomery's earliest settlements. It provides residents with scenic views and recreational opportunities, and is an integral part of the regional ecosystem. Montgomery Park, which hugs the Fox River's western banks just north of Downtown, provides direct access to the river for residents and visitors and is a popular destination in warmer months. When new development or redevelopment is proposed along the Fox River, it is important that such projects, to the extent possible, promote physical access to the riverfront, do not compromise important public view sheds, and preserve and enhance the existing environmental quality of the area.

Dickson Murst Farm & Farm Preservation

As the Village has grown in population, proximate farmland has increasingly been converted into single family neighborhoods and commercial development. While this is a normal part of any municipality's growth, the Village should ensure that farming areas and farmhouses of historical and/or ecological importance are protected from development.

A successful model for natural space preservation is the Dickson Murst Farm initiative. To save it from demolition and development by developers, the Village transferred the farm in 2006 to the Conservation Foundation for \$10. Currently, the Foundation operates the farm's main house as an office, with local volunteer groups performing maintenance and groundskeeping in exchange for usage of the farm space. Protection of the farm has translated into numerous community benefits, such as enhanced community open space,

preservation of local history, and beautification and diversification of the Village's landscape.

Further development is likely to occur and it is important that growth be guided by policies and recommendations that recognize natural features as community assets to be responsibly integrated into the built environment.



Gateways & Wayfinding

Gateways announce formal entrance to a community and are the best opportunity to make a good first impression upon visitors. Features of a gateway could include stone or brick signage, decorative landscaping and shrubbery, and supportive lighting. Most importantly, gateways should be consistent in style and reflect the character of the community, as well as communicate the desired brand and identity through incorporation of a logo and/or tagline. Montgomery has implemented gateway features in some key locations; however, the signage is small, contains the old Village logo, and is not adequately highlighted through landscaping or lighting.

To complement the gateway features, the Village should implement a comprehensive wayfinding program. Wayfinding signage would direct motorists and pedestrians to key local destinations such as schools, Downtown, parks, and large areas of employment. The signs would communicate a “sense of place,” and should be attractive, consistent, and reflective of the style of gateway features.

Corridors

Location of gateways should be strategic, as it is not necessary to highlight every entrance point and intersection. Typically, this could include the most-trafficked entrance/exit corridors and the internal boundaries of districts/neighborhoods of interest. Development of gateways may require working with property owners to acquire the necessary easements.

The Village’s main entrance points occur along the U.S. Route 30, Orchard Road, and Lake Street corridors. As these corridors are the first impression of Montgomery, they should be prioritized for gateway features and wayfinding signage. These investments should be coordinated with streetscaping, façade, and on-site beautification efforts.

As growth nears the Village’s boundary agreements, especially at IL 47, the Village should continually expand gateway features to the new boundaries to ensure proper identification. The Village should also implement wayfinding signage in the growth areas to better capitalize on regional traffic and direct travelers to the Village’s many important destinations.

Districts

Similar to delineating Montgomery’s jurisdictional border, certain distinct areas inside the Village such as Downtown may want to implement their own gateway features to increase cohesiveness and create a unique “district” identity. This could include welcoming gateway signage with complimentary bannerings, as well as targeted streetscaping unique to the area.

To increase walkability within a neighborhood or district, signage noting the distance and direction to respective destinations could be used to direct pedestrians to nearby amenities and locations of interest.

Interstate & Highway Signage

Currently, the exit signs along IL Route 31 and Interstate 88 do not list the Village of Montgomery as a destination. The Village should work with the Illinois Department of Transportation to add Montgomery to the list of destinations on exit signage.



Streetscaping

An attractive and accessible network of sidewalks, roads, and bike lanes is integral to the quality of life and overall character of a particular area. By coordinating streetscape investments such as street trees, streetlights, banners, street furniture, bike lanes, and modern crosswalks, Montgomery has the opportunity to transform key corridors into aesthetically pleasing, vibrant locations that reinforce the Village's charm and desired identity.

Downtown

Recent investments in Downtown such as new street lighting and banners, suggest increased local attention to the importance of streetscaping. One prominent streetscaping challenge is the high density of surface parking lots. The Village should work with business owners and residents to shield unattractive surface parking lots from view with shrubbery or other attractive means.

Corridors

For many traveling in and out of the Village, corridors may be the first, or only, impression of Montgomery. It is therefore imperative that key corridors are targeted for streetscaping efforts that reinforce Montgomery's brand as a historical Village with small town charm and beautiful natural amenities. Enhancements could include burying utilities, shielding surface parking lots, planting street trees and shrubbery, and implementing safe crosswalks. In commercial areas where walkability between shops and neighborhoods is possible, focus should be placed on ensuring a safe and enjoyable pedestrian experience.

Corridors should also embrace a "complete streets" approach that increases the walkability and bikeability of the roads. Connecting key corridors to trails, neighborhoods, and bike lanes will not only stimulate heightened commercial activity in the area, but also promote healthy lifestyles and multi-modal diversity.

Residential Areas

Residential area streetscaping should be different in size and scope from commercial streetscaping. Ultimately, it should reinforce a neighborhood character that suggests peaceful and safe streets for families. Primary focus should be ensuring an unbroken network of sidewalks, safe road crossings, planting of street trees, and integration of roads with bike lanes and trails.



Other Identity Recommendations

Community character, image and identity are not necessarily an area of strict focus and attention. There are other projects, policies and actions, that if undertaken for another purpose, can have a positive effect on the Village's appearance, image and identity.

In addition to the explicit recommendations contained within this section of the Plan, "image, identity, and community character" recommendations are woven throughout the entire document, which can supplement and dovetail with the recommendations and policies of this Chapter.

Chapter 7 Transportation & Mobility

The Village can strengthen its image and identity through attractive corridors, parking areas, and well-maintained streets and sidewalks. The following Transportation and Mobility recommendations contained within Chapter 7 will also assist the Village in creating an attractive and positive image for the community.

- Continue to budget for the ongoing maintenance and improvement of streets and sidewalks.
- Bury, or relocate, overhead utility lines along arterial corridors.
- Improve the appearance of off-street parking areas to include landscaped islands and pedestrian crosswalks.

- Implement a streetscape plan along key corridors throughout the community and include street trees, pedestrian crossings, decorative light standards, light post banners, and pedestrian amenities such as benches and wayfinding signage.
- Work with the State to improve the right-of-way and appearance of State-controlled streets within the Village.
- Install gateway features at key entrances to the community.
- Continue to create an interconnected trail system and market the Village as a bicycle and pedestrian friendly community.

Chapter 8 Parks, Open Spaces, & Environmental Features

Offering high-quality parks and recreation facilities within the Village will strengthen the image and identity of Montgomery. Continuing to provide attractive and popular parks and open spaces will improve the quality of life for residents and attract visitors to the Village. The following Parks, Open Spaces, & Environmental Features recommendations contained within Chapter 8 will also assist the Village in creating an attractive and positive image for the community.

- Continue to require developers to provide active and passive recreation areas within walking distance of all new dwellings.

- Market the Village's open space, environmental features, and parks to both new residents and visitors.
- Support the usage of large parks and sports complexes, such as Stuart Sports Complex, to hold regional tournaments and sporting events.
- Create an interconnected trail system that will support walking and biking throughout the community, and to the extent possible, connect with other regional trails to draw visitors and activity to Montgomery.
- Leverage the waterfront of the Fox River for new development and/or parkland that can reinforce a desired image and identity.



Chapter 9 Community Facilities & Infrastructure

The Village can strengthen its image and identity by ensuring that high-quality and attractive community facilities exist within Montgomery. Quality services and facilities will improve the quality of life for residents and attract visitors to the area. The following Community Facilities & Infrastructure recommendations contained within Chapter 9 can also assist the Village in creating an attractive and positive image for the community.

- Continue to budget for the ongoing maintenance and improvements of Village services and facilities.
- Ensure that external service providers are meeting the needs of Montgomery residents.
- Work with other governmental agencies, organizations, service providers, and religious institutions to support their plans for expansion and improvement.
- Serve as a coordinating body between the Village's various service providers to ensure efficiency and effectiveness.
- Ensure that future expansion plans are well-planned and designed to lessen any negative impacts on adjacent properties or neighborhoods such as parking.
- Work with other agencies to market the community facilities and services to ensure that residents are aware they exist within the community..



7 Transportation & Mobility

Transportation and mobility are critical in supporting land use and development and providing access to local goods and services. Montgomery enjoys a layered system of trails, transit services, local roadways, and major corridors that provide local mobility and provide access to the interstate network. IL 31 and Orchard Road connect to Interstate 88 to the north, IL Route 47 is to the west, and U.S. Route 30 and U.S. Route 34 pass through the Village. This section includes recommendations intended to guide investment in a multi-modal transportation system that supports the goals of Montgomery residents and businesses.

2004 Transportation Plan

In 2004, the Village of Montgomery completed a Transportation Planning Report. This was used as the foundation of the recommendations in this chapter, as it establishes a baseline for what projects have been completed since 2004 and provides a starting point for what conditions may have changed. A review of the plan also identified whether proposed improvements are still relevant and necessary for the future transportation system.

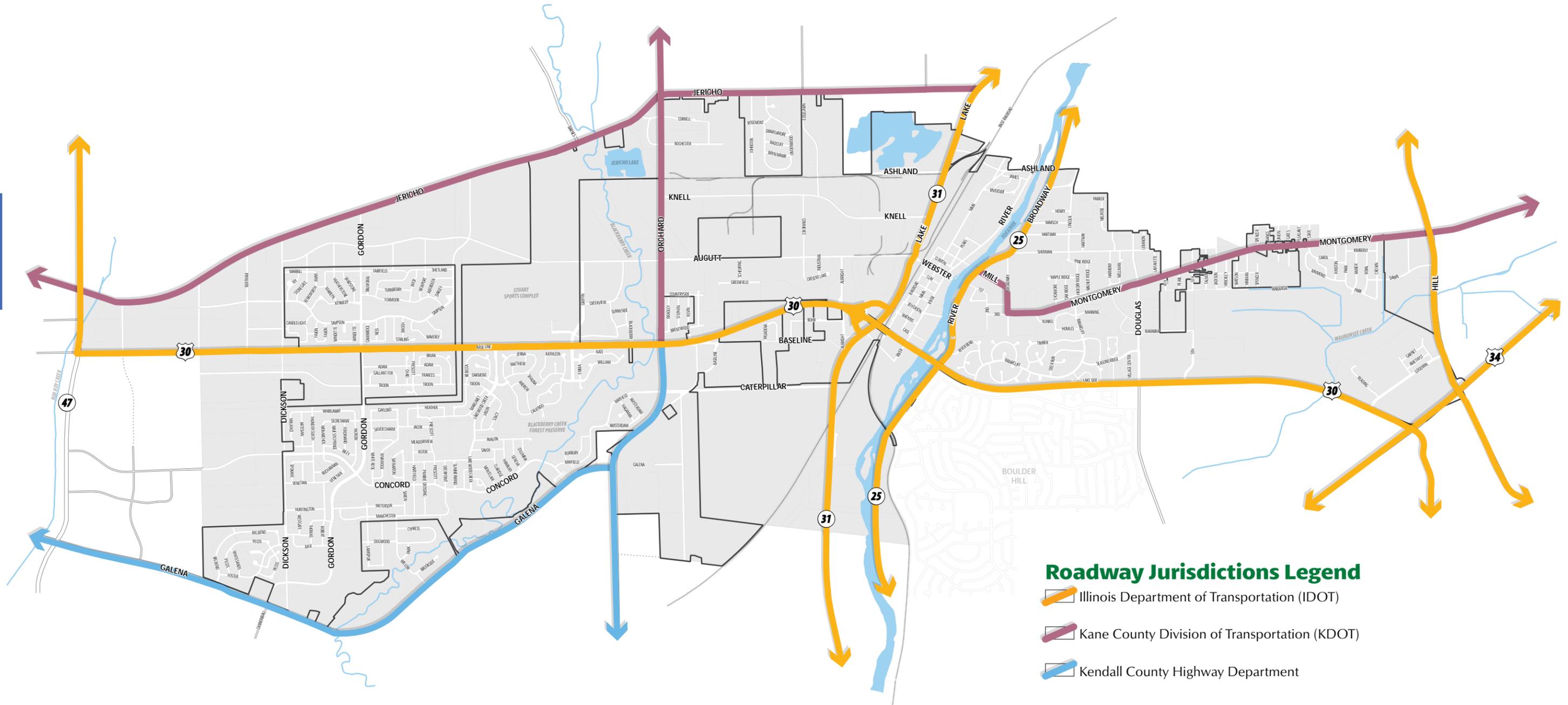
The 2004 plan was based on substantially different assumptions about development, as the population was growing rapidly and infrastructure development was booming. Since then, population growth has slowed dramatically and construction has stagnated in many subdivisions and commercial areas. The recommendations of this chapter of the Comprehensive Plan reflect current assumptions about growth and development, as well as an updated understanding of the community's issues and priorities. The Village should update its Transportation Plan to align with the goals and recommendations of the Comprehensive Plan, and highlight specific capital improvements and upgrades that help attain local objectives.

Roadway Network Jurisdiction

The Village of Montgomery is served by a system of roadways under the jurisdiction of the Illinois Department of Transportation (IDOT), the Kendall County Highway Department, the Kane County Division of Transportation (KDOT), and the Village of Montgomery. With several roadways outside the Village's jurisdiction, its ability to make improvements, control access, or create a consistent roadway character will be challenging and will require cooperation and coordination among entities.

The Village should work with these partners in coordinating the design of roadway infrastructure in order to meet local goals related to development and land use, and collaborate on infrastructure improvements to ensure that projects are completed efficiently and in a manner that results in an effective overall transportation network.

Roadway Jurisdiction



Typical Character of Streets by Functional Classification					
	Major Arterial	Minor Arterial	Major Collector	Minor Collector	Local
Function	Traffic movement	Traffic movement within the community	Collect and distribute traffic between the arterial system and local streets	Collect and distribute traffic between the major collectors and local streets	Land access
Continuity	Continuous with links to other communities and links to the interstate system	Continuous within Village with possible connections to other municipalities	Not always continuous, connects local roads to arterials	Not always continuous, connects the arterial system with local streets	Not continuous. Limited connections to the arterial system.
Traffic Volume	more than 15,000 vehicles per day	more than 8,000 vehicles per day	more than 5,000 vehicles per day	more than 1,000 vehicles per day	No minimum
Typical Cross-Section	Two to four lanes with turn lanes at intersections	Two to four lanes with turn lanes at major intersections	Two lanes with turn lanes as necessary	Two lanes with turn lanes as necessary	Two lanes
Access Control	Occasional or shared access	Occasional access preferred	Direct land access and local intersections	Direct land access and local intersections	Direct land access
Traffic Control	Traffic signals at major intersections or developments	Traffic signals at equal or larger streets and developments	STOP control or traffic signals at arterials and other collectors	STOP control or traffic signals at arterials and other collectors	STOP control at arterials and collectors
Parking Regulations	Typically no parking	Typically no parking	Some restrictions	Some restrictions	No restrictions
Local Examples	Orchard Road, U.S. Route 30	Jericho Road, Galena Road	Gordon Road, Aucutt Road	Briarcliff Road, Lakewood-Creek Drive	All other streets not classified

Functional Classification

An important role of a transportation plan is identifying a functional classification hierarchy that can guide the implementation of policies related to right-of-way preservation, access management, and adjacent land use. The proposed functional classifications in this Comprehensive Plan are generally consistent with the 2004 Transportation Planning Report. The following paragraphs summarize the characteristics of each roadway classification that are found in Montgomery.

Major Arterials

Major Arterials are higher volume roadways that carry a large percentage of daily trips “through” the Village. Major arterials place greater emphasis on mobility rather than land access. They are built to provide longer travel routes with direct connections to the interstate system. An example of a major arterial in Montgomery is U.S. Route 30.

Minor Arterials

Minor Arterials are streets that connect and augment the major arterial system. Although traffic mobility is still a top priority, a minor arterial performs this function at a somewhat lower level and places more emphasis on land access than a major arterial does.

A system of minor arterials serves trips of moderate length and distributes travel throughout the Village. Examples of minor arterials in Montgomery include Jericho Road and Montgomery Road.

Major Collectors

Major Collectors connect local streets to arterials to create an efficient network for traffic movement. They distribute trips from and channel trips to arterials. Major collector streets provide access and circulation in residential, commercial, and industrial areas. Their access function is more important than that of an arterial, but still provides efficient mobility. Unlike arterials, their operations are not controlled by traffic signals. Some examples of major collectors in Montgomery include Aucutt Road and Gordon Road.

Minor Collectors

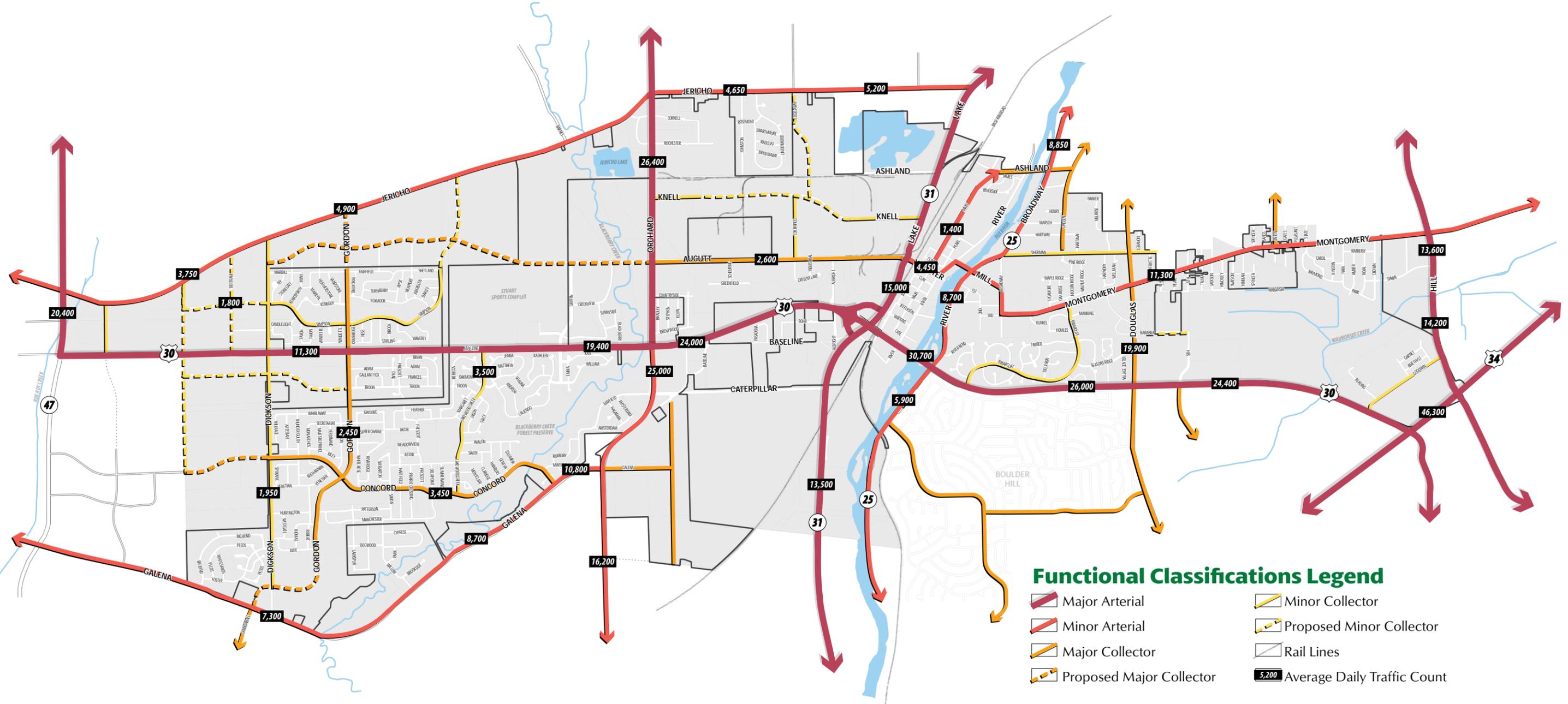
Minor Collectors prioritize access to property over mobility and are more locally-oriented than major collectors. These roadways provide access and circulation within residential neighborhoods and are often continuous through the neighborhood or subdivision. Examples of minor collectors in Montgomery are Briarcliff Road and Lakewood Creek Drive.

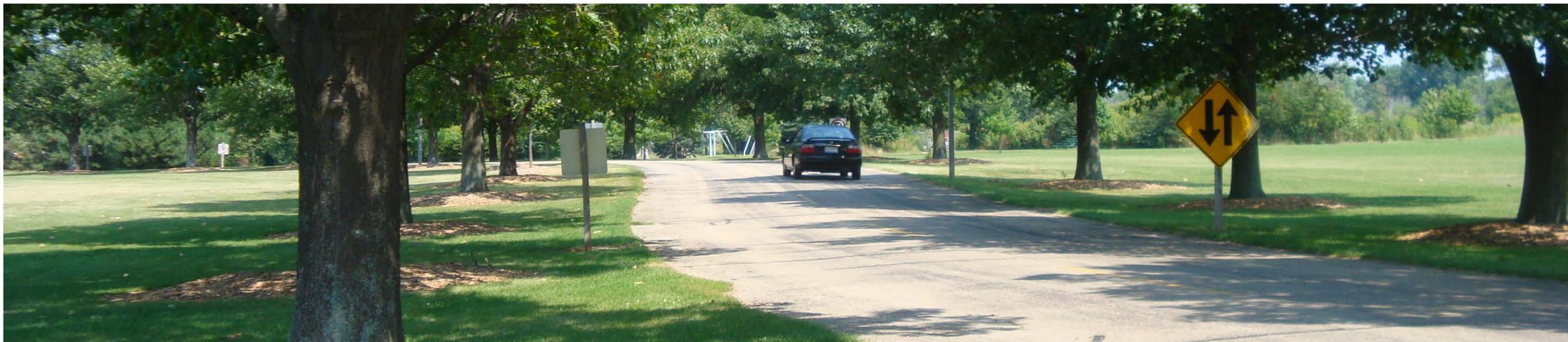
Local Streets

Local Streets include all the remaining streets not belonging to one of the classifications described above. Local streets are generally shorter roadways that have frequent controlled intersections. Compared to the other roadway types, local streets are generally narrower with slower speeds and provide direct access to properties. Through movement is discouraged on local streets.

Functional Classifications

An important role of a transportation plan is identifying a functional classification hierarchy that can guide the implementation of policies related to right-of-way preservation, access management, and adjacent land use. The proposed functional classifications are shown below.





The proposed classification system takes into account future land use in Montgomery recognizing that different land uses are dependent upon roadways that support varying travel speeds, levels of access, and vehicle types. The Recommended Functional Classification table identifies typical characteristics of various roadway classifications. As improvements are implemented throughout Montgomery, the Village should work with departments and agencies that maintain roadways in order to ensure that the function and physical design of each segment is appropriate to its land use context. The Village should also advocate for the integration of non-motorized infrastructure that supports transit vehicles, bike lanes, and sidewalks.

Access & Circulation

Appropriately managing access and circulation can alleviate congestion on roadways and reduce the likelihood of accidents.

The amount and location of access points should vary based on the classification and function of the roadway. The key rationale in access and circulation management is to increase safety and reduce the number of potential conflicts along a roadway. Along arterials, curb cuts should be removed wherever possible through consolidation and shared access. This may allow for center medians along major roadway corridors and help limit the type of movements that can occur and increase the safety of that area. The Village should work with local property owners and Departments of Transportation to control and reduce the number of access points provided along arterial streets.

Emergency Response

The ability of emergency vehicles to efficiently respond to an event is influenced by three primary factors; the distance that must be travelled, the efficiency of the path taken, and the design of the roadways. The issue of distance is a result of the location of the emergency respondent, but is also influenced by the connectivity of the roadway network. The Village should ensure that appropriate connections are maintained and created as new development occurs. This will ensure that the travel distance of emergency respondents is minimized between different portions of the Village.

The Village should also partner with Departments of Transportation to improve the efficiency of emergency travel along major streets. As roadway improvements are implemented, existing and proposed traffic signals should be upgraded to include emergency vehicle “pre-emption” equipment. This allows traffic signal phasing to adjust based on the presence of an emergency vehicle, allowing for a faster and safer response. These improvements should be implemented first on priority corridors that emergency service providers typically use to reach other areas in the community.

The design of roadways throughout the Village must accommodate emergency vehicles. The Village should work with the Public Works Department and Departments of Transportation to ensure that roadway design standards reflect the turning radii, lane width, visibility, and other characteristics of local emergency vehicles.

Roadway Network Improvements

New Roads & Roadway Extensions

There are many locations of open areas or existing roadway systems that remain unfinished and provide the opportunity for future system connections. As the Village continues to grow, new development is anticipated that will require the addition of new arterials, collectors, and local streets to complete the system. There are, however, three main roadway network improvements that are planned and are important to successful Village-wide connectivity.

These planned improvements include Gordon Road, Aucutt Road, and Montgomery Road. Other local and connector roads are proposed for the Village and are shown on the functional classification map. The anticipated function and cross sections of these extensions will be discussed in more detail in the following sections.

Implementation of these improvements will depend upon need and available funding. As development continues on the west side of the community, it is important to evaluate the impacts of each new development on the roadway system. This will help ensure not only that new development is adequately served, but also that the impacts on existing development (i.e. increased congestion, cut-through traffic, etc.) are minimized.

Gordon Road

Gordon Road is anticipated to be extended north beyond Jericho Road into Sugar Grove, and south beyond Galena Road connecting to Cannonball Trail. These extensions will create a continuous north-south thoroughfare through the western part of the Village. The Gordon Road extension will help increase circulation and alleviate traffic congestion on Orchard Road and IL 47, providing an alternative north-south connection. It will also provide more direct access for existing and proposed residential areas along the corridor.



Aucutt Road

Aucutt Road is proposed to be extended from Orchard Road to the Dickson Road. This will provide an additional east-west connection through the Village with potential access to the Stuart Sports Complex, however a current agreement requires Aucutt to be grade-separated through the Park when it is constructed. The Village should consider prohibiting truck traffic from using the Aucutt extension as a cut-through to avoid Jericho Road or U.S. Route 30.

Montgomery Road

The realignment of Montgomery Road is currently under review by the Kane County Division of Transportation (KDOT). KDOT is working on a phase one study to analyze different alignments. This is an important step that will assess the safety and efficiency of several options, and ultimately result in the recommendation of a preferred alternative to be further designed and analyzed for cost and other impacts.

Extending Industrial Streets

Most of the Village's existing and planned industrial uses are concentrated in the center of the Village, between IL Route 31 and Orchard Road. The development pattern of these areas has prevented the construction of more efficient roadways, fragmenting the connectivity between different parts of the Village. The Village should work to identify opportunities for street extensions to improve circulation for industrial activity, and make Montgomery's industrial areas more attractive for new development. Potential examples of this include extensions of Edgelawn Drive and Commerce Drive.

Intersection Control

Based on projected traffic volumes established in the 2004 Transportation Planning Report, some intersections are anticipated to require intersection control modifications. Traffic volumes at these intersections should be periodically reviewed to determine the current need for upgrades based on existing traffic flow and anticipated volumes based on updated projections. Traffic signals and all-way stop signs should be installed when warranted based on the Manual on Uniform Traffic Control Devices (MUTCD) standards. Existing traffic signals along corridors should be interconnected into the system to maximize vehicle progression and efficiency. As additional developments are proposed, these intersections should each be evaluated to determine if new signal installations or modification are warranted.

Roadway Widening & Intersection Improvements

Montgomery's ability to accommodate future growth will likely result in the need for additional traffic flow capacity through some roadway segments and intersections. The Village should work with Departments of Transportation to monitor changes in traffic demand and program improvements that increase capacity in key areas. Such improvements may include additional travel lanes, dedicated turn lanes, and new roadway segments.

However, prior to costly infrastructure installations, the Village should explore technology-based tools for increasing capacity on existing roadways, such as coordinated signal timing and demand-based phasing that responds to directional and volume-based demand at different times of the day.

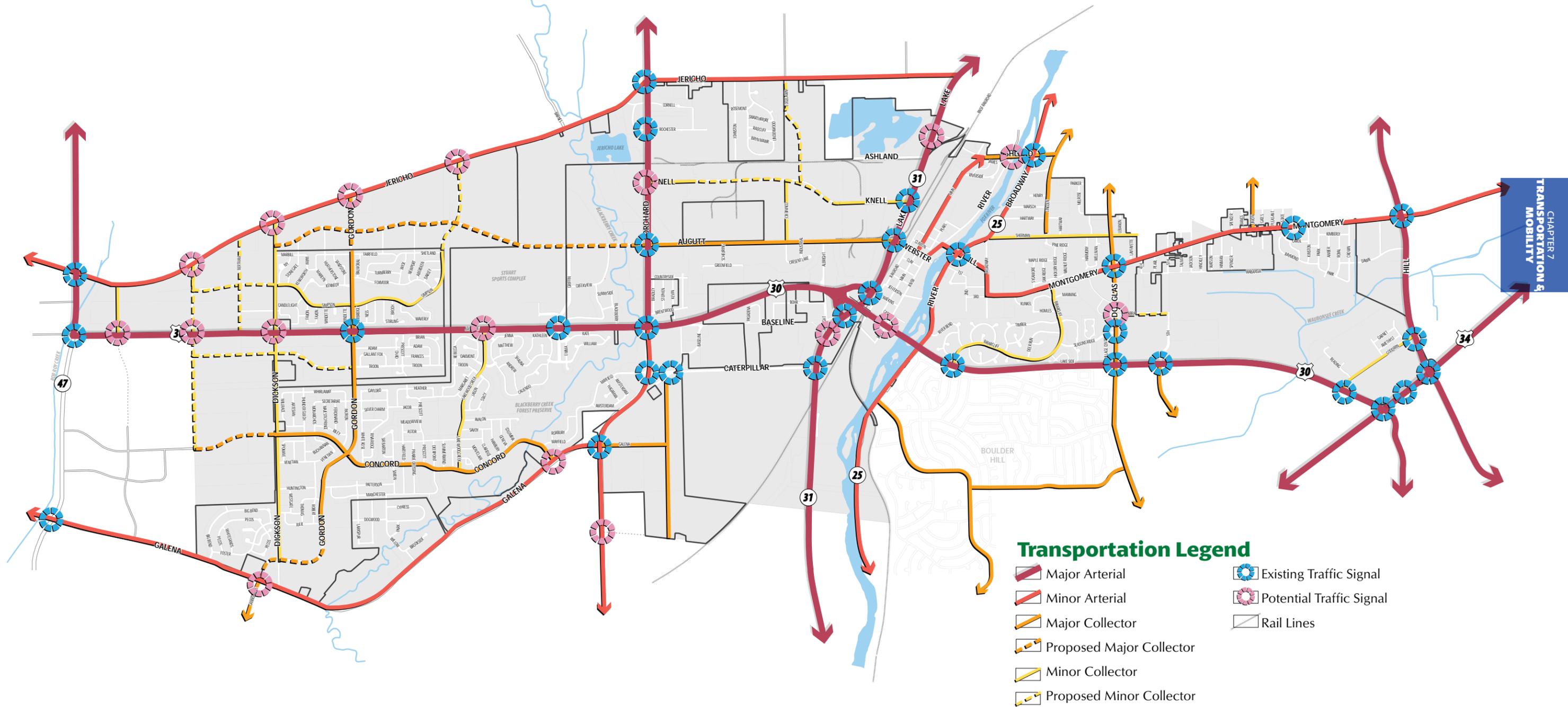
Intersection safety should be considered as roadway improvements are prioritized and implemented. During the public input portion of the comprehensive planning process, several intersections were cited as unsafe or in need of safety improvements. These intersections should be evaluated based on their existing accident data, sight distance, pedestrian accommodations, projected future traffic volumes, etc., and improved as funding is available through improved geometries and technologies.

While all roadways and intersections should be reviewed on a 2-5 year cycle to determine safety and capacity needs, priority candidates for intersection improvements include the following,

- Jericho Road at Orchard Road
- Orchard Road at U.S. Route 30
- Aucutt Road at Lake Street
 - This intersection is backed up in the evening hours due to stopped trains. Nearby traffic signals should be coordinated to the train gates to allow maximum queue relief after trains clear.

Transportation Plan

Transportation and mobility are critical in supporting land use and development, providing access to local goods and services. Montgomery enjoys a layered system of trails, transit services, local roadways, and major corridors that provide local mobility and provide access to the interstate network. IL 31 and Orchard Road connect to Interstate 88 to the north, while U.S. Route 30 provides access to Interstate 55 and U.S. Route 34, southeast of Village limits.





Cross Sections

There are two general types of cross sections found within Montgomery, urban and rural.

Rural: A rural cross section does not contain curb and gutter and provides a ditch that is used for drainage. A rural cross section contains travel lanes, a paved shoulder, an unpaved shoulder, and a ditch. An example of this type of cross section is found along Aucutt Road.

Urban: Urban cross sections are found in most residential neighborhoods throughout Montgomery. An urban cross section generally contains travel lanes, curb and gutter, a parkway, and a sidewalk. The individual elements of an urban cross section can be adapted in many different ways in order to fit into the surrounding context. The integration of streetscaping, wider sidewalks, on-street parking, bike lanes, etc. should all be considered when designing an urban cross section.

The Village, in partnership with departments of transportation, should ensure that right-of-way is preserved through easements or subdivision regulations to accommodate planned roadway cross sections based on anticipated classification and multi-modal characteristics.

Downtown Redevelopment

As Downtown Montgomery becomes more vibrant, it is important to consider the role of a multi-modal transportation system in providing access to other portions of the Village. The following recommendations aim to balance the multi-faceted goals of Downtown:

- All development and transportation improvements should consider the full range of Downtown users, including commuters, residents, shoppers, industrial uses, students, and more.
- Access and circulation for industrial truck traffic should be limited to the arterial and industrial roadways meant to accommodate heavy vehicles.
- The Village should create a comprehensive parking plan for Downtown that balances the demand for various destinations (i.e. the Fox River, Village Hall, shopping, and more), the location of parking, type of parking (i.e. on-street, surface lot, structured parking), and the desired character of Downtown. Key considerations of such a plan may include modifications to the zoning ordinance to accommodate shared or remote parking, reduced on-site parking requirements, the use of Village-owned properties for parking that support private land uses, and pricing that provides the opportunity for reinvestment in Downtown Montgomery.
- Priority should be given to bicycle and pedestrian mobility in Downtown. This may include investment in bike lanes and sidewalks, amendments to zoning regulations to require on-site pedestrian access to businesses, upgrades to intersections and key crossing locations, and streetscaping that creates a more comfortable and attractive environment for walking.



Trails & Transit Plan Trails & Bike Facilities

Montgomery’s parks and open spaces provide the framework for a comprehensive bike network throughout the Village. Such a network would provide an alternative to motorized travel, increase the mobility of the community’s youth population, reduce the number of cars on the road, and promote a healthy lifestyle. There are many different types of bicycle facilities that can be constructed. While it is recommended that Montgomery’s bikeway system be made up of several facilities classified as either on-street or off-street, off-street facilities are the ideal choice for the bicycle network in Montgomery. These different facilities and their definitions are listed below:

- Multi-use trails are either paved or unpaved, and built within an independent right-of-way, or outside the boundaries of a roadway right-of-way. Trails may also traverse through civic campuses, along waterways, or share right-of-way with former and active railroads and utility easements.
- Sidepaths are multi-use paths located immediately adjacent and parallel to a roadway. On-street Bikeways should be used to fill in gaps between trails and paths. These include:
 - Shared lanes of travel that are open to both bicycle and vehicular travel.
 - Bike lanes that occupy a portion of the roadway that has been designated for exclusive or preferential use by bicyclists by pavement markings and, if used, signs.

Whenever streets are constructed or reconstructed, appropriate provisions for bicycles should be included. The best application of each facility type is determined based on land availability, data, engineering judgment, and budget constraints. Selection of an appropriate bikeway and/or path in the Village should be based on roadway function, traffic volume, speed, roadway characteristics, and adjacent land uses. An effective and comprehensive bike system should include connections to forest preserves, parks, schools, and civic uses. In Montgomery, connecting residential neighborhoods, regional parks, Downtown, community facilities, and commercial nodes should be the emphasis of the bicycle network.

The Village has already drafted a Bicycle and Pedestrian Path Plan that has guided the development of an extensive network. This network connects neighborhoods to existing greenways and parks, as well as uses the ComEd corridor as a connection between surrounding neighborhoods and parks. The Bike & Pedestrian Plan utilizes many of the same recommendations as the previous plan and should be used as new developments are approved and built in order to ensure that improvements are implemented incrementally over time. The Village should also regularly update the Plan to ensure it is coordinated with the Kane County Bike Map and the Kendall County Trail Map.



In order to create a trail system that is safe and easy to use, the Village should identify appropriate crossing locations and implement improvements as needed. Whenever possible, trails should cross at existing signalized intersections. Where crossings occur, proper signage should be installed. Arterial roadways should use highly visibility pavement markings and vehicular warning systems, including flashing crosswalks, HAWK signals, and other high-visibility devices. Collectors and local streets should utilize clearly marked crosswalks and warning signs appropriate for the speed of local traffic. Four pedestrian bridges are proposed in the Bicycle & Pedestrian Plan, and are listed below.

- At U.S. Route 30 near the ComEd parcel.
- At Orchard Road and Aucutt Road
- At U.S. Route 30 and the Wau-bonsee Creek.
- Just north of the Mill Street bridge to connect Montgomery Park and South Broadway Park

These bridges will help increase the connectivity of the proposed bike network as well as connect pedestrians to important open spaces.

Pedestrian Facilities & Sidewalks

Providing a walkable, transit-friendly community is critical in attracting neighborhood development, supporting transit services in the Village, and enabling active and healthy mobility. The following items identify tools and actions to help improve pedestrian experience, safety, and connectivity, while enhancing access to transit.

A comprehensive system of sidewalks should be provided in order to create connections between neighborhoods, commercial areas, schools, churches, parks, and other local amenities. Currently, most neighborhoods provide sidewalks. However, beyond the boundaries of the neighborhood, there are often not sidewalk connections to community facilities, parks, and civic uses. The Village should strengthen its development regulations to ensure that all public streets and private development provide safe sidewalks connections. In the short term, the Village should be proactive

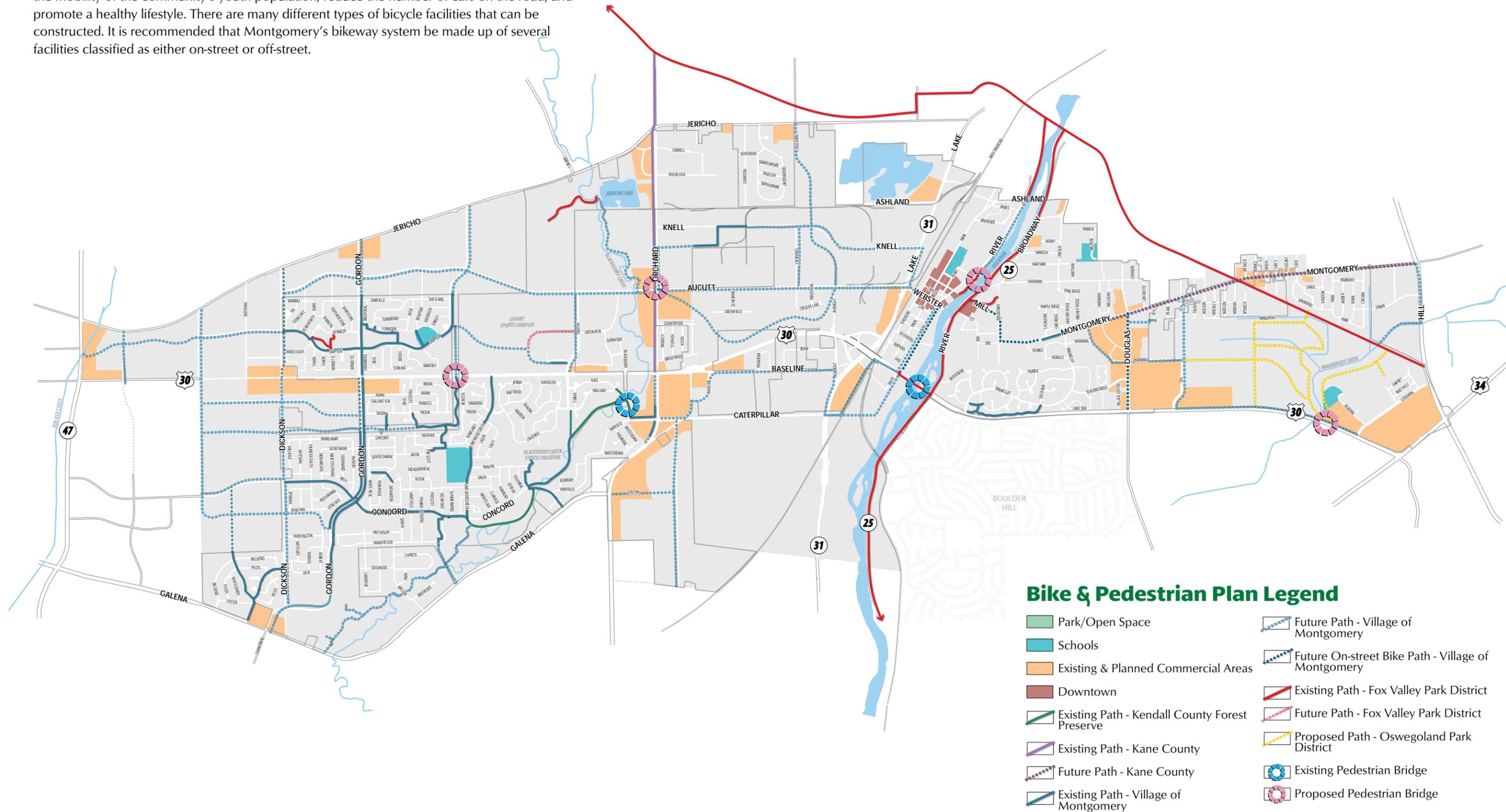
about installing sidewalks in priority pedestrian areas. Areas surrounding schools, parks, and transit services are more likely to have significant pedestrian traffic. In these areas, the Village should partner with local property owners to implement sidewalk improvements that would result in “infill” and repair, and improve crosswalks so that they are safe and fully accessible.

In addition to the physical infrastructure described above, the Village should work with Transportation Departments and its Public Works Department to improve pedestrian signals throughout the Village. Features of new signals may include pedestrian countdowns and highly-visible vehicular warning systems that alert motorists of pedestrians.

The Bike & Pedestrian Plan illustrates the priority pedestrian attractions and high priority pedestrian corridors. These are the locations that should be a top priority for improvements.

Bike & Pedestrian Plan

Montgomery's parks and open spaces provide the framework for a comprehensive bike network throughout the Village. Such a network would provide an alternative to motorized travel, increase the mobility of the community's youth population, reduce the number of cars on the road, and promote a healthy lifestyle. There are many different types of bicycle facilities that can be constructed. It is recommended that Montgomery's bikeway system be made up of several facilities classified as either on-street or off-street.





Transit

Transit services provide access to jobs, housing, commercial goods and services, and community amenities for residents throughout the region. This section describes ways the Village can collaborate with transit service providers to increase mobility for residents and complement the goals of local development.

Bus Service

There are two Pace bus routes that operate in Montgomery. Route 529 travels south on 5th Street to Montgomery Road and continues south on Douglas Road. Pace route 528 travels south on Howell Place to Montgomery Road and continues east. The existing Pace routes are in need of updated bus shelters to increase the comfort of riders waiting for the bus. Both of these routes are located on the east side of town, leaving the majority of the town unserved. Convenient and inviting transit facilities are an important component of a successful public transportation system.

Commercial corridors and employment centers are key activity generators that centralize a lot of potential transit riders. Increasing transit use in these areas would translate into reduced traffic congestion as fewer vehicular trips would be necessary. The Village should work with Pace to determine if additional routes could be added in Montgomery. Potential routes are shown on the Transit Plan and serve areas largely underserved by transit. These run through areas with concentrations of residential homes, as well as commercial areas and employment centers.

A potential solution to helping increase ridership and availability of transit options in Montgomery would be to provide a community wide transit circulator. This circulator could travel around the Village providing access to Route 528 and 529. The Village should initiate a public outreach process to gauge interest to determine if a transit circulator of this sort would be utilized and be used as an alternative to personal automobile transportation.

In order to complement local transit services, the Village should review Pace's Transit Supportive Guidelines for the Chicagoland Region (2013). These guidelines are intended to foster coordination between Pace's vision for suburban bus transit and local development. The Village should review the guidelines and assess how they may best be applied to areas of the Village served by transit. Potential ways to implement the guidelines locally include participation in Pace's Development Review Assistance for Transit (DRAFT) program; and, amendments to local development regulations to accommodate transit and pedestrian facilities and appropriate land uses for local transit service.

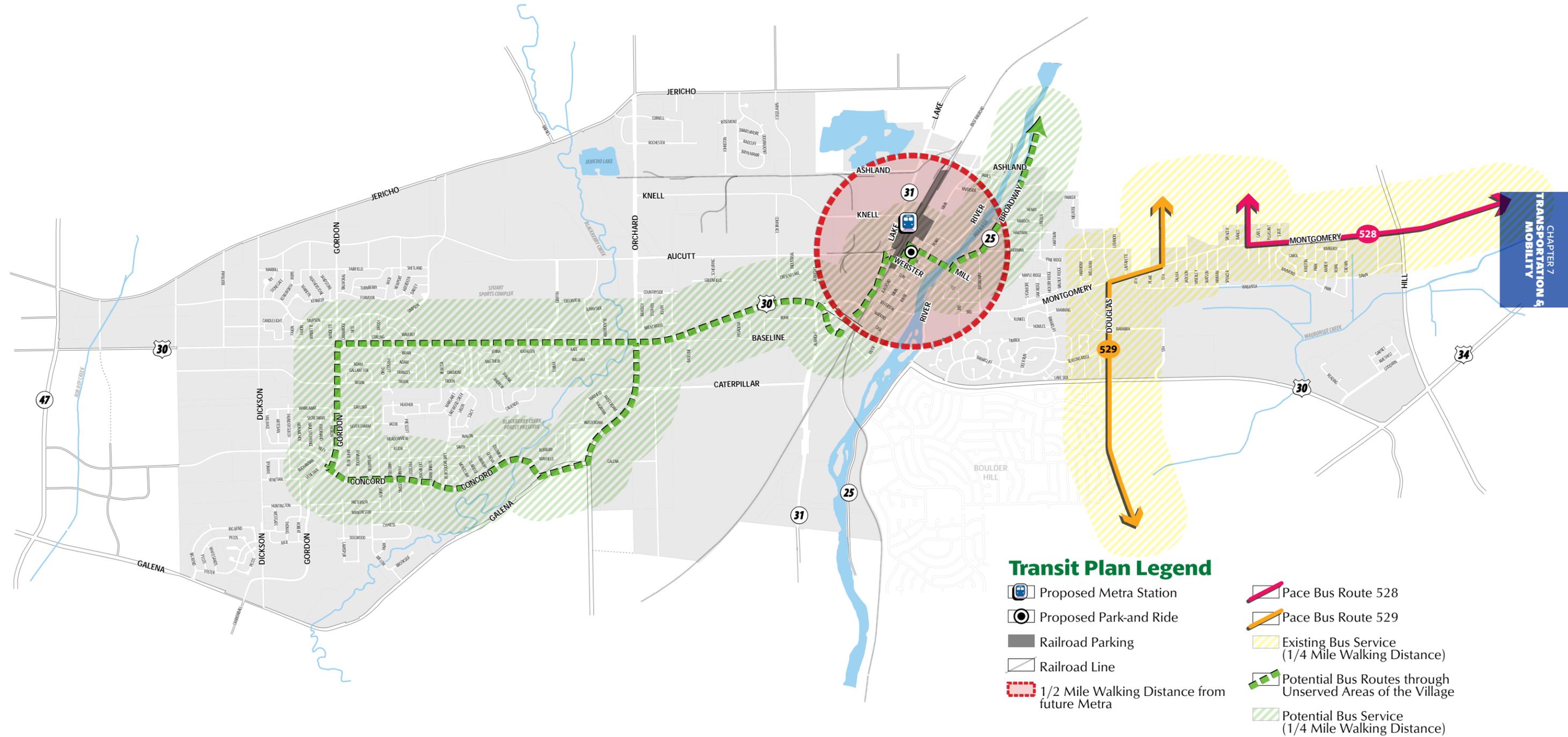
Train Service

In 2009, the Village adopted a Transit Oriented Development Plan for the area around a potential park-and-ride Metra Station. The Metra Station would be located near Downtown with service extending into Kendall County. Kendall County is not an area served by Metra service and is currently not a part of the Regional Transit Authority (RTA). Implementation of this Metra facility is considered a long-term concept that would require significant investment in infrastructure and agreements with freight rail operators. A potential station in Montgomery would be beneficial to residents and businesses.

The Village should work with the RTA and Metra to monitor the viability of a Montgomery commuter rail station facility as growth in and around the community occurs. The facility would serve not only residents of Montgomery, but would also relieve some of the demand for parking at the Aurora Transportation Center. As the potential for the Montgomery station is monitored over time, the Village should appropriately regulate development in the proposed station area to ensure that it can support levels of access and intensities of residential, office, and retail development that are most complementary to rail transit service. The proposed transit system is shown on the Transit Plan, and includes the proposed locations for the future Park-and-Ride facility, permanent commuter parking, and the future Metra commuter train station.

Transit Plan

Transit services provide access to jobs, housing, commercial goods and services, and community amenities for residents throughout the Chicago region. The Transportation Plan presents ways the Village can work with transit service providers to increase mobility for residents and complete other community objectives.





8 Parks, Open Space & Environmental Features

Montgomery is home to an impressive range of environmental and recreational amenities that contribute greatly to local quality of life, image, character, desirability, and aesthetic appeal. These include the Fox River, the Virgil Gilman and Fox River Trails, Blackberry Creek, Stuart Sports Complex, and numerous parks.

The proactive protection and enhancement of important environmental assets is a priority for the community. This chapter presents policies and recommendations aimed at preserving such important and sensitive environmental features, while also expanding parks and recreational facilities. Together, enhanced recreational opportunities, better open space connectivity, and a network of trails for biking and

walking will help make Montgomery a healthier community, by encouraging and providing for increased activity and recreation.

By working with strategic partners to expand its current system of open space and strengthen environmental features and areas, the Village can enhance the community's overall image, identity, and health, and also better manage and mitigate storm water events and flooding.

NRPA Standards

The National Recreation and Parks Association (NRPA) recommends a standard of 10 acres of open space for every 1,000 residents. Based upon the Village's estimated population of approximately 19,000, this would equate to a recommended service level of 190 acres. Together, the Fox Valley Park District, the Oswegoland Park District, and the Kendall County Forest Preserve District manage 21 parks, as well as one forest preserve, in the Village, comprising over 640 acres of designated park and open space land within the community.

Community Benefits

While this acreage well exceeds the minimum standards established by the NRPA, Montgomery is not an average community and residents perceive parks to be one of the most significant contributors to happiness and general wellbeing. Montgomery's green and blue spaces benefit residents by:

Facilitating healthy lifestyles. Parks, rivers, and trails provide exercise opportunities, such as running, biking, hiking, kayaking, and jogging, critical to increasing positive health outcomes and personal satisfaction.

Providing living laboratories for education and exploration. The outdoors afford residents of all ages uninhibited access to learning about Montgomery's biodiversity, waterways, and wildlife.

Reducing flooding and infrastructure costs. Green space mitigates flooding by directly absorbing rainwater and serving as an on-site detention area for overflowing rivers and creeks. This reduces the stress on the local sewer system and safeguards residential areas from flooding.

Enhancing natural beauty and character. Wooded areas, open space, and waterways diversify Montgomery's landscape, reduce the monotony of residential development, and create beautiful vistas.

Protecting Montgomery's brand. Shielding selective green spaces and waterways from new development enhances Montgomery's image as a family-friendly, historic village with small town character.

Reducing geographic and demographic divides. Parks are community spaces that are open to everyone and encourage interaction between residents of different backgrounds and origins. Additionally, the development of bike trails and greenways will better link the western and eastern sides of Montgomery together.



Park Districts

Parks in the Village are owned, maintained, and managed by two Park Districts: the Fox Valley Park District and the Oswegoland Park District. Both Park Districts are independent governments with their own elected board, who oversee both active and passive recreation options. The Park Districts provide a wide variety of year-round recreation programs, facilities, parks, open space and natural areas that respond to the articulated needs and desires of residents in the communities they serve.

Fox Valley Park District (FVPD)

The Fox Valley Park District services a large portion of the Village and consequently, the majority of the Village’s parks are owned, maintained, and managed by the Fox Valley Park District.

The Park District manages 19 facilities within the Village with a variety of amenities, including: playgrounds, baseball fields, tennis courts, and soccer fields for active recreational play, and wetlands, paths, walkways, and open space for passive recreation.

Most notable among the Park District’s facilities in Montgomery is Jericho Lake Park and Stuart Sports Complex, located on the south side of Jericho Road, as well as the Virgil Gilman and Fox River Trails, which run throughout Montgomery and its neighboring municipalities.

Fox Valley Park District Parks & Facilities

- Balmorea Park
- Blackberry Trails Park
- Blackberry West Park
- Dolores A. Austin Memorial Park
- Fairfield Way Park
- Fox River Trail

- Gilman Trail
- Huntington Chase Park
- Jericho Lake Park
- Krug Park
- Lakewood Creek Park
- Montgomery Park
- Park District Police and Safety Office
- Pine Knoll Park
- Residential Park
- South Broadway Park
- South Island Park
- Slattery Park
- Stuart Sports Complex

Oswegoland Park District (OPD)

The Oswegoland Park District manages parks and open space within areas of the Village that lie within Kendall County. Oswegoland facilities in Montgomery include three parks as well as two recreation centers, Winrock Pool and the Boulder Pointe Facility, a multi-purpose community center located in the Boulder Hill neighborhood. Boulder Point hosts gymnastics, fitness classes, dance classes, and pre-schooling for Boulder Hill, Montgomery, and Oswego residents. Space is currently one of the Oswegoland Park District’s greatest needs and challenges. As the community grows, the Park District anticipates they will need to expand park district programming and services.

Oswegoland Park District Parks & Facilities

- Boulder Point
- Briarcliff Woods Park and Lake
- Civic Center
- Suzan John Park
- Winrock Park and Pool



Parks

Neighborhood Parks

Neighborhood parks are the smallest component of the Village’s open space system. Neighborhood parks provide for both passive and active recreation areas within barrier-free walking distances of residents.

The Village should work with park district service providers to identify and prioritize opportunities to purchase land and develop neighborhood parks in areas identified to have the greatest need for new park space. These parks should be suited for intense development and be easily accessible to the neighborhood. Ideally, they should be geographically centered with safe walking and bike access. These parks can also be developed as part of a school facility.

NRPA standards recommend a standard of 1 to 2 acres of neighborhood parks per 1,000 residents. These park sites should ideally be located within a half-mile walk of all homes and ideally be a minimum of 5 acres in size.

The Fox Valley and Oswegoland Park Districts provide 12 neighborhood parks in the Village, totaling 124 acres. The following is a list of Montgomery’s neighborhood parks:

- Balmorea Park
- Blackberry Trails Park
- Blackberry West Park
- Fairfield Way Park
- Huntington Chase Park
- Krug Park
- Lakewood Creek Park
- Pine Knoll Park
- Residential Park
- Slattery Park
- Briarcliff Woods Park and Lake

Service Coverage

The Parks, Open Space & Environmental Features Plan utilizes typical service areas standards to identify areas of the community that are potentially underserved by the existing network of parks. A typical service standard for neighborhood parks is a ½-mile service area. Based on this standard, the majority of the Village is well served by community parks, however, some gaps in coverage do occur. For instance, the neighborhood northeast of the U.S. Route 30 and Orchard Road intersection is poorly served by neighborhood parks.

The Village should periodically evaluate the requirements of the Village’s parkland dedication ordinance to ensure it is adequately providing parkland, or cash-in-lieu of parkland.

Additionally, the Village should require developers to develop park sites in the first phase of residential subdivisions ensuring that commitments for open space and recreation are maintain, and provided in a timely fashion.

Barriers

The recommended service areas do not reflect potential barriers to access such as the interstate, railroads or changes in topography. When identifying future neighborhood park sites, such barriers should be taken into consideration so as to provide park land in areas with optimum access.



Community Parks

Community parks are larger in size and serve a more expanded purpose than neighborhood parks and draw a broader audience as well. Community parks provide for more intense recreational development, are better suited for recreational programs, and can be used to preserve large areas of unique or environmentally/locally significant landscapes. Many of Montgomery’s community parks include intense recreational facilities, such as athletic complexes for organized sports. They also feature areas of natural quality for activities such as walking, biking, and views that are supported by trail systems.

NRPA standards recommend a standard of 5 to 8 acres of community parks per 1,000 residents. These park sites should ideally cover a 2-mile service area and be 30 to 50 acres in size.

There are 6 parks classified as community parks in the Village of Montgomery, totaling 473 acres. The following is a list of Montgomery’s community parks:

- Jericho Lake Park
- Stuart Sports Complex
- Montgomery Park
- South Broadway Park
- Dolores A. Austin Memorial Park
- South Island Park

Jericho Lake Park

Jericho Lake Park features trails along the beautiful Jericho Lake front and attracts visitors from all over the region to its disc golf course. The 20-acre lake is also a popular destination for boaters and fishermen.

Equipped with a \$400,000 grant from the Illinois Department of Natural Resources’ (IDNR) Open Space Lands Acquisitions and Development (OSLAD) grant program, the FVPD has plans to renovate the facility within the next two years. The renovation will include the addition of a natural area restoration site with walking trails, playground equipment, a second parking lot, rentable park space, restrooms, a 100 year compensatory storage area, and a trail connection to the multi-use trail along Orchard Road.

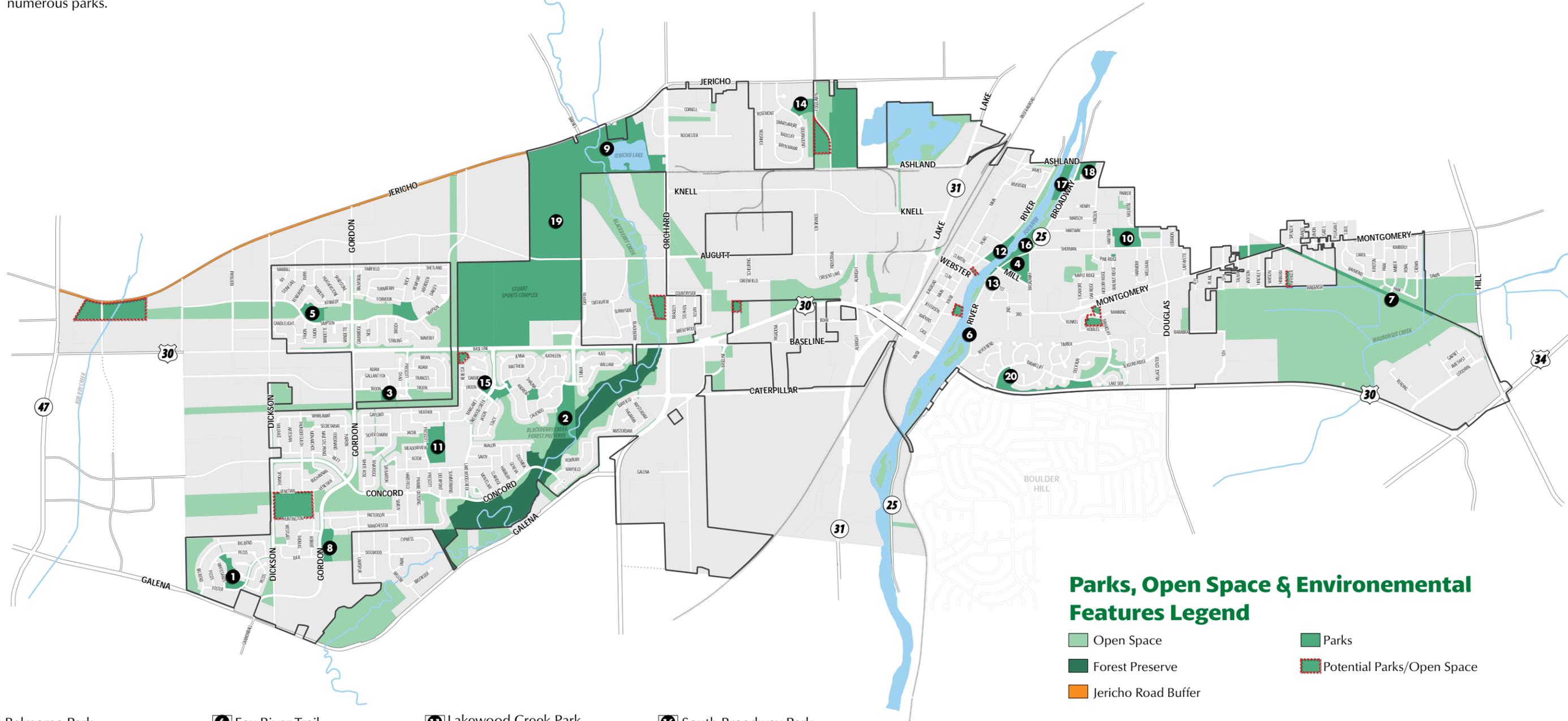
The Village should ensure safe access to the popular park by installing pedestrian crosswalks across traffic-heavy Orchard and Jericho Roads.

Stuart Sports Complex

Stuart Sports Complex features 4 ball fields and 25 soccer fields, providing 120 acres dedicated to baseball, softball, and soccer recreation. The District’s in-house soccer leagues, adult soccer associations, travelling team associations, and 8 baseball and softball organizations use these fields. To keep pace with continued growth and the demand for more athletic fields, the Park District is expanding the complex. The 135 acre expansion includes 4 new lighted ball fields, 11 new soccer fields, and a dog park, among many other improvements south of the existing facility.

Parks, Open Space & Environmental Features Plan

Montgomery is home to a range of environmental and recreational amenities that contribute greatly to local quality of life, image, character, desirability, and aesthetic appeal. These include the Fox River, the V.L. Gilman and Fox River Trails, Blackberry Creek, Stuart Sports Complex, and numerous parks.



CHAPTER 8
PARKS,
OPEN SPACE &
ENVIRONMENTAL
FEATURES

Parks, Open Space & Environmental Features Legend

- Open Space
- Forest Preserve
- Jericho Road Buffer
- Parks
- Potential Parks/Open Space

- | | | | |
|--|--------------------------------|--|---|
| 1 Balmorea Park | 6 Fox River Trail | 11 Lakewood Creek Park | 16 South Broadway Park |
| 2 Blackberry Trails Park | 7 V.L. Gilman Trail | 12 Montgomery Park | 17 South Island Park |
| 3 Blackberry West Park | 8 Huntington Chase Park | 13 Park District Police and Safety Office | 18 Slattery Park |
| 4 Dolores A. Austin Memorial Park | 9 Jericho Lake Park | 14 Pine Knoll Park | 19 Stuart Sports Complex |
| 5 Fairfield Way Park | 10 Krug Park | 15 Residential Park | 20 Briarcliff Woods Park and Lake (Oswegoland Park District) |



Connection to the sports complex was mentioned as a major issue by Park District officials. As Montgomery and the surrounding region experiences growth, the Village should work with the FVPD to increase path connectivity to and from the complex. The proposed pedestrian bridges at U.S. Route 30 near the ComEd utility corridor and at Orchard Road and Aucutt Road are important steps to increase pedestrian access to Stuart Sports Complex.

Additionally, increased programming at the sports complex was a topic repeatedly mentioned during outreach. The Village should work with the Fox Valley Park District to maximize programming and tournaments at Stuart Sports Complex. The sports complex should even be encouraged to become a venue for regional tournaments.

Montgomery Park

Located adjacent to the Village’s Downtown, Montgomery Park offers residents access to, and scenic views of, the Fox Riverfront. While the park offers residents a playground and a great fishing spot, it is most known as the venue for Montgomery Fest, a Village-wide festival held each summer season. The Village should continue to use this park as location for future civic events, as well as a possible venue for public art installations and new recreational opportunities.

Dolores A. Austin Memorial Park

Located between River Road, Broadway Road, and Mill Street, this park offers Montgomery residents a variety of recreation options, including two tennis courts, a basketball court, sand volleyball, a playground, and a trailhead for the Fox River Trail.

South Broadway & South Island Park

Located along the east banks of the Fox River, near Downtown, South Broadway Park is a popular fishing spot for Village residents. Along South Island Park is a large isthmus with access from Ashland Avenue. The parks are major trailheads for accessing the Fox River Trail.

Service Coverage

The Parks, Open Space & Environmental Features Plan utilizes typical service area standards to identify locations in the Village that are potentially underserved by the existing network of parks. A typical service standard for community parks is a 2-mile service area. Based on this standard, the majority of the Village is well served by community parks. Exceptions include the southwest portion of the Village along Dickson Road, and the eastern most portion of the Village, near Hill Avenue.

While, the eastern most portion of the Village is underserved by community park sites within Montgomery, the area is in close proximity to Phillips Park in Aurora and is well within this park’s service area. Similarly, the southwest portion of the Village is outside of the 2-mile service area of community parks located within Montgomery, however, this area is adequately served by Bristol Bay Park located in Yorkville and Steven G. Bridge Park in Oswego.



Barriers

Recommended service areas do not reflect potential barriers to access such as the interstate, railroads, or changes in topography. When identifying future community park sites, such barriers should be taken into consideration so as to provide park land in areas with optimum access.

Future Neighborhood Parks

As development continues to occur, specifically in the western areas of Montgomery, the Village should work with the Fox Valley Park District to extend its current boundaries to provide park services to areas west of Dickson Road. The Village should also work with the FVPD to continue to acquire parkland along the proposed greenway system through developer dedications or purchase. The FVPD already has a program in place to acquire land from developers via land/cash ordinance.

Future Community Parks

Although the Village is adequately served by community park space, the Village should work with the park districts to identify and prioritize the development of community park space along the Fox River. Utilization of the Fox River was a topic repeatedly mentioned throughout the outreach process. The park space would not only provide residents with expanded service coverage from community park land, but increase access to the Fox Riverfront and protect and enhance Montgomery's identity as well.

Private Open Space

Wolf Run Golf Course

Wolf Run Golf Course is located along Jericho Road near Edgelawn Drive. As a newer golf course in the area, Wolf Run is not as well-known as other golf facilities in the region. The extension of Edgelawn Drive south to Aucutt Road, the addition of new commercial and business development near Jericho Road and Edgelawn Drive, and the possible inclusion of new wayfinding in the area would likely improve visibility of the golf course facility.

Kane County Fishing Club

The Kane County Fishing Club is a members' only club that owns land with several large fishing ponds, near the intersection of Jericho Road and Lake Street. The ponds/lakes on this property contribute significantly to water bodies within the Montgomery community. The Club maintains a large open space area, which should be considered an amenity for the community. Although the property and fishing ponds/lakes are not open to the public, the land represents a significant contribution to the Village's open space network.

Private Open Space Recommendations

In general, the Village should encourage the use of private recreation facilities and implement land use policies that foster an appropriate relationship with surrounding areas in terms of traffic access management, noise, lighting, and other potential conflicts. Such facilities should be accessible from major roadways and should not negatively impact adjacent residential areas. Additionally, the Village should require that large developments, including both commercial and residential, "set aside" a reasonable amount of space for parks and trails that connect to the larger open space network and greenway.



Environmental Features

The most stable, resilient, healthy, diverse, and beneficial ecosystems encompass a broad array of varying landscape typologies and features, connected by eco-corridors that allow for the greatest degree of animal movement between environmental areas and features. The stream corridors, floodplain/flood prone lands, naturalized landscapes, detention basins, parks, and preserves form a network of open space. The exception to this network is the smaller interstitial parcels, utility/roadway crossings, etc. The addition of a greater number of connectors through these interstitial parcels as part of a complete Green Infrastructure Network will result in a more resilient, robust ecological system.

The recommendations for stream corridors in this plan are based in large part upon the recommendations included in the Integrated Management Plan for the Fox River Watershed in Illinois, which was developed as a collaborative effort of members of the Fox River Ecosystem Partnership (FREP). The Village participated in and ultimately endorsed this initiative, which has led to the adoption of various policies and programs in support of the health and vitality of the Village's ecology, landscapes, stream corridors, and the Fox River corridor.

Green Infrastructure Network

From a planning standpoint, the park/open space and environmental lands should all be connected into a green network that provides an environmental framework for all of the other various land uses and development patterns. This plan includes the adoption of Kane County's Green Infrastructure Plan as the basis for an open space strategy for the portion of the Village within Kane County, and expansion of that network into the Kendall County portion.

The Village should expand and create a finely-grained ecological Green Infrastructure Network in areas of future growth and development, integrate multiple-benefit eco-corridors throughout new neighborhoods during the planning process, and further integrate with rainwater management and park space development within each proposed neighborhood. The Village should utilize roadway rights-of-way, floodplains, preserved greenbelts, and other opportunities to link together schools, commercial areas, neighborhoods, and other areas through this network. A proposed green infrastructure network for the Village is shown in the Parks, Open Space & Environmental Features Plan.

Fox River

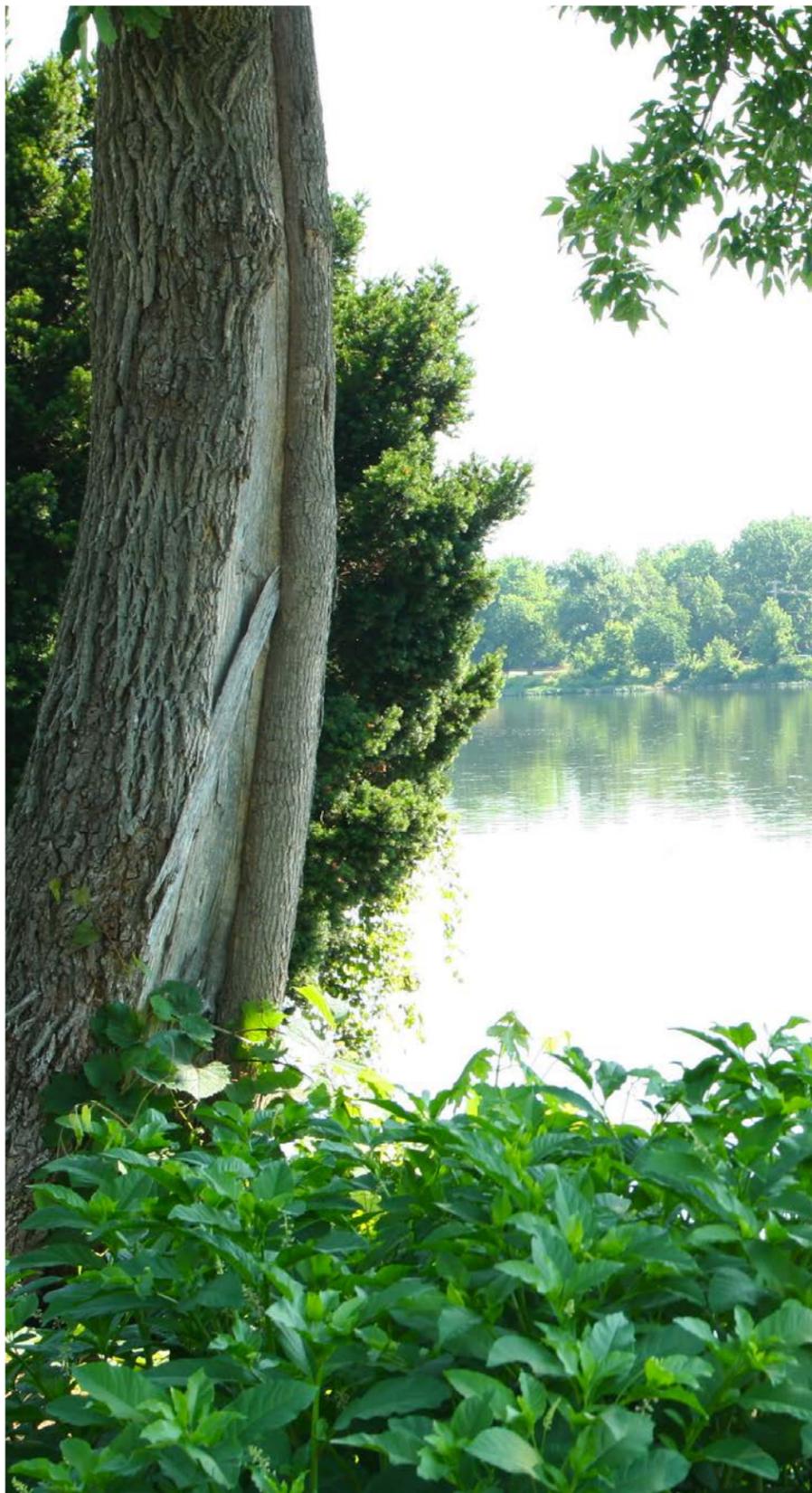
The Fox River is in many ways the most defining natural and cultural feature of the Village. The river's ecology, geology, topography, and history permeate the entire community. The Fox River corridor offers some of the region's finest recreational opportunities: fishing, bird watching, hiking, biking, canoeing/kayaking, and picnicking. The corridor also provides scenic beauty and a connection to nature that is one of the Village's more desirable features and attracts residents, business owners, and others to Montgomery. In support of the Montgomery vision, several parts of this plan reference the Fox River as a critical planning element and prioritize its protection, preservation, and enhancement.

Recommendations

The following areas are of critical importance to support the Fox River's health and long-term value as an essential community resource:

Planning Context

Most of the river frontage in the Village is already park/open space. The Village should maintain and expand, to the degree possible, public access to the river corridor, acquire any additional parcels if they become available, and maintain view corridors through careful planning as any privately-held parcels adjacent to the river are redeveloped. Acquisition efforts along the riverfront should focus on flood prone homes on North River Street.



Ecology

The ecology and biodiversity of the Fox River corridor relies upon a stable habitat and natural hydrology. While the Fox River has generally improved since the days when industrial inputs severely impacted aquatic life, stormwater runoff and discharge into the Fox currently result in less than ideal conditions for many plant and animal species native to the Fox Valley. Continued urbanization of the Village and the region continues to decrease the quality of water running into our waterways. The Village can actually help restore and improve the habitat of the Fox River through the deployment of infiltration-based green infrastructure throughout the Village that helps to slow, cool, cleanse, and infiltrate surplus rainwater from every neighborhood.

In addition to runoff reduction and flood mitigation, this approach would help realize other benefits at the same time, including green infrastructure to provide and promote water quality enhancement, water and energy conservation, soil health, biodiversity, and habitat improvement. Both new development and retrofit of existing buildings, roads, and other infrastructure can be enhanced greatly through the integration of green infrastructure strategies including green roofs, bio-retention, permeable pavement, native/naturalized landscapes, and rainwater harvesting and re-use.

A large amount of the natural area in the Village is within the Fox River corridor. These ecosystems rely upon science-based land management and stewardship practices to control invasive species and support a rich, diverse, native plant and animal population. The Village should continue to work with the Fox Valley and Oswegoland Park Districts to plan for and steward all of the natural landscapes within the community's park system.

Recreation

Park space and recreational opportunities along the Fox River are abundant in Montgomery. The network of multi-use trails that line the corridor and connect to other parts of the Village should be expanded and married to the sidewalk system so that eventually, every neighborhood would have safe, comfortable, barrier-free non-motorized access to the river corridor, as illustrated in the Village's 2013 Bicycle and Pedestrian Path Plan. This may include adding bicycle lanes, pedestrian crossings, signalization, signage, and other elements. For more detail on pedestrian transportation infrastructure, see **Chapter 7: Transportation & Mobility Plan.**

The Village should increase riverfront recreational opportunities by enhancing already popular activities, like bird watching and fishing. The Village should install piers along the riverfront that acts as look out points and fishing docks. A fishing dock at the Montgomery Dam should be prioritized to allow resident to continue to fish even while river water levels are high.

Additionally, the Village may consider the long-term reconfiguration of the river channel to allow for the replacement of the dam with a series of rapids, a practice that has been done in several other urban areas throughout the country. This would remove the existing dam when it is near the end of its design life, and rather than rebuild it, to replace it with a series of naturalistic rapids. This would create a whitewater course in the Village, which would attract canoe and kayak enthusiasts and offer a unique, engaging addition to the Fox River recreational amenities.



Economy

In addition to the many environmental and recreational attributes the River offers, it is also a direct and indirect economic asset that can be better capitalized upon over time. The trail system is already a much sought-after amenity that draws people to live, work, and invest in the area. The whitewater course described above could take that interest to a new level and support local outfitters, restaurants, lodgings, and ecotourism that would bolster the Village’s economy. Other examples from the region and elsewhere highlight the degree to which a natural amenity like the Fox River is amplified through a proper, ecologically-based approach, and to the degree to which the long-term quality-of-life of residents is improved.

Tributary Open Streams, Wetlands & Aquatic Landscapes

While much of the original (pre-settlement) drainage patterns and landscapes have been altered over the past 150 years to accommodate agriculture and development, two of the regions more significant stream corridors, Blackberry Creek and Waubensee Creek, traverse the Village. These creeks were historically supplied with clean, cool water that fell throughout the tributary watershed and slowly moved below surface through the valley’s woodlands, prairies, marshes and fens and seeped into the streams as a constant, steady base-flow. As the area’s prairies and wetlands were tiled and drained, base flow was reduced, and surface runoff increased, to the point it is at today. Similar to the Fox River, these streams will sustain and support a rich diversity of life if they benefit from natural infiltration-based hydrology and native landscape management and stewardship.

Wetlands existed wherever the base flow water would discharge into the landscape, the edges of the river, streams, other open water (fens and seeps), or isolated areas not directly associated with open water. Most of these landscapes have been altered, and of those that remain, many are preserved in Park District or Forest Preserve District parcels.

Recommendations

The recommendations for all of the aquatic landscapes in the Village are very much the same as those made for the Fox River: return to infiltration-based hydrology through the use of green infrastructure practices for multiple benefits throughout the Village, and actively steward the natural landscapes within the corridors or parcels. The recommendations for stream corridors in this plan are based in large part upon the recommendations included in the Integrated Management Plan for the Fox River Watershed in Illinois, which was developed as a collaborative effort of members of the Fox River Ecosystem Partnership (FREP). The Village participated in and ultimately endorsed this initiative.



Other Ponds/ Water Features

The other areas of open water within the Village are primarily artificially-created ponds and water features. The majority of these are stormwater detention basins developed as part of the flood attenuation approach for subdivisions developed over the past thirty years or so. These basins are typically lined with clay to allow them to hold water, and surface water runoff is piped directly to them.

The Village’s detention basin have recently been tested by the Illinois Department of Natural Resources (IDNR) and were rated as exemplary. Workshops were even held in the summer of 2013 in the Village as an example for other municipalities looking to improve and maintain the quality of their own detention basins. The Village should utilize its detention basins as an asset and continue to populate these water bodies with native fish species for recreational fishing.

Recommendations

The Village has already taken great strides towards the enhancement of existing and yet-to-be-developed created water features. The Village’s Naturalized Stormwater Management Facility Guidelines have been recognized by the U.S. EPA and others as being highly beneficial towards the retrofit of existing basins, and the development of new basins. The Village has also done several green infrastructure demonstration projects, including permeable paving, bio-retention (rain gardens and bio-swales), and naturalized basin shoreline retrofits that illustrate the benefits, aesthetics, and long-term maintenance cost reduction advantages of these strategies. As other opportunities arise, the Village should continue to restore and enhance the existing basins in the Village and require new development

to employ a complete suite of green infrastructure practices focused in part upon maximizing water quality and stable hydrology in support of more functional and beautiful rainwater management landscapes.

The Village should also deploy and promote green infrastructure practices throughout the Village in support of the ecology of all open space and aquatic landscapes.

Wooded Areas & Tree Canopy

The Fox River Valley was historically the home to enormous areas of oak woodlands associated with rainwater discharge zones. As mentioned earlier, the majority of naturalized woodland landscape that remains in the Village is either within the Fox River corridor, one of the two creek corridors, or already in a dedicated park or forest preserve site. There are some smaller woodland areas on privately held parcels. Naturalized woodlands rely upon natural, infiltration-based hydrology, and an understory ground plane of primarily native woodland perennial grasses, sedges, and flowering plants.

In addition to the natural woodlands, there are many thousands of canopy trees that have been planted along roadways and in public spaces. These trees form an essential part of Montgomery’s urban ecology. Canopy trees are important to help infiltrate rainwater, improve air quality, provide shade, and improve scenic beauty and property values.

Recommendations

The Village should continue to work with the Park Districts and Forest Preserve District to restore, manage, and actively steward the woodland landscapes in public lands within the Village. The Village should promote and help educate property owners and citizens about the value and proper management techniques for both natural woodlands and urban trees.



9

Community Facilities & Infrastructure

Montgomery is uniquely served by a variety of community facilities and service providers from nearly all of its surrounding jurisdictions. These services include police, fire and emergency response, water, streets and sanitation, Village administration, public and private schools, public library, and others.

Many of the Village’s public facilities are new and of high quality, including the Village Hall, the Police Station, and the Montgomery Branch of the Oswego Public Library District. While these facilities are often cited as one of the community’s greatest assets, they are scattered throughout the Village due to boundaries of the various library, fire, school, and other community facility districts that are not coterminous with those of the Village.

The Community Facilities & Infrastructure Plan emphasizes the need for the Village to form strong partnerships with community facilities providers to build the Montgomery community, even though it is criss-crossed by many different provider boundaries. The Plan outlines policies and recommendations for creating and maintaining partnerships, resisting the temptation of cheap available land, and locating future facilities in strategic locations that optimize activity, accessibility, and strengthen the Village’s core.

Communication & Cooperation

As noted above, the Village does not have jurisdictional control over many of the community facilities that serve its residents. While some are provided by the Village of Montgomery, others are delivered by other public and quasi-public agencies and organizations. Identifying and understanding the needs of each community service provider puts the Village in a better position to assist in meeting the needs of Montgomery residents. It is important that the Village maintain communication with these service providers regarding their existing needs and plans for expansion, and that future infrastructure investment is strategically focused in areas that provide the best access to residents and opportunity for further economic growth.

One opportunity for enhanced communication could be the formation of a Joint Services Council hosted by Village officials. This could be an annual forum where representatives from each of the various entities that provide services in Montgomery come together and discuss avenues for enhanced cooperation and more efficient service delivery.

Village officials could also investigate the cost and feasibility of creating their own fire, park, or library districts, to the extent desired by the community.

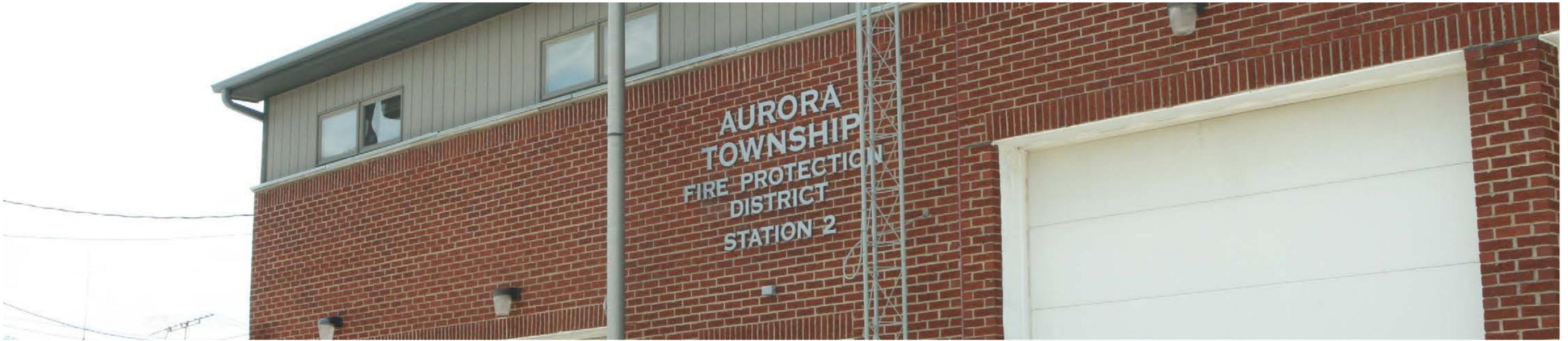
Village Facilities Village Hall

Constructed in 2008, Village Hall is located in Downtown Montgomery. It houses the Village Administrator’s office, finance, community development departments, and meeting rooms for the Village Board and its committees.

The location of the civic site was a conscious decision by the Village Board to reinvest in the riverfront and Montgomery’s original central business district. According to the Village Hall Design Plan, the civic building “positions the Village to be a readied partner,” with businesses and property owners, in the redevelopment of the Downtown Mill District.

The Village Hall was constructed to serve not just as a workplace for Village functions, but as a central gathering place and anchor for Downtown and riverfront revitalization.

The purpose of the building is portrayed in its design, which includes spacious meeting spaces, an open plaza oriented towards the Fox Riverfront, pedestrian site furnishings, a water bill drop off site, and ample parking to accommodate community events. Residents are welcome to freely reserve the multi-purpose room in the Village Hall through the Village’s website.



As well as a space for community gathering, Village Hall employs a variety of best management practices (BMPs) in stormwater management and site design. The site incorporates infiltration BMPs through drywell inlets, permeable pavers, rain gardens, and other native plantings. Additionally, the site ensures clear and direct access through a circular driver at the rear of the building, sidewalks and walkways, and visitor parking toward the front of the site.

There are no plans to renovate or expand Village Hall, and Village personnel are pleased with the size and location of the facility. However, as development occurs in Downtown, the Village could explore options for shared parking or parking consolidation.

Settlers Cottage Museum

Settler's Cottage, located in front of Village Hall, is Montgomery's oldest building. The building was originally owned by Daniel Gray, the founder of Montgomery.

Montgomery's Historic Preservation Commission (HPC) began working in 2006 to restore the 1840s home for use as a local archive and museum. Funding for the restoration took several years but the cottage was finally restored and opened as a museum in August 2010. In 2011, the Settlers Cottage restoration was awarded the Governor's Home Town Award for being a fine example of a project accomplished with volunteer hours and great community support. The Village should work with the Historic Preservation Commission to market this great cultural resource and create a historic walking tour in Downtown that includes the Settlers Cottage, Gray's Mill, and other mentionable buildings in Downtown.

Emergency Services Montgomery Police Department

The Montgomery Police Department provides protection and policing services to over 18,000 residents and businesses within the Village limits.

In 2005, the Montgomery Police Department moved to its current location on the Civic Center campus, located off of U.S. Route 30 on the Village's west side. As a newly constructed building, the Department has no issues with the facility and does not have plans to add a new facility any time soon. However, as the community continues to grow, it can be expected that the Montgomery Police Department will add more officers. There are also plans in place to create a Citizen Police Academy and a Community Policing Project within the next 2 years to encourage residents to have an active role in law enforcement.

Although the Police Station is located on the Village's west side, the Village should ensure that all areas remain adequately served by police protection. As development occurs in new growth areas, the department should continuously assess its ability to serve an expanding geographic area and population, and work closely with the Village to ensure that necessary infrastructure and technology is in place to provide a high level of service. This may include the construction of satellite locations or police mini-stations in underserved areas of the Village.

Fire Protection Districts

The Village of Montgomery does not have a municipal fire department. The Village is served by a total of five different fire protection districts including the Aurora Township Fire Protection District, Bristol-Kendall Fire Protection District, Montgomery-Countryside Fire Protection District, Oswego Fire Protection District, and the Sugar Grove Fire Protection District.

Emergency response times for western areas of the Village were a major concern identified during the outreach process. It is recommended that the Village continue to work with neighboring fire protection districts and municipal fire departments to ensure effective fire protection services are maintained in these areas and that the Village continues to receive benefits from mutual aid.

Aurora Township Fire Protection District

The Aurora Township Fire Protection District provides fire protection to areas east of Douglas Road serving mainly neighborhoods and business located off of Montgomery Road. While the Aurora Township Fire Protection District serves an important part of the Village, the Township Fire Protection District did not provide the Village with feedback about its current services and facility needs during the comprehensive planning process.

Bristol-Kendall Fire Protection District

Presently, the Bristol-Kendall Fire Protection District provides services to the southwestern portion of the Village, including the Lakewood Creek West, Blackberry Crossing, Blackberry Crossing West, Huntington Chase, Blackberry Pointe, and Balmorea subdivisions.



All three of the Bristol-Kendall Fire Protection stations are located in Yorkville. The District has plans to renovate its existing facilities, but there are no plans for additional facilities. The District has access to adequate water supplies for firefighting operations and currently has a fire insurance rating of 3.

Montgomery-Countryside Fire Protection District

The Montgomery-Countryside Fire Protection District serves Montgomery's central core, including Downtown, many of the Village's oldest neighborhoods, and the majority of the Village's industrial areas.

The district was contacted multiple times during the planning process for information regarding their operations, facility conditions, and needs. However, no response was provided. This only reaffirms the need for enhanced communication between the Village and its key partners.

Oswego Fire Protection District

Covering over 60 square miles, the Oswego Fire Protection District serves all of the Village of Oswego, a large portion of the Village of Montgomery, and portions of Plainfield and Yorkville. The District encompasses many important residential areas of Montgomery including the Montgomery Crossings, Lakewood Creek, Orchard Prairie North, Saratoga Springs, and Seasons Ridge subdivisions, as well as retail at the Orchard Crossing, Blackberry Creek, and Ogden Hill shopping centers.

Currently, the Oswego Fire Protection District operates four stations, one of which is located in Montgomery at Galena Road and Orchard Road. This location provides Montgomery residents with quick and efficient fire protection. However, the station is located on a dead-end street on a dead-end water main, which may pose problems to the District's service of this portion of Montgomery. Otherwise, the District has access to adequate water supplies for firefighting operations and currently has a fire insurance rating of 3.

As the community experiences growth and redevelopment, the District anticipates that congestion and increased use of EMS and fire services will become an issue. The Village should ensure Village roadways can competently assist the District in carrying out their duties. For more recommendations regarding emergency travel on the Village's roadways, please see **Chapter 7: Transportation & Mobility**.

Sugar Grove Fire Protection District

The Sugar Grove Fire Protection District provides services to all areas of the Village west of Orchard Road and north of U.S. Route 30. This includes Jericho Lake Park, Stuart Sports Complex, and the Foxmoor and Fairfield Way subdivisions. According to the Protection District, the District has adequate access to water supplies for firefighting operations, has no issues with its current facilities, and currently has a fire insurance rating of 3.

Although there are no current issues with the District's current facility, located in central Sugar Grove, the District would like to construct two satellite fire stations - one in the Village of Montgomery (yet to be determined) and one on District owned property in Sugar Grove - in order to decrease emergency response times. The response times of the Sugar Grove Fire Protection were a major issue identified in the outreach process. The District must travel a total of 5.5 miles on major roads before reaching the closest subdivision they serve in Montgomery.

Funding is the District's main obstacle in moving forward with addition of the satellite fire stations. Slow economic recovery has had a negative impact on the District's financial ability to construct satellite fire stations. The Village should work closely with the Sugar Grove Fire Protection District as the economy recovers and as efforts to develop a satellite station in Montgomery are renewed.

Recommendations

Many of the fire protection districts that serve Montgomery are planning renovations or redevelopment/relocation of facilities. Such investments should be carefully coordinated at the regional and local levels to ensure that stations and infrastructure are in place to continue providing effective service to Montgomery and other surrounding communities. As additional development occurs in the Village's growth areas, the Village should work with the fire protection districts to evaluate emergency response times to these areas and identify potential locations for new fire station facilities. The Village should be active in assisting and prioritizing the location of facilities within Village boundaries, and, specifically, in centrally located areas, when possible. As Montgomery experiences growth and redevelopment, it is also important that potential impacts on staffing and equipment needs are also considered.



School Districts

Residents of Montgomery are served by five school districts, with four elementary schools located within in the Village’s boundaries. Together, these school districts provide a well-respected and highly regarded school system for Montgomery students. The Village’s strong school system educates local youth and provides gathering places for the community. Montgomery schools also play a crucial role in building and maintaining home values due to increased demand from families who want to live within these school district boundaries and the Village.

West Aurora School District #129

The West Aurora School District encompasses most of the west side of Aurora, as well as much of Montgomery.

School officials report that the schools are currently at capacity with an estimated enrollment of 12,500. District officials indicate that enrollment has increased over the last five years and their projections suggest this will continue in the future.

Based on information provided by District officials, District #129 facilities are in need of improvements; however, there are no current plans for additions or renovations to their facilities.

Nicholson Elementary School

West Aurora School District operates one elementary school within the Village: Nicholson Elementary School. Based on information provided by District officials, the school district is seeing a turnover in older neighborhoods with younger families moving in and replacing older populations. The school district would like to renovate or relocate Nicholson School to increase capacity in anticipation of this turnover.

The Village would like to see the school remain a central feature in Downtown. Activity surrounding the schools has the potential to bring not only residents, but families to Downtown. A possible expansion of Nicholson school is reflected in the Land Use Plan (see **Chapter 5: Land Use & Development Plan**), which shows the school site extended

southward to replace the current Lyon Workspace Products parking facility.

If the school site is to remain in Downtown, the Village will need to work closely with School District #129 to analyze traffic and circulation of the school. Many students who attend Nicholson School are transported by car to and from school. This poses a congestion problem and places a burden on already insufficient drop off/pick up sites. In addition to partnering with the School District to improve site circulation, the Village should also prioritize the completion of maintenance of sidewalks to the school.

East Aurora School District #131

Chartered in 1847, East Aurora School District 131 is the first public school district in the State of Illinois. In Montgomery, the district boundaries span as far south as Barbara Lane, Farnsworth Avenue to the west, and Fox River to the east (excluding those neighborhoods located within the West Aurora School District).

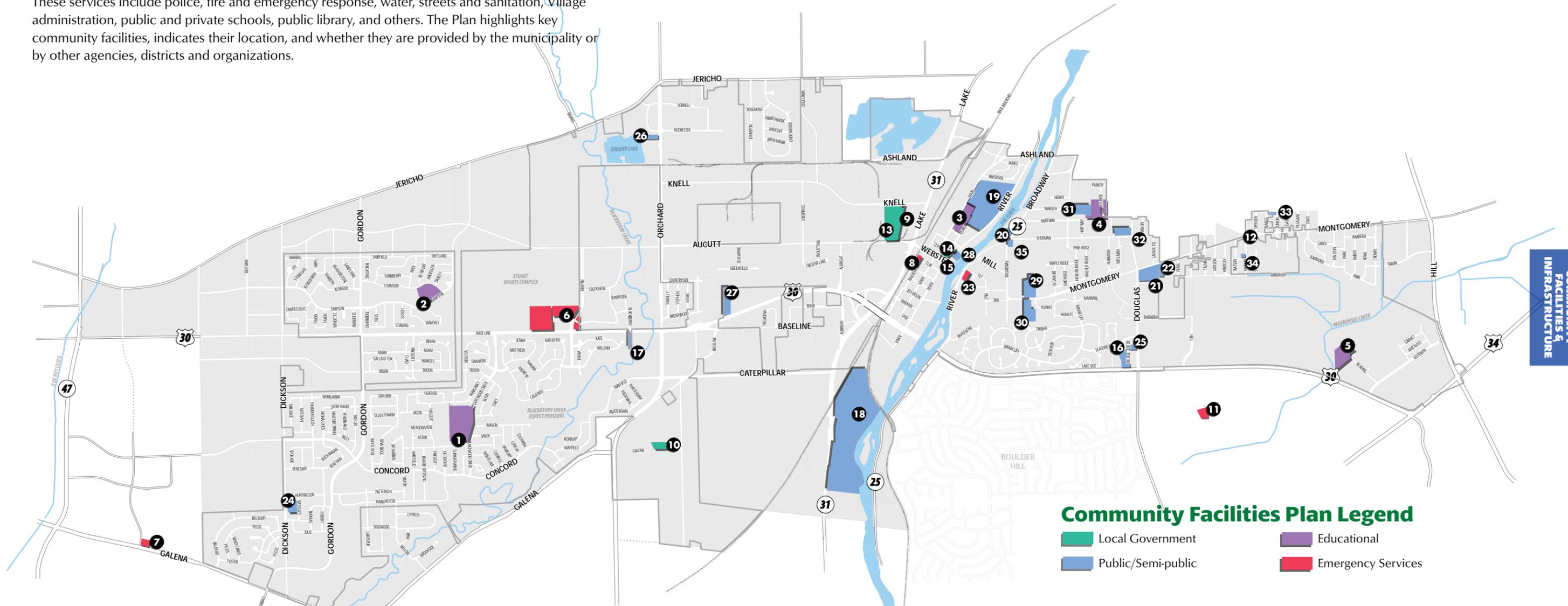
The District was contacted throughout the planning process for information regarding their operations, facility conditions, and needs, however, no response was provided. This only reaffirms the need for enhanced communication between the Village and its key partners.

Krug Elementary School

Opened in 1965, Krug Elementary School is a small community school on Montgomery’s east side. Student enrollment is approximately 400 students, with many Montgomery children coming from the immediate neighborhood.

Community Facilities Plan

Montgomery is uniquely served by a collection of community facilities and service providers. These services include police, fire and emergency response, water, streets and sanitation, Village administration, public and private schools, public library, and others. The Plan highlights key community facilities, indicates their location, and whether they are provided by the municipality or by other agencies, districts and organizations.



Community Facilities Plan Legend

- Local Government
- Educational
- Public/Semi-public
- Emergency Services

Educational Facilities

- 1 Lakewood Creek Elementary (SD #308)
- 2 Kaneland McDole Elementary (SD #302)
- 3 Nicholson Elementary (SD #129)
- 4 Krug Elementary (SD #131)
- 5 Montgomery Campus of the Oswego Public Library District

Emergency Services

- 6 Montgomery Police Station
- 7 Bristol Kendall Fire Department Station #3
- 8 Montgomery Countryside Fire Protection District Station #1
- 9 Montgomery Countryside Fire Protection District Station #2

- 10 Oswego Fire Protection District Station #3
- 11 Owego Fire Protection District Station #2
- 12 Aurora Township Fire Protection Station #1

Village Facilities

- 13 Montgomery Public Works
- 14 Montgomery Village Hall
- 15 Settler's Cottage

Public Facilities

- 16 United States Post Office
- 17 Keck Memorial Cemetery
- 18 Fox Metro Water Reclamation
- 19 Riverside Cemetery
- 20 French Cemetery
- 21 St. Paul Lutheran Cemetery
- 22 Aurora Township Cemetery
- 23 Fox Valley Park District Police & Safety

Semi-Public Facilities

- 24 Dickson-Murst Farm
- 25 Kendall Immediate Care
- 26 Orchard Road Animal Hospital
- 27 United Automobile Workers (UAW) Local 145
- 28 Veterans of Foreign Wars (VFW) Post 7452
- 29 Calvary Baptist Church
- 30 Shining Star Christian Preschool
- 31 Park Place Baptist Church
- 32 St. Olaf Lutheran Church
- 33 New Hope Baptist Church
- 34 Destiny Workshop Center
- 35 Genesis Community Church



Oswego Community Unit School District #308

The Oswego Community Unit School District is a large school district that encompasses portions of Oswego as well as Aurora, Montgomery, Plainfield, Joilet, and Yorkville.

School officials report that the schools are in excellent condition and currently under capacity, enrolling a total of 17,750 students. There are several elementary schools at or just above capacity, but the issue is not the number of students, but rather a need to adjust boundary lines. The District projects that its enrollment will increase in the next four years to 18,600 in 2018. The school district may consider adding additional facilities but not within the next five years.

Lakewood Creek Elementary

Lakewood Creek Elementary is located at the confluence of the Lakewood Creek, Lakewood Creek West, Blackberry Crossing, and Montgomery Crossings neighborhoods in Montgomery. It is adjacent to Lakewood Creek Park, which is used for school activity and neighborhood recreation. The school's current enrollment is 804, but district officials project enrollment to increase to 986 students by 2018.

Long Beach Elementary

Long Beach Elementary sits just a few blocks south of U.S. Route 30, in between Douglas Road and Boulder Hill Pass. Currently, 556 children are enrolled in the school.

Boulder Hill Elementary

Boulder Hill Elementary is roughly one mile west of Long Beach Elementary, south of U.S. Route 30 and located off Boulder Hill Pass. As of the 2012-2013 school year, Boulder Hill educates about 500 students.

Yorkville Community School District #115

The Yorkville Community Unit School District #115 covers 85 square miles in Kendall and Kane Counties. The district serves 5,400-plus students in grades preschool through high school from Yorkville, Montgomery, Bristol, Oswego, and Plano. While no facilities are located in Montgomery, the District serves many Village residents, including those who live in the Fairfield Way, Blackberry Crossing West, Huntington Chase, and Balmorea subdivisions.

The District was contacted throughout the planning process for information regarding their operations and needs. However, no response was provided. The Village should improve avenues of communication with the school district to maintain a strong, effective partnership.



Kaneland Community Unit School District #302

Established in 1948, the Kaneland Community Unit School District encompasses 140 square miles in southwestern Kane County. Within its boundaries are all or parts of the incorporated City of Aurora, and Village's of Cortland, Elburn, Kaneville, Maple Park, Montgomery, North Aurora, Sugar Grove, and Virgil. The District operates six schools, one of which, McDole Elementary School, is in Montgomery.

School officials report that their schools are in excellent conditions and currently under capacity, with an estimated enrollment of 4,800. District officials indicate that enrollment has increased over the last five years and their projections suggest enrollment will remain the same over the next five years. Stable enrollment rates along with the conditions of the District's schools do not warrant the renovation or addition of new facilities in Montgomery any time soon.

McDole Elementary School

McDole Elementary School is part of the Kaneland Community Unit School District #302 and serves students from Montgomery, Sugar Grove, and Aurora. The school enrolls about 600 students and is centrally located within the Foxmoor subdivision.

Schools Recommendations

To support and provide for the needs of the schools and school children within Montgomery, and to ensure that schools remain a valued asset for the community, the Village should work with the school districts to identify and prioritize future infrastructure projects. These may include direct physical improvements such as safe vehicle and pedestrian connections, as well as indirect improvements like screening and buffering of surrounding residential neighborhoods.

The Village should continue to support the continued operation and improvement of both public and private school facilities. In addition, the Village should ensure that residential neighborhoods are minimally affected by school-generated traffic and activities.

As growth occurs and as the number of school age children in the Village increases, the various school districts will likely look for new school locations. If this occurs, the Village should advocate for locating the facilities within Village boundaries, in a strategic locations for residents.

Additionally, school district boundaries should be drawn to foster interaction within each individual neighborhood. For instance, neighborhoods should not be divided between two separate districts, sending neighboring children to different locations. To this end, all new construction of residential developments should be coordinated with existing school district boundaries, and boundaries should be drawn with existing subdivisions in mind.

The Village should work with school administrators, especially those of the Oswego Community Unit School District (which is planning boundary adjustments in the near future) and developers alike to ensure neighborhoods foster the highest level of citizen interaction.



Library Districts Oswego Public Library District- Montgomery Campus

In 1977, the Oswego Public Library District was created to serve residents of Montgomery, Oswego, Plainfield, Bristol Township, and Wheatland Township. The Library District has a facility in Oswego and a facility in Montgomery, named the Montgomery Campus, which opened in August of 2009.

A major concern cited by Library officials is wayfinding signage for the Montgomery Campus. Library officials state that library patrons have a hard time finding the facility since it is set back from the roadway amidst a developed commercial center.

Based on information provided by Library officials, there are no plans at this time to add facilities or perform any major renovations to the existing building. However, the Library District's long range plan intends to create "neighborhood libraries" as population growth occurs in the community.

Recommendations

The Village should work with the Library District to introduce wayfinding in and around the Montgomery Campus Library facility. This would include wayfinding signage on U.S. Route 30 and Hill Avenue where these roadways meet Goodwin Avenue. The Village should also ensure that library patrons are afforded with multiple transportation options for reaching the Library. The Village should work with the Fox Valley Park District and Oswego Library District to explore the possibility of a trail connection to the Virgil Gilman Trail, located approximately 2000 feet from the library site. The trail connection would provide young library patrons with an avenue for independent travel to and from the library. For more information regarding trails in this area of the Village, see **Chapter 7: Transportation & Mobility**.

The Village should also look for opportunities to collaborate on programming with the Library District that may serve multiple missions, such as using the Library as a venue for public meetings. Conducting community meetings at the facility will foster a greater awareness that the Library is part of the Montgomery community.

Additionally, as the library pursues implementation of "neighborhood libraries" in the future, the Village should work closely with the District to identify optimal sites for these satellite libraries.



Sugar Grove Public Library

The Sugar Grove Public Library is located in Sugar Grove, but the District as a whole serves Montgomery residents who reside west of Orchard Road and north of U.S. Route 30.

Based on information provided by Library officials, there are no plans at this time to add facilities or perform any major renovations to the existing building. However, staffing for the library is an issue. The Library's operating budget is insufficient to maintain customary hours for a public library. As use of the facility, programs, and collections increases, the Library's need for funds for staff will increase.

Recommendations

As demands for products and services continues to increase, agencies and other taxing bodies need to continue to cooperate with one another to ensure that the Library is properly funded to accommodate new growth and expand educational initiatives.

Quasi-Public Facilities

United States Postal Service (USPS)

The United States Postal Service (USPS) provides service to the residents and businesses in the community via a U.S. Post Office and service/operations facility located off of Douglas Road and U.S. Route 30. While centrally located, the facility is not easily identified from either roadway. The Village should work with the facility to provide wayfinding signage along Douglas Road and U.S. Route 30 to assist visitors in locating the facility.

Medical Care

Outreach efforts conducted during the planning process identified a lack of medical facilities as an issue for Montgomery residents. Currently, there is only one immediate care facility located within the Village, Kendall Immediate Medical Care. The walk-in clinic offers a wide array of services designed to serve residents for routine health-care needs and immediate care for injuries and illnesses.

The Village should work with health-care providers to ensure that they remain in the community and that they continue to provide high-quality medical services. In addition, the Village should work with the MEDC, Chamber, and other organizations to attract medical providers to the community and seek appropriate locations for future facilities as growth occurs in the community. Locations for these facilities should be prioritized for the west side of the community, which is underserved by immediate medical care

Dickson-Murst Farm

In the fall of 2006, The Conservation Foundation, a 41-year-old non-profit land and watershed protection organization, opened its first program office in Montgomery at the Dickson-Murst Farm. Dickson-Murst Farm is a 4.5 acre historic homestead that was purchased by Montgomery officials seeking to protect it from being razed by developers. The farm is located on Dickson Road, just south of U.S. Route 30 and east of IL Route 47. The Conservation Foundation, together with the Dickson-Murst Farm Partners, maintains the site and holds events to educate the public about farm life. Plans to designate the site as a historic landmark are already under way.

The site should continue to be used as a living history museum to teach Montgomery residents about rural lifestyles in the Midwest. The Village should work with The Conservation Foundation to increase programming at the site, as well as integrating the farm more closely into broader Montgomery marketing and branding efforts.



Montgomery Memorial Post 7452 of the Veteran of Foreign Wars (VFW)

In 1946, forty-two veterans of WWII formed the Montgomery Memorial Post 7452 of the Veterans of Foreign Wars. Located in the heart of Downtown, across from Village Hall, the Post hosts many public events and creates a strong sense of community for the Village. The Village will continue to collaborate with the VFW and other groups as strong civic partners in the development of the Downtown and the community as a whole. The VFW's role in the development of Downtown is discussed further in **Chapter 6: Image & Identity**.

Infrastructure & Utilities Public Works

The Public Works Department is responsible for the appearance, operation, and maintenance of the Village of Montgomery's infrastructure including streets, sidewalks, water collection and distribution pipes, storm and sanitary sewer lines, drinking water wells and pumping equipment, Village-owned property and buildings, right-of-way utility permits, street lighting, traffic signals and signs, and water treatment facilities. In addition, the Public Works Department provides ongoing public services such as brush pick-up and disposal, leaf pick-up, snow plowing, mosquito control and right-of-way tree maintenance. The Public Works Department's main location is at 891 Knell Road.

Outreach efforts identified a variety of challenges facing the department. Currently, the department is struggling to meet public expectations due to lower than desired staffing levels. A lack of supervisory positions within the department to manage programs is another key challenge facing Public Works.

It was also stated that the main facility is not designed for access by the public and does not adequately meet the needs of current employees. The department would like to construct a new public works facility; however, this plan is just conceptual and has not yet received support from the Village Board. More concrete plans include the renovation of the department's remote sites, which are maintained and renovated on a rotation and on-going basis.

The Village should ensure that adequate public works facilities are maintained and that the locations of such facilities are appropriate, and that the Community Investment Program is updated regularly to accommodate necessary improvements, staffing, and additions to the Village's infrastructure.

Water Infrastructure

Upcoming stormwater infrastructure improvement projects include Boulder Hill Water Main reconstruction and various well rehabilitations. On a longer time line, the department plans major well rehabilitations and possible water tower repainting. These improvements should be paired with the close monitoring of existing lines and the establishment of a long-term maintenance program.



Stormwater Infrastructure

Moving forward, the Village should review and revise its subdivision and zoning ordinances to ensure that adequate stormwater detention is provided throughout the community. The Village should consider requiring future development to integrate green infrastructure components and innovative on-site detention techniques to lessen the burden on the overall stormwater system and alleviate the impacts of localized flooding. For more information, please see **Chapter 8: Open Space, Recreation & Environmental Features Plan** and **Chapter 10: Sustainability & Hazard Mitigation Plan**.

Streets & Roadway Maintenance

All of the local roadways within the Village are paved and maintained through the use of asphalt street overlays and concrete slab replacement administered by the Public Works Department.

While Public Works maintains Village owned roads, many of the high volume and visible roads within the Village are controlled by the State. The Public Works Department should work closely with The Illinois Department of Transportation (IDOT) in programming maintenance and reconstruction projects with other capital improvements such as the burying of power lines, installation of telecommunications infrastructure, and installation of streetscaping elements.

Fox Metro Water Reclamation District

The Fox Metro Wastewater Treatment Plant, located along the Fox River, near IL Route 31 and Caterpillar Drive, is an advanced high efficiency facility. The facility is capable of routinely treating up to 42 million gallons per day of wastewater generated by a population nearing 300,000 living in Aurora, North Aurora, Boulder Hill, Montgomery, Oswego, Sugar Grove and portions of Yorkville and Batavia.

According to the District, the treatment plant is consistently able to remove more than 98% of the common pollutants in the raw wastewater it receives. It currently produces a final effluent that can safely be returned to the Fox River.

Fox Metro is governed by a five member Board of Trustees has approximately 80 employees run operations, maintenance, the laboratory, industrial pretreatment, finance, and management.

The Fox Metro District is currently planning an expansion southward to the ComEd utility corridor. The district has already acquired the property.

Infrastructure Recommendations

The Village should maximize the value and benefit of every investment into Montgomery's infrastructure, including all community facilities, through the integration of green building and site practices that improve longevity, performance, function, and reduce long-term operations and maintenance requirements.

The Village has already demonstrated the viability and benefit of many of these practices through the Village Hall. The Village should fully utilize the entire public realm (rights-of-way) through the renovation and expansion of the Village's street system to complete, green streets. The Village should also maintain and improve high quality, environmentally restorative, multiple-benefit green infrastructure systems and networks through regular investment and appropriate maintenance to meet the changing needs of the Village today and in the future.

A critical part of the recommended approach for all community infrastructure and facilities is the deployment of leading-edge green practices that promote and prioritize the use of integrated, multiple-benefit sustainable practices.



In addition to public sites and spaces, the Village should integrate these practices into private and institutional sites and utilize public funds to demonstrate the Village's intent for sustainability with the integration of leading-edge infiltration-based green practices into public streets, parking lots, sidewalks, parks, and facility renovations over time. Strategies include permeable pavement systems, bio-retention, passive rainwater irrigation, and drought-adapted, low-input landscapes. For further information regarding sustainable infrastructure practices, see **Chapter 10: Hazard Mitigation & Sustainability**.

Roadways Recommendations

High-performance roadways provide essential traffic movement and transportation functions and many other functions at the same time. Complete, green streets offer walkability and pedestrian safety, transportation choices, public (social) space, beauty and cultural connections, ecological values including rainwater attenuation, conduits for renewable energy systems, and others.

The Village should implement traffic calming measures on neighborhood roads, downtown streets, and elsewhere to improve pedestrian safety and comfort. In addition to continuous walks along both sides of roadways, walkable streets include clearly demarcated crosswalks at intersections and mid-block locations and in some cases (where warranted) curb extensions, speed tables, additional signage, and other techniques. Visually narrowing driving lanes with appropriately placed signage, lighting, and other furnishings, as well as replacing or installing and maintaining street trees along all roadways also contribute to traffic calming. Integration of these measures with green infrastructure practices provide multiple, stacked benefits. For additional information about the Village's roadways and transportation network, see **Chapter 7: Transportation & Mobility**.

Fiber Optic Communications

Fiber optic communication is a method of transmitting information from one place to another by sending pulses of light through an optical fiber. Many telecommunications companies use it to transmit telephone signals, internet communication, and cable television signals. Due to much lower attenuation and interference, optical fiber has large advantages over existing copper wire, including:

- Fiber optic cable is more reliable than previous types of cable which were commonly used for data transmission including voice, video and data.

- Optical fiber offer higher bandwidths spanning longer distances than electrical cabling can accommodate.
- Fiber optic cable is less susceptible to breakage than other types of cable.
- Fiber optic cable can facilitate higher bandwidth for faster data transmission, as well as better audio and video reception on devices such as stereo speakers, headphones and televisions.
- Fiber optic cable has a higher signal carrying capacity and thus less interference, whereas copper wire and other types of cable can fall victim to interference from sources such as radios and lights

- Fiber optic cable has recently dropped in price and is similar to the cost of copper wire and connectors (however, installation of fiber optic cable is more expensive).
- Fiber optic cable is light-weight and have small diameters.
- The Fiber optical medium permits signals to be carried error free through electrically noisy environments, such as along factory floors and in proximity to noise machinery.
- Fiber networks are not affected by any change in temperature and speed and performance remain top-notch, independent of weather and temperature factors.



The choice between optical fiber and copper transmission for a particular system is made based on a number of trade-offs, however. In short distances and relatively low bandwidth applications, electrical transmission is often preferred because of its:

- Lower material cost, where large quantities are not required.
- Lower cost of transmitters and receivers.
- Capability to carry electrical power as well as signals.

While optical fiber should be pursued, its immediate application should only be considered for institutional or business uses due to abounding infrastructure costs. As optical fiber becomes more of a standard for telecommunication and internet services, the Village should consider expanding its fiber network to a residential market.

The Village should explore fiber optic services through OnLight Aurora. OnLight Aurora was started as a not-for-profit organization to bring the advantages of the City of Aurora fiber optic network to its community anchor institutions. The organization has provided fiber to an array of business and institutions, including West Aurora School District #129, the Illinois Math and Science Academy, Aurora University, Alarm Detection Systems, Chicago Mercantile Exchange, Aurora Christian Schools, and Indian Prairie School District #204.

According to OnLight Aurora, extending services to the Village of Montgomery and its institutions and businesses is likely feasible due to the ability to extend its core capability at small increments. The Village should initiate a dialogue with the organization to explore the feasibility of fiber access for the Village of Montgomery as well as its school districts, fire districts, police department, park districts, and interested local businesses.



10 Hazard Mitigation & Sustainability Plan

Hazard Mitigation

Over the last two decades, a significant flood has occurred in Kane County on the average of every other year; many declared a state or federal disaster (Kane County Hazard Mitigation Plan). In the spring of 2008, Illinois endured one of its costliest natural disasters to date. Hurricane Ike caused extensive flood damage to several communities along the Fox River, including the Village of Montgomery.

In 2008, Congress appropriated \$6.5 billion (later budgeted to \$6.1 billion) through the Community Development Block Grant (CDBG) program for “necessary expenses related to disaster relief, long-term recovery, and restoration of infrastructure, housing, and economic revitalization in areas affected by hurricanes, floods, and other natural disasters occurring during 2008 for which the President declared a major disaster...”. This funding, administered by the U.S. Department of Housing and Urban Development (HUD), is meant primarily to benefit low-income residents in and around communities having experienced a natural disaster.

The CDBG “IKE” funding was strictly limited to the 41 counties that were declared as disaster areas by FEMA in 2008. In 2012, the Village of Montgomery applied for and received a \$100,000 Community Development Block Grant distributed by the Illinois Department of Commerce & Economic Opportunity (DCEO) for future planning purposes. The competitive IKE Grant funds comprehensive planning efforts for stormwater management, flood mitigation and management, and damage prevention, as well as economic development, housing, and infrastructure.

Kane & Kendall County Hazard Mitigation Plans

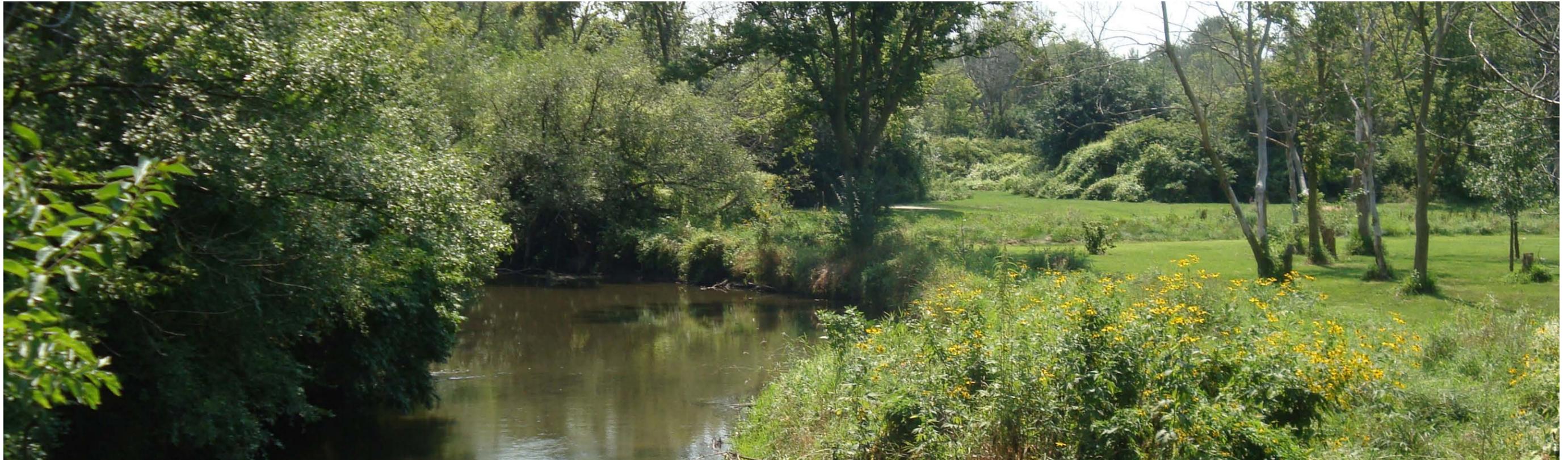
Both Kane and Kendall County have more recently published their own mitigation plans and provided a framework for the Village’s own hazard mitigation plan. The plans:

- Reviewed hazards and what causes them, the probability of their occurrence and their impact on people, property, critical facilities and the local economy.

- Established goals to protect citizens and critical facilities, encourage self-help and protection of residents, identify specific projects for cost effective mitigation, and reduce the number of repeatedly damaged structures. Assessed preventative measures, property protection, resource protection, emergency services, structural projects and public information.
- An action plan was developed to guide future improvements to the County’s stormwater system.

The action items listed in these Plans are listed below. These items should be implemented by Montgomery in order to prevent the severe devastation experienced in 2008.

The Village should use the goals and objectives from these Plans as the driving force for Village specific improvements



Action Plan Items:

- Adopt the latest international series of building codes with additional revisions as needed.
- Improve code enforcement with training for building department staff on the natural hazards aspect of the code.
- Perform facilities audits on critical facilities at risk of exposure to natural hazards (Kane).
- Establish retrofitting incentives for improvements on private property
- Protect structures in Montgomery's three repetitive loss areas that have been identified in the Plan by acquisition or elevation.
- Implement a formal and regular drainage system maintenance and urban forestry programs.
- Add rain and stream gages to develop monitoring capability for flood predictions.
- Conduct a review of emergency response plans and create additional plans for natural hazards as needed.
- Implement flood control projects per Community Rating System (CRS) criteria where they are most practical including farm drainage and bridge and culvert improvements.
- Improve public outreach and communication and make property protection materials available to the public.
- Conduct stream and ditch maintenance in developed areas.
- Create first responder alert systems.

Floodplain & Flood Routing

The three primary waterways in the Village are the Fox River, Waubensee Creek, and Blackberry Creek. There is substantial floodplain associated with these stream corridors and adjacent tributaries, much of which has been protected and maintained. While floodplain storage has largely been maintained in the Village and not filled or altered, runoff characteristics and land use cover has been altered greatly, producing more surface water runoff and therefore flooding.

Recommendations

The protection and strategic enhancement in floodplain storage, in combination with surface runoff reduction through infiltration-based strategies, will serve the Village well in reducing overall impacts associated with flooding.

There are two specific areas that bear further study:

Blackberry Creek Bypass

Blackberry Creek drains much of the west side of the Village, and largely flows south of town and enters the Fox River in Yorkville. There is a bypass routing just south of Downtown, which has flooded occasionally.

Waubensee Creek Floodplain Parcel- U.S. Route 30 Bypass east of Douglas Road

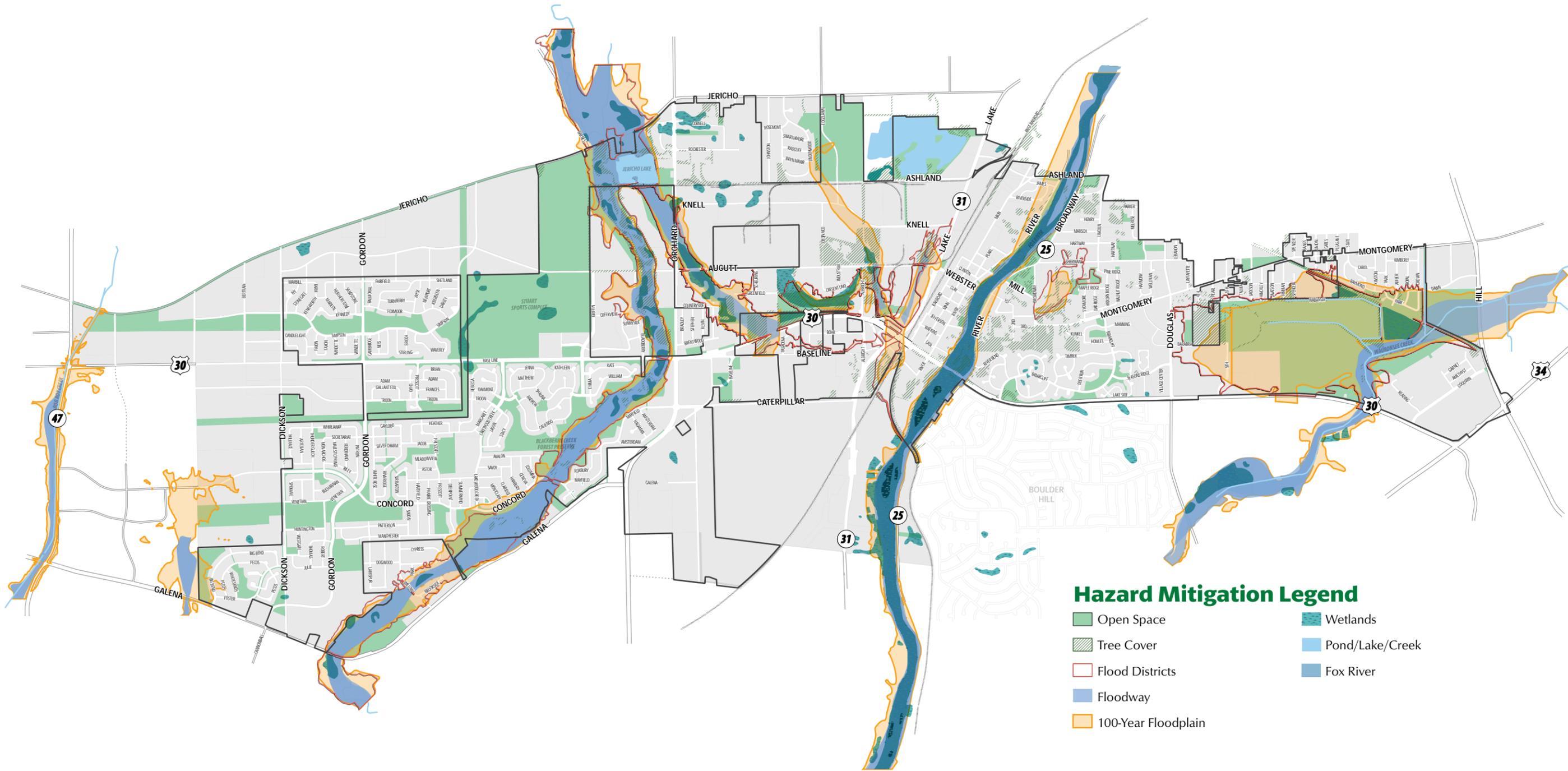
The largest undeveloped parcel on the east side of the Village, this site has been proposed for development numerous times, but has severe development limitations due to the amount of floodplain it contains, as well as high groundwater/hydric soils, and other considerations. This site is currently being considered for limited development and a larger park/open space area. This site offers opportunity to demonstrate leading-edge water-based planning principles. By converting much of the land to naturalized wetland and wet prairie landscapes, in concert with appropriate hydrological modifications, a portion of the site may be able to be reclaimed from floodplain and reduce flooding at the same time.

All of these items are important to the success of Montgomery. These locations are listed as "high-risk" by FEMA and should have additional requirements and standards, such as limiting impervious areas and providing adequate detention. Flood management systems should be installed to help prevent future harmful flooding. Montgomery should routinely update their hazard mitigation plan based on the most recent flood data, and to follow any recommended changes by Kane and Kendall County.

Both of these areas bear further engineering analysis, but both offer an interesting opportunity to benefit the Village, landowners, and residents through the integration of green infrastructure practices.

Hazard Mitigation Plan

The Hazard Mitigation plan provides strategies regarding hazardous events and allows the Village of Montgomery to access funding sources for projects made available under the Disaster Mitigation Act of 2000.



Hazard Mitigation Legend

- Open Space
- Tree Cover
- Flood Districts
- Floodway
- 100-Year Floodplain
- Wetlands
- Pond/Lake/Creek
- Fox River



Sustainability Plan

The Village's Vision Statement and many of the stated supporting Goals and Objectives imply a sustainable future that provides for an improved quality of life for Village residents. The Vision, Goals, and Objectives also encourage greater investment in local business enterprise through the integration of leading-edge, forward-looking practices for the assets and resources the Village is responsible for.

The Village of Montgomery is at a crossroads about how to proceed into the 21st century in regards to sustainability. This Comprehensive Plan illustrates how the Village can choose to manage and upgrade public space, assets, and infrastructure in a way that maximizes the benefits and value of every acre of public land.

Green Infrastructure

Green infrastructure has been used throughout this plan to describe two primary strategies. The first, is an interconnected network of green spaces that have been protected, restored, and managed to provide a broad range of ecosystem services, such as clean air and water, habitat, recreation space, connection to nature, local food, and many more. The second way this term has been used is as a method of renovating existing buildings, roads, utilities and other infrastructure to maximize the long-term sustainability and vitality of the Village. It includes things like green, complete streets, green building practices, and integration of whole systems to provide water, energy, and building materials with renewable resources that avoid negative impacts and help restore local ecology, economy, and community.

This plan incorporates recommendations for all of these green infrastructure solutions. The Plan creates a framework for the long-term retrofit and renovation of the Village, and for new development planned for the future.

Water Conservation

While Montgomery and the Fox River Valley are currently blessed with abundant sources of water, groundwater supplies can be depleted, and the treatment and conveyance of river water is expensive in terms of dollars and energy. One of the recommendations of this plan is the adoption of a long-term policy of water conservation including:

- Reduced water use through water-conserving fixtures in buildings;
- Reduced water use through the deployment of native/adapted landscapes that do not require irrigation;
- Increased reliance upon renewable sources for water needs; renewable sources include harvested rainwater, recycled gray water, air conditioning condensate, and building process water (especially efficient for toilet flushing), landscape irrigations, and other non-potable water needs; and
- Increased education and public awareness about the importance of water conservation measures as a key to long-term community resiliency.



Green Energy

Another critical strategy towards long-term community resiliency is energy conservation and increased reliance upon renewable energy sources for heating, cooling, and electricity. The largest use of energy is for heating and cooling conditioned space (inside of buildings). Most buildings are inefficient and waste precious energy through poor insulation and outdated mechanical equipment. As the Village’s building stock is maintained and upgraded, there is a great opportunity to substantially improve the energy performance of buildings, both new and renovated. Further, there is a great opportunity to provide heating, cooling, and electricity needs through renewable sources such as wind, solar, and ground-source heat (geothermal). As a Village, Montgomery can benefit from a combination of site/building-scale energy conservation and green energy strategies. These strategies should be done in concert with district-scale green energy systems that offer choices and economic advantages to move towards net-zero energy use Village-wide.

Potential strategies include:

- Adoption of green building standards for all publicly-funded buildings and facilities that incorporate high-performance energy conservation measures; in concert with other green building and site practices;
- Promotion of long-term renovation and retrofit of existing buildings, facilities, and homes with energy conservation measures;
- Pursuit of district energy systems that rely upon ground-source thermal mass of the earth to deliver renewable heating and cooling, especially in more densely-deployed areas of the Village (such as Downtown);
- Collaboration with ComEd to promote energy conservation and renewable energy use in the Village;
- Work to develop the capability for new metering to incentivize use of wind and solar (ComEd is planning to upgrade the Village to its Smart Grid system by 2018);
- Pursuit of arrangements to purchase renewable energy to lower costs to Village residents and promote the long-term use of wind and solar energy; and
- Provide incentives to businesses that pursue LEED (Leadership in Energy and Environmental Design) certified building construction and work with the Village’s service providers to pursue LEED certification for future facilities located within Village boundaries.

Environmental Stewardship

An essential element of a healthy, green community includes the distribution of ecologically-rich, diverse natural landscapes and open space. As has already been stated, these systems rely upon stable, natural hydrology and active land management practices that mimic ancient cultural practices these landscapes once relied upon (pre-settlement). Much has been done already in the Village and in the region to promote and deploy natural landscape restoration and stewardship. The Village’s four primary open space agencies (Kane County Forest Preserve District, Kendall County Forest Preserve District, Fox Valley Park District, and Oswegoland Park District) are of the region’s best in terms of policies and practices to support biodiversity and ecosystem health. These agencies offer a wealth of resources to the Village.



Other local and regional agencies including CMAP, Chicago Wilderness, The Conservation Foundation, and the Fox River Ecosystem Partnership all support and encourage these practices as well, and offer a wealth of resources to help promote, educate, and implement these strategies. The Village should continue to support and promote environmental stewardship at every scale in support of a healthier, more beautiful, and sustainable local and regional ecology:

- Encourage the integration of green technologies into buildings, pavement, and landscapes, including green roofs, permeable pavement systems, renewable energy systems, bio-retention, rainwater harvesting re-use systems and other strategies;

- Promote, prioritize, and incentivize the use of multiple-benefit sustainable design, engineering, and development practices for all development in the Village;
- Work with public space agencies to expand the program of ecological land restoration, management, and stewardship on public lands;
- Integrate natural landscape planning and restoration into new development proposed, especially the Village in the western growth areas; and
- Increase resident familiarity with natural land management practices, including invasive species control, prescribed landscape burning, and monitoring activities.

Smart Growth

As growth and development return to the Fox Valley, and as there remains a large area of (primarily agricultural) land planned for future development, the Village has the opportunity to incorporate the best strategies for highly livable communities into these growth areas.

Smart Growth is a term used by many to describe:

The creation of new communities to have most of our daily needs and activities integrated into a compact area, support transportation choices, connection to nature, recreation spaces, local food, and other essentials of healthy living in close proximity to where citizens live, work, learn, and play.

Land use patterns, neighborhood development, street/sidewalk infrastructure, proximity to open space, and many other recommendations of this Comprehensive Plan are based upon the principles of Smart Growth. The Plan is also based upon leading-edge community development strategies that have been used successfully in the region and throughout the country. Many of these qualities exist in the Village, especially in the more compact, walkable Downtown core directly associated with the Fox River open space corridor.

The following outlines the generally accepted principles of Smart Growth, excerpted from the U.S. Environmental Protection Agency's (EPA) Smart Growth Program:

1. Mix land uses
2. Take advantage of compact building design
3. Create a range of housing opportunities and choices
4. Create walkable neighborhoods
5. Foster distinctive, attractive communities with a strong sense of place

6. Preserve open space, farmland, natural beauty, and critical environmental areas
7. Strengthen and direct development towards existing communities
8. Provide a variety of transportation choices
9. Make development decisions predictable, fair, and cost effective
10. Encourage community and stakeholder collaboration in development decisions



Transportation Choices

The Village’s Vision includes “... multi-modal access throughout the Village by car, bike, foot, and transit.” This implies increased mobility and access between homes, businesses, workplaces, schools, parks, and essential community facilities. One of the critical aspects of Smart Growth relates to items 4 and 8, creating walkable neighborhoods and providing transportation choices to decrease reliance on the automobile, and offer an improved quality of life. **Chapter 6: Transportation & Mobility** describes in further detailed policies to expand the network of multi-modal trails and walkways for both recreation and for transportation choices. These strategies, in concert with green infrastructure practices, already described above, will maximize the value of every dollar invested in community facilities and infrastructure, attract additional resources and investment in the community, and improve the quality of life for Village residents of all ages and abilities.

Local Foods

Throughout the outreach process, members of the community expressed a specific desire for additional community gardens in Montgomery. Along with the more obvious benefits of sustainable, local food production, community gardens also increase a sense of community ownership and stewardship, provide opportunities for people to meet their neighbors, teach youth how to be closer with nature, promote healthier diets, and heighten people’s appreciation of living things. The Village should work with local community organizations such as the Conservation Foundation, clubs, and local religious institutions to sponsor garden programs and identify future locations for garden plots.

Education

In order to successfully implement and deliver these qualities to Village residents, there must be an increased awareness of the needs for and opportunities created by such an approach. This plan is informed by an extensive community engagement process, as well as leading-edge policies, practices, and techniques already in place in the area. However, much needs to be done to better inform residents, their elected officials, and other allied agencies to get aligned around these policies and practices. The Village has already made great strides towards the adoption and promotion of sustainable practices, through the Green Vision Plan and the Village’s Naturalized Stormwater Management Facility Guidelines.

This plan recommends continuation and expansion of those efforts:

- Work with local schools to better educate school children of various ages; encourage youth participation in community activities and policy;
- Continue to collaborate with various local, regional, and state agencies towards the adoption and implementation of sustainable practices; partner with these agencies and support ongoing education and outreach programs;
- Partner and collaborate with local and regional education institutions, including Waubabsee Community College, to educate as well as monitor the performance of sustainable strategies environmentally, economically, and socially;
- Continue to demonstrate and publicize the success (and learning opportunities) of sustainable practices in publicly-funded facility development and redevelopment.



11 Subarea Plans

The purpose of examining targeted subareas is to provide more specific recommendations for areas of the Village that are of most concern to residents, are most likely to change, face increased redevelopment pressure, have significant vacant or underutilized properties, are in need of revitalization, or all of the above.

Each Subarea Plan presented in this section provides recommendations for land use and development, transportation and circulation, and other improvements.

The Subarea Plans are intended to provide a framework for the improvement, redevelopment, development, and revitalization of each area, and to provide specific recommendations to supplement the policies contained in other sections of the Comprehensive Plan. Where appropriate, the Plan identifies key redevelopment sites, exploring redevelopment and development potential for key parcels.

This section includes the following Subareas:

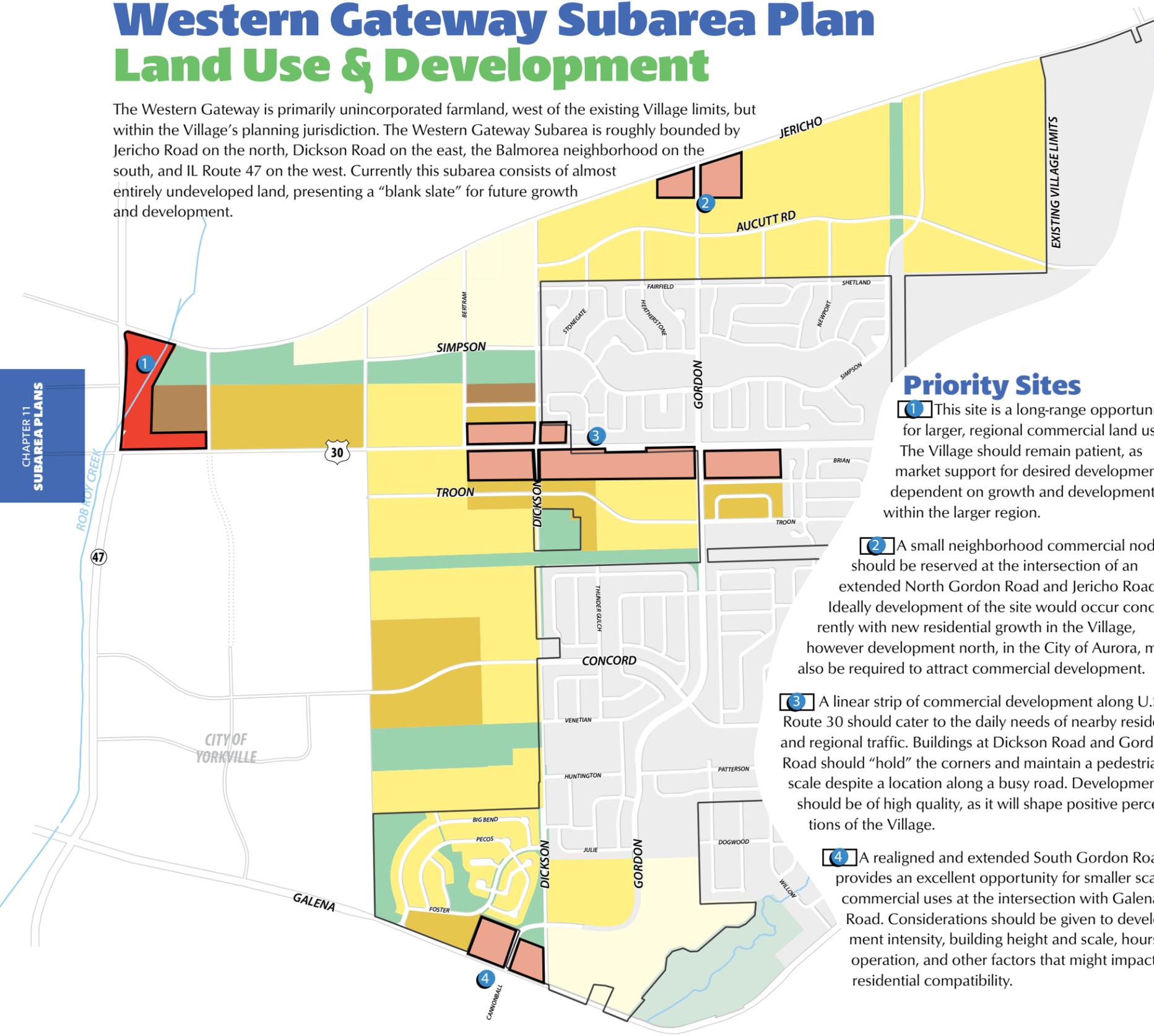
- Western Gateway
- South Orchard Road Corridor
- Eastern Gateway

Western Gateway Subarea Plan

Land Use & Development

The Western Gateway is primarily unincorporated farmland, west of the existing Village limits, but within the Village’s planning jurisdiction. The Western Gateway Subarea is roughly bounded by Jericho Road on the north, Dickson Road on the east, the Balmorea neighborhood on the south, and IL Route 47 on the west. Currently this subarea consists of almost entirely undeveloped land, presenting a “blank slate” for future growth and development.

CHAPTER 11
SUBAREA PLANS



Priority Sites

- 1 This site is a long-range opportunity for larger, regional commercial land uses. The Village should remain patient, as market support for desired development is dependent on growth and development within the larger region.
- 2 A small neighborhood commercial node should be reserved at the intersection of an extended North Gordon Road and Jericho Road. Ideally development of the site would occur concurrently with new residential growth in the Village, however development north, in the City of Aurora, may also be required to attract commercial development.
- 3 A linear strip of commercial development along U.S. Route 30 should cater to the daily needs of nearby residents and regional traffic. Buildings at Dickson Road and Gordon Road should “hold” the corners and maintain a pedestrian scale despite a location along a busy road. Development should be of high quality, as it will shape positive perceptions of the Village.
- 4 A realigned and extended South Gordon Road provides an excellent opportunity for smaller scale commercial uses at the intersection with Galena Road. Considerations should be given to development intensity, building height and scale, hours of operation, and other factors that might impact its residential compatibility.

Land Uses

The recommendations of the Western Gateway Subarea Plan are intended to supplement the Village-wide Land Use Plan, providing additional specificity for the unique context of the western growth area.

Single-Family Detached & Estate

The Village should promote a variety of neighborhoods and housing styles and the integration of the rolling topography and other natural features to foster a unique character for new neighborhoods. In addition, new subdivisions should connect to existing subdivisions where street stubs exist and accommodate parks, schools, and other necessary community infrastructure and facilities.

Single-Family Attached

Townhomes, rowhouses, duplexes, and other attached single-family development areas are identified throughout the Western Growth Area. Each of these areas should be encouraged to develop with their own unique style and character, and complement adjacent uses. Development of these areas will expand home-buying options in the western areas of Montgomery, including options for empty nesters and first-time homebuyers.

Multi-Family Residential

Multi-Family Residential uses are planned for two areas within the Western Growth Area. These areas provide an opportunity for the Village to diversify housing options on the west side, while helping transition between anticipated commercial uses and single-family neighborhoods. The addition of multi-family also serves to bolster population, and improve the viability of planned commercial areas.

Neighborhood Commercial

Neighborhood Commercial nodes are planned for 3 key areas within the subarea. The Plan envisions these areas blossoming into active neighborhood nodes in conjunction with residential development and increased traffic along existing and planned arterial and collector streets. The Village should anticipate these areas developing after residential areas are substantially developed, as commercial development seeks to locate where rooftops exist, and not necessarily where they are planned to be. This statement rings particularly true since the collapse of the housing market in 2008.

Regional Commercial

As growth and development occurs within Montgomery and neighboring communities, the regional importance, and traffic volumes, of U.S. Route 30, IL Route 47, and Jericho Road will increase. These streets come together on the west side of Montgomery’s Western Growth Area, providing an opportunity for large-scale commercial uses catering and appealing to residents of Montgomery and beyond.

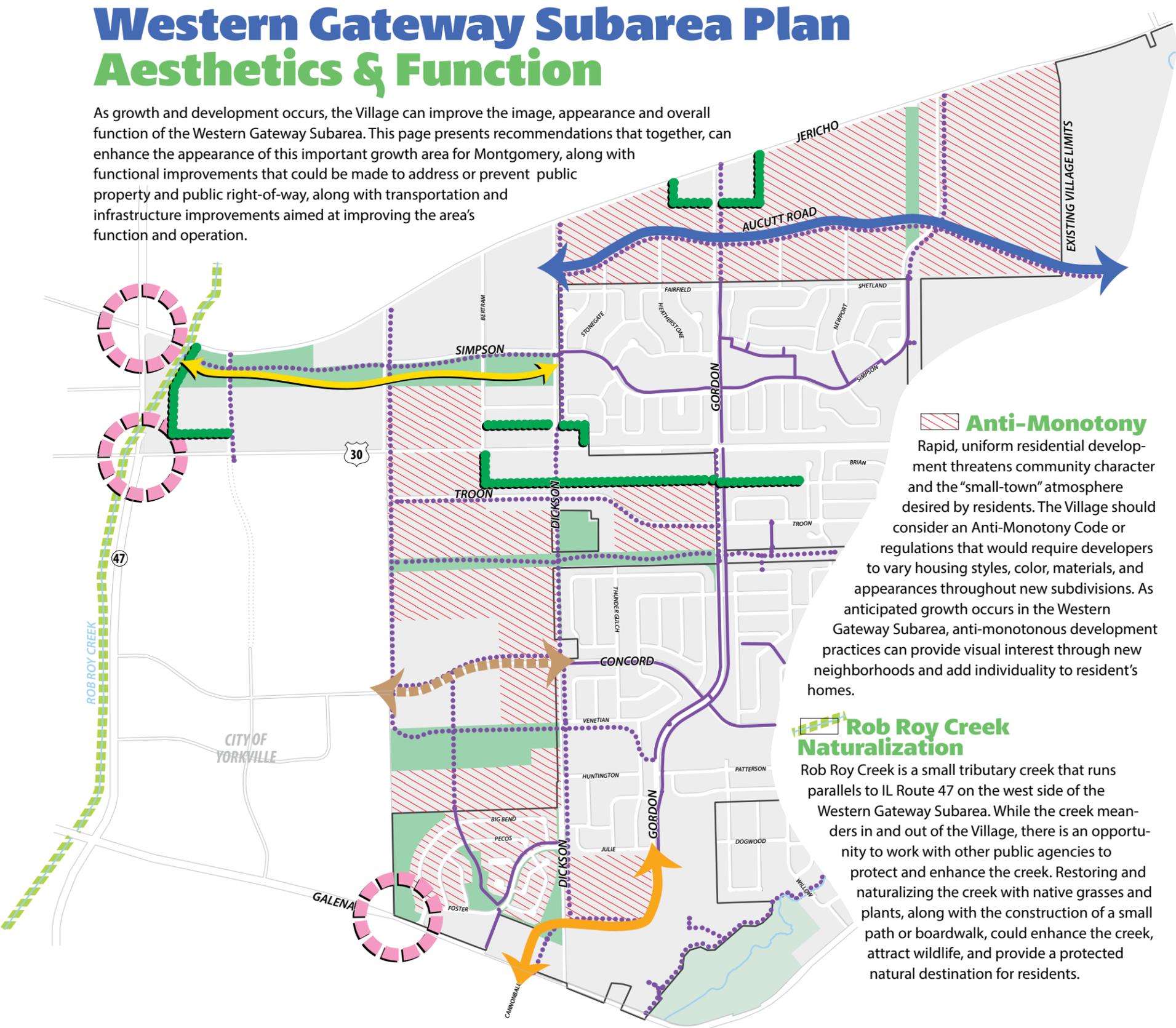
Parks & Open Space

Green space within the Western Gateway Subarea is anchored by the extension of an east-west “greenway” that serves as an open space spine through the entire Western Growth Area providing opportunities for green infrastructure, trails, and neighborhood recreation. Additionally, greenways and parks, acquired through developer donation as residential areas develop, should compliment the existing park network and provide “close-to-home” recreation for new areas of the Village.

Western Gateway Subarea Plan

Aesthetics & Function

As growth and development occurs, the Village can improve the image, appearance and overall function of the Western Gateway Subarea. This page presents recommendations that together, can enhance the appearance of this important growth area for Montgomery, along with functional improvements that could be made to address or prevent public property and public right-of-way, along with transportation and infrastructure improvements aimed at improving the area's function and operation.



Community Gateways

The Western Gateway will be the first impression of the Village. The Village should implement and maintain gateway features on its borders, moving outwards as growth and annexation occurs. Gateway features help convey a sense of community pride and inform travelers that they have entered Montgomery. Features could include stone signage with the Village's tagline and logo, decorative landscaping, a flag, and lighting. This strategy should be coupled with streetscaping efforts along entrance corridors.

Existing Trails & Proposed Trails

The current undeveloped state of the Subarea facilitates easy planning for a trail network that can be linked up with regional trails, such as the nearby V.L. Gilman Trail, as well as trails along Blackberry Creek, the Fox River, and Orchard Road. The Village should work with developers to provide trails throughout new subdivisions to assist the Village in providing a comprehensive, multi-modal network to foster active living and a healthy lifestyle. Trails should link to key destinations, including schools, parks, and commercial nodes. Wayfinding signage and mileage markers are additional considerations to help trail users navigate through the system.

Greenway

A continuous greenway of active and passive open space should be continued from the Foxmoor subdivision through the Subarea. Ample open space, with trails and small neighborhood parks will provide recreation, green infrastructure, and help foster a desired community character.

Anti-Monotony

Rapid, uniform residential development threatens community character and the "small-town" atmosphere desired by residents. The Village should consider an Anti-Monotony Code or regulations that would require developers to vary housing styles, color, materials, and appearances throughout new subdivisions. As anticipated growth occurs in the Western Gateway Subarea, anti-monotonous development practices can provide visual interest through new neighborhoods and add individuality to resident's homes.

Rob Roy Creek Naturalization

Rob Roy Creek is a small tributary creek that runs parallels to IL Route 47 on the west side of the Western Gateway Subarea. While the creek meanders in and out of the Village, there is an opportunity to work with other public agencies to protect and enhance the creek. Restoring and naturalizing the creek with native grasses and plants, along with the construction of a small path or boardwalk, could enhance the creek, attract wildlife, and provide a protected natural destination for residents.

Aucutt Road Extension

The extension of Aucutt Road, west through Stuart Sports complex, is identified as a future connection in the Village's transportation plan and was highlighted as a desirable road project during the Plan's outreach process. The future road would increase access to subdivisions northwest of Orchard Road and U.S. Route 30. However, an agreement with the Fox Valley Park District specifies that any new roadways constructed through the Stuart Sports Complex must be grade separated to avoid any conflicts with park activity. Prior to finalizing engineering for the road, the Village should re-approach the Park District to explore the possibility of a less-costly, at-grade road, which could also provide more efficient access and egress to the sports complex.

Gordon Road Extension

The Gordon Road extension will extend the road north to an intersection with Jericho Road. This improvement would increase accessibility for residents in the adjacent subdivisions and foster favorable development conditions for new commercial development at some of its intersections and areas to the south.

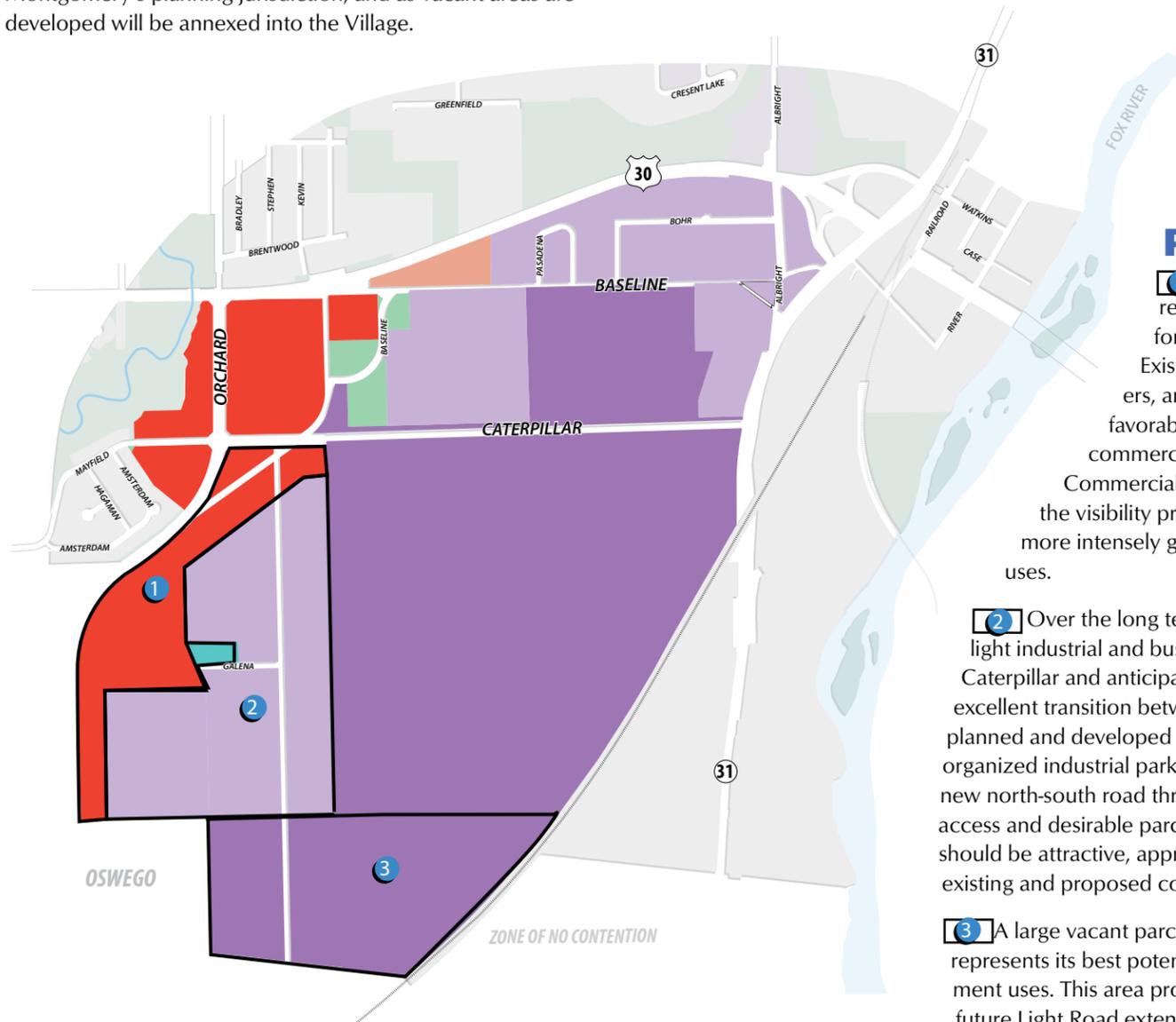
Concord Drive Extension

Concord Drive currently ends at Dickson Road, but its extension westward would create a connection to the Bristol Bay subdivision in Yorkville and Bristol Bay elementary school. However, the Yorkville subdivision currently only has one entrance point on Galena Road, as both planned subdivision access points on IL 47 were never completed. While a Concord Road extension would provide redundancy and a more connected street network, it could promote cut through traffic in Montgomery's subdivisions. It is recommended that the extension of Concord Road be completed only when the IL 47 access points are constructed.

South Orchard Road Subarea Plan

Land Use & Development

The South Orchard Road Corridor is situated between Orchard Road and IL Route 31, south of U.S. Route 30. Existing uses within the subarea include heavy industry, retail, agriculture, and some isolated single-family homes. The Village's municipal boundary meanders through this subarea, with some parcels falling within the Village and others remaining unincorporated. All of the subarea, however, falls within the Village of Montgomery's planning jurisdiction, and as vacant areas are developed will be annexed into the Village.



Priority Sites

1 The Orchard Road frontage represents a tremendous opportunity for regional commercial development. Existing traffic volumes, nearby employers, and existing commercial uses provide favorable market conditions to attract new commercial development to the corridor.

Commercial development should capitalize on the visibility provided by Orchard Road and develop more intensely given the nature of surrounding land uses.

2 Over the long term, this area should be reserved for light industrial and business park uses. Its proximity to Caterpillar and anticipated commercial uses provide an excellent transition between uses. This area should be planned and developed in a coordinated fashion as an organized industrial park. Its subdivision should anticipate a new north-south road through the area to provide adequate access and desirable parcel sizes. Light industrial development should be attractive, appropriately scaled, and complement existing and proposed commercial uses.

3 A large vacant parcel on the Village's south side represents its best potential for heavy industrial and employment uses. This area provides access to Orchard Road, via a future Light Road extension, and potential railroad access to the BNSF railroad. The Village should work with the MEDC to identify and attract a desirable user to this development opportunity.

Land Use

The recommendations of the South Orchard Road Corridor Subarea Plan are intended to supplement the Village-wide Land Use Plan, providing additional specificity for the unique context of this area of the Village.

Light Industrial

Significant transportation connections, including U.S. Route 30, the BNSF railroad, and the presence of large industrial tenants make this subarea attractive for industrial business of all types and intensities. Areas designated for light industrial should provide opportunities for secondary and tertiary businesses associated and/or doing business with Caterpillar and VVF, or other less intense business uses seeking to capitalize on the locational advantages offered by Montgomery.

Heavy Industrial

Caterpillar and VVF, two large international corporations, are critical components of the local and regional economy. The Village should promote their continued operation within the Village of Montgomery, and continue to market available sites within the subarea to other prospective industries. By reserving areas near the BNSF railroad and land adjacent to Caterpillar for heavy industrial use, the Village can provide opportunities for industrial expansion while limiting impact on residential neighborhoods and commercial areas.

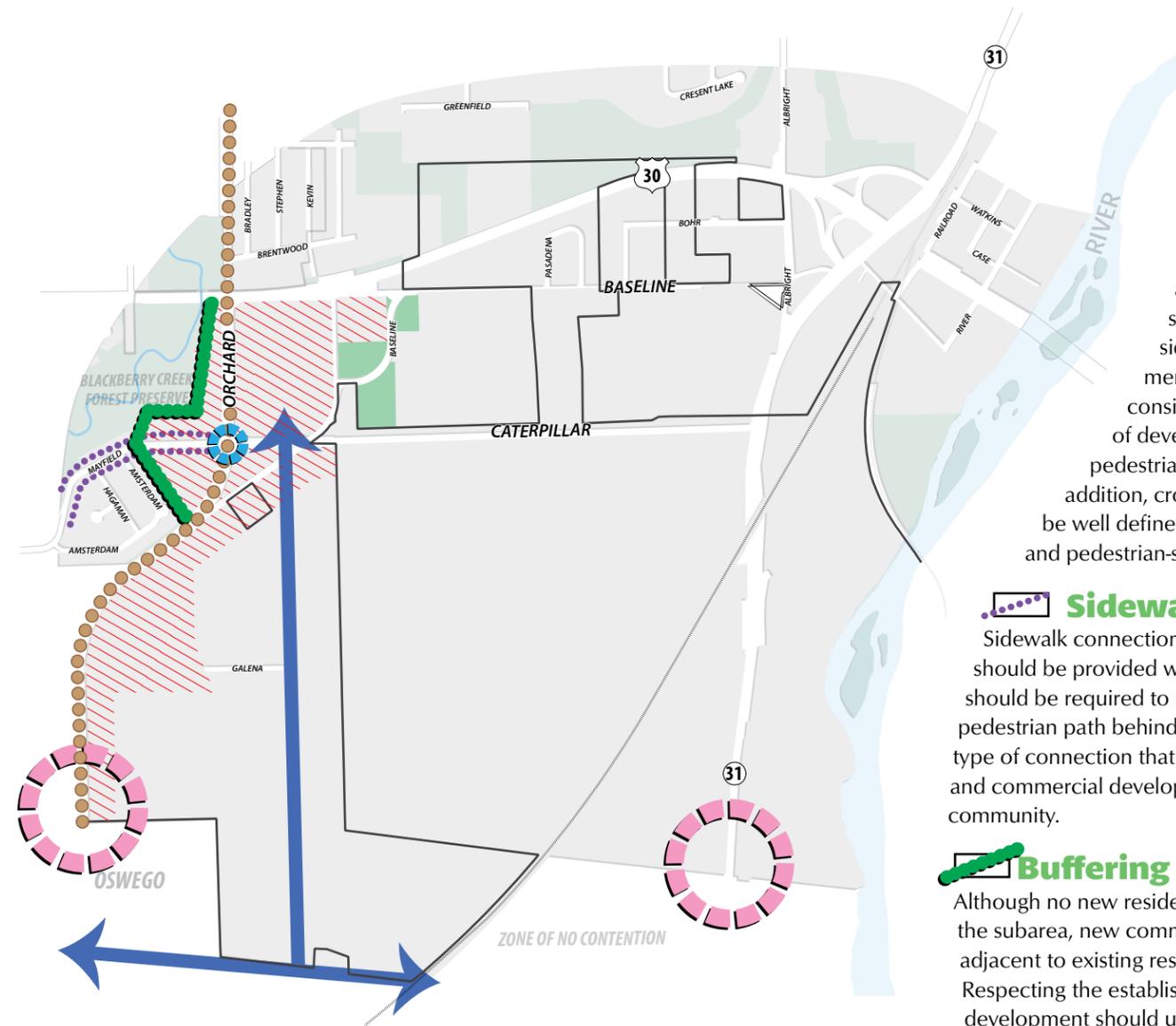
Regional Commercial

An assessment of the market for the corridor found potential for commercial uses along Orchard Road. With anticipated residential growth within the Village and in nearby communities, both Orchard Road and U.S. Route 30 can expect additional traffic and a greater regional importance, positioning this area well for regional commercial development. Regional commercial uses including retail, dining, and entertainment should be promoted for regional commercial areas within the subarea.

South Orchard Road Subarea Plan

Aesthetics & Function

As growth and development occurs, there are things the Village can do to assist in improving the aesthetics and function of the South Orchard Road Corridor. This section presents those recommendations that together, can enhance the appearance of public property and public right-of-way, along with transportation and infrastructure improvements aimed at improving the area's function and operation.



Improve Pedestrian Mobility & Safety

Safety and mobility for pedestrian and bicycle riders along Orchard Road were identified as community issues. As an emerging commercial corridor, sidewalks should be present on both sides of Orchard Road and along all other streets within the subarea. Currently, the installation of sidewalks have coincided with development. However, the Village should consider constructing sidewalks in advance of development to immediately improve pedestrian mobility throughout the corridor. In addition, crosswalks across Orchard Road should be well defined, improved with signage, bollards, and pedestrian-scaled lighting.

Sidewalk Connections

Sidewalk connections to existing residential neighborhoods should be provided where absent, and new subdivisions should be required to install connections. The existing pedestrian path behind Aldi can serve as an example of the type of connection that should be made between residential and commercial developments throughout the Montgomery community.

Buffering & Screening

Although no new residential development is proposed within the subarea, new commercial development is planned adjacent to existing residential homes along Mayfield Drive. Respecting the established residential areas, new commercial development should utilize screening, buffering, fencing, and landscaping to protect residential areas from any negative aspects of future commercial uses. Consideration should also be given to parking lot lighting and security lighting to minimize light cast onto residential properties.

Streetscaping & Beautification

Orchard Road is a major gateway and corridor through the Village. Given the corridor's prominence, it is important that the Orchard Road corridor reflect the high standards residents have for the appearance of their community. It is recommended that the Village develop a streetscape plan to provide a consistent palette or theme throughout the corridor consisting of street/parkway trees, new streetlights and standards, parking lot landscaping, improved gateways, improvements at key intersections, screening of utilities, façade improvements, and improved business signage.

Install Gateway Features

The current gateway signs, on Orchard Road and Lake Street (IL Route 31), are well placed but the features are small and blend into the surrounding environment. As two key corridors present entry points (Orchard Road and Lake Street) into the Village, gateway features should be enhanced along these roads. Gateway improvements should include an attractive mix of signage, landscaping, and lighting to help beautify the area, draw attention to the features, and announce entry into the Village.

Local Roadway Improvements

As development occurs within the community, a more fully complete roadway network will be established. As this occurs, the Village should work with developers and land owners to ensure key segments are provided, including an eastern extension of Tuscan Trail/Light Road, a north/south collector east of Orchard Road, and an eastern Galena Road extension.

Signalized Intersections

Traffic signals in the area appear sufficient to handle anticipated traffic expected from future development, however, it may be necessary to install traffic signals at the intersections created by future development and road extensions.

Quality Development

To strengthen the identity of the Village it is important to distinguish the Orchard Road corridor from other commercial corridors in the area. The Village should reject "national templates" and adhering to the design guidelines found within the Orchard Road/Blackberry Creek Plan.

Orchard/Caterpillar Intersection

The intersection of Orchard Road and Caterpillar Road is a busy intersection, managing a wide variety of vehicles, including industrial and commercial traffic. It is recommended that the Village continue to monitor traffic and timing of this intersection, to ensure industrial truck traffic and commercial traffic are able to make their necessary movements safely and efficiently.

Public Transportation

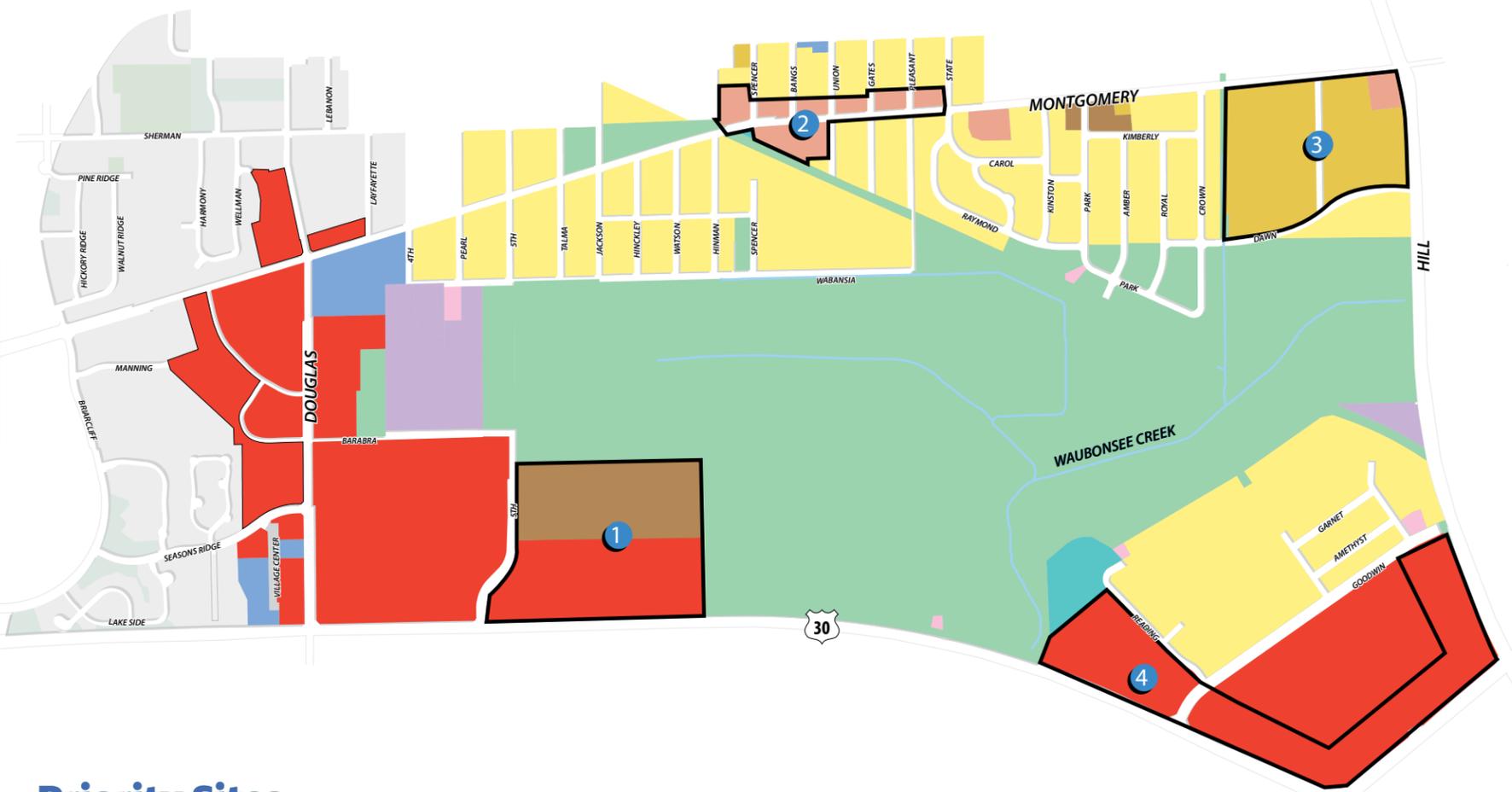
This area of Montgomery was cited as an underserved area for mass transit. The Village should work with Pace to ensure transit routes provide service to existing and emerging areas of the Village. If the future Metra station is built, the Village should work with Caterpillar and other employers in the subarea to explore shuttles between the train station and employment centers.

Eastern Gateway Subarea Plan

Land Use & Development

The Eastern Gateway Subarea is situated in the southeastern section of the Village, at the crossroads of two regional arterials, U.S. Route 30 and U.S. Route 34. The subarea is a diverse mix of old and new, with additional opportunities for development and redevelopment. Older commercial areas along the Douglas Road corridor are a sharp contrast to the recently constructed commercial uses, however they play a valuable role in providing necessary, convenient commercial services to nearby residents.

CHAPTER 11
SUBAREA PLANS



Land Uses

The recommendations of the Eastern Gateway Subarea Plan are intended to supplement the Village-wide Land Use Plan, providing additional specificity for the unique context of this area of the Village.

Local & Regional Commercial

The Eastern Gateway should contain a mix of commercial types, including local commercial development geared toward neighborhood needs, and regional commercial geared toward the needs of the entire Village and beyond. The eastern areas of the subarea, near the intersection of U.S. Route 30 and U.S. Route 34, presents excellent visibility and access desired by most businesses catering to a regional population, and it is recommended that regional commercial uses continue to be promoted at this intersection. Montgomery Road on the other hand, is a busy local route that should continue to be oriented toward a local consumer base. Douglas Road has the potential to develop as either type of commercial use, however parcel sizes and land availability could complicate large scale commercial development.

Business/Office Park

Behind retail frontage on Douglas Road is an area of undeveloped land. The area provides an opportunity for commercial uses that do not require prominent location and high visibility. Commercial services, office uses or a business park should be considered appropriate uses for this location.

Parks & Open Space

A large east-west floodway passes through the subarea, and limits the amount of developable land. Through infrastructure improvements, the Village estimates approximately 50 acres of land could be relocated from the floodplain, providing a significant development opportunity along U.S. Route 30. The balance of the area however, would remain in the floodplain and is designated as open space in the Land Use Plan. It is recommended that the Village continue to work with the Park District to improve this area into a formal community park, including lighted athletic fields that should have minimal, if any, impact on surrounding uses.

Detached, Attached & Multi-Family Residential

The opportunity exists within the Eastern Gateway Subarea for a variety of residential uses including single-family detached and multi-family apartment units. Residential uses located within the subarea will benefit the commercial uses by providing a local population that could patronize nearby businesses.

Priority Sites

1 By modifying the floodplain, it is estimated that a 50-acre development opportunity could be created at the corner of U.S. Route 30 and 5th Street. Development of this opportunity should maximize U.S. Route 30 frontage with regional commercial uses, transitioning to dense multi-family development in the rear.

2 The Montgomery Road corridor is lined with neighborhood level commercial uses varying in condition and appearance. Anticipated widening of Montgomery Road will introduce additional traffic to the corridor, making commercial uses more viable. However the widening will require additional right-of-way that will eliminate existing parking for some businesses in the corridor. The Village should allow commercial uses to extend north into the residential areas, assembling parcels necessary to foster contemporary and attractive commercial redevelopment.

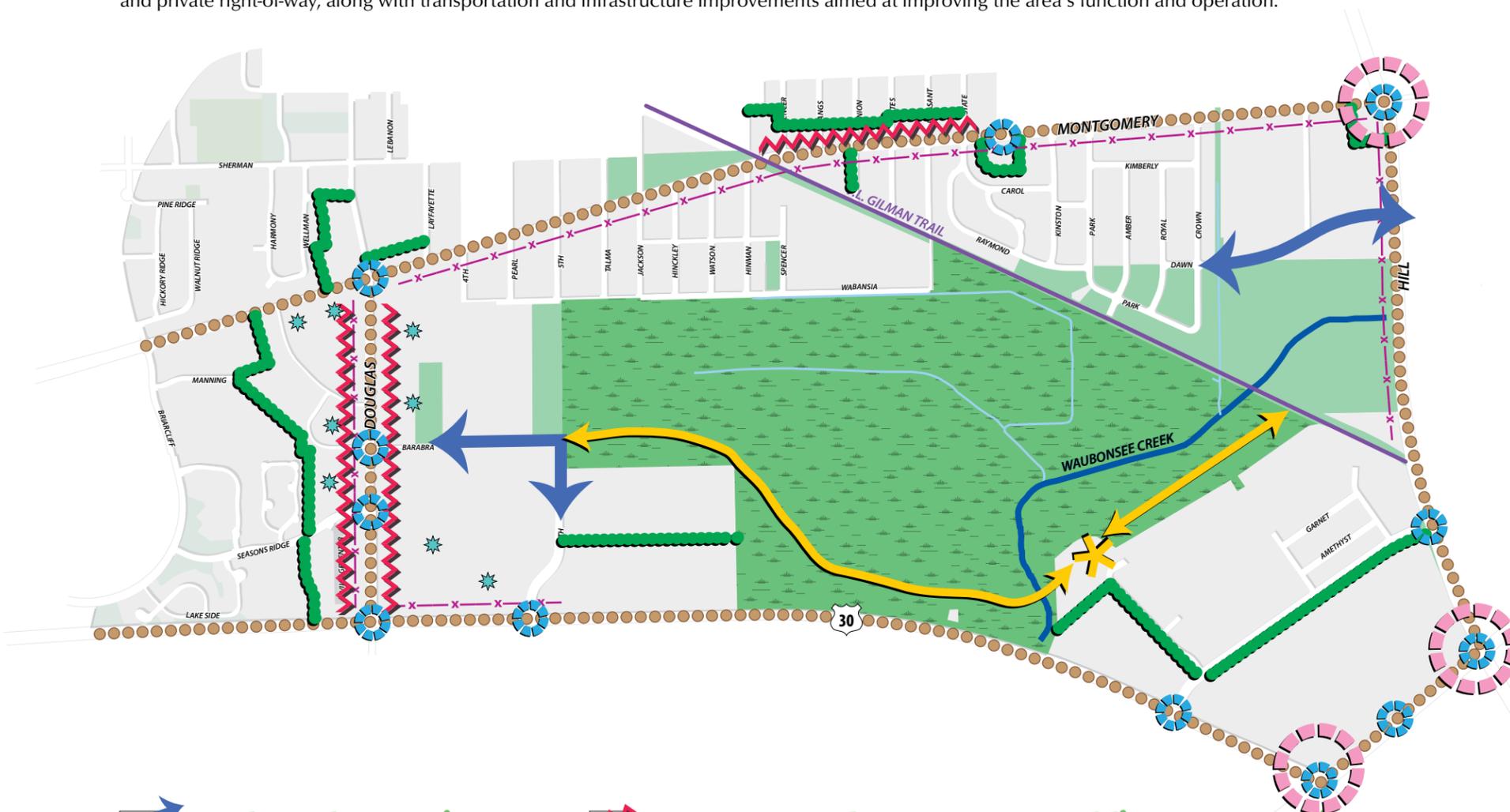
3 The southwest corner of Hill Avenue and Montgomery Road presents an opportunity to establish an “Eastern Gateway” for not only the Corridor but the Village as well. Development should be attractive and high quality to help establish positive perceptions of the Village. The land use plan identifies this site as Attached Single-Family Residential, its best opportunity for development will be for senior or age-targeted housing.

4 An existing Menard’s and J.C. Penny, along with a future Sam’s Club anchor Ogden Hill, a retail center on the Village’s east side. The Village should leverage these key anchor tenants to attract other national retailers to existing undeveloped outlots on the site. Access to the sites should be internal, provided by the existing parking areas. Development should be high quality and compliment existing development on the site.

Eastern Gateway Subarea Plan

Aesthetics & Function

As redevelopment, development and reinvestment occurs, there are things the Village can do to assist in improving the aesthetics and function of the Eastern Gateway Subarea. This section presents those recommendations that together, can enhance the appearance of public property and private right-of-way, along with transportation and infrastructure improvements aimed at improving the area's function and operation.



Local Road Extensions

Three street extensions within this Subarea would improve local circulation and help spur development on sites currently challenged by poor access. Ideally these extensions would occur concurrently with development, however it may be necessary for the Village to make the improvements as a measure to jumpstart development.

Access Control

As busy arterial streets, controlling access along Douglas Road and Montgomery Road is critical to their overall safety and function. The Village should work with existing business to consolidate and share driveways, and require future development to provide cross access between adjacent sites.

Public Transportation

Although two bus routes serve this area of the Village, transit infrastructure is mostly absent. The Village should promote the use of Pace as an alternative to driving, and ensure bus shelters, route signage, and benches are provided at all posted bus stops. Bus signage should be clear and help identify the route number, stop locations, bus schedule, and potential connections.

Signalized Intersections

The existing traffic signals in the area should be sufficient to handle anticipated traffic expected from future development, however it may be necessary to install a signal at the proposed intersection of Barbara Lane and Douglas Road in conjunction with the extension of Barbara Lane to 5th Street. This traffic signal should be installed if MUTCD standards are met by future and/or projected traffic volumes, or if a signal would help facilitate development of vacant commercial property east of Douglas Road.

Montgomery Road Widening

As traffic volumes increase, there could be a potential need for additional capacity on Montgomery Road. The existing three lane cross section is sufficient to accommodate current volumes, but development within the Village may necessitate the widening of Montgomery Road. Traffic volume data should be collected and monitored to determine the potential need for increasing through travel lane capacity.

Curb & Gutter

In portions of the Eastern Gateway, including large areas Montgomery Road, streets have a rural cross section, with open swale ditches with no curb and gutter. As redevelopment occurs, or as streets are widened curb and gutter should be installed. However, before installation, the Village should balance the benefit of the appearance and stormwater management with the community's desired rural character.

Streetscaping, Beautification, and the Pedestrian Realm

This subarea is a strategic entry point for three corridors into the Village of Montgomery. It is important that the Eastern Gateway Subarea reflect positively on the Village and help shape a good perception about the community. To improve its appearance, the Village should develop a streetscape improvement plan for the U.S. Route 30, Montgomery Road and Douglas Road corridors to provide a consistent palette or theme throughout the subarea.

As planned commercial areas along key corridors, much of the Eastern Gateway Subarea will cater primarily to the automobile. However, it is important that this area not neglect the pedestrian. Throughout the Subarea, sidewalks and/or trails should provide pedestrian connections to all businesses, and existing gaps in the sidewalk network completed. Benches, seating areas and bicycle racks should be provided to improve the area's overall pedestrian friendliness.

Site Landscaping

Site landscaping can improve the appearance of a property, screen unsightly areas, soften the appearance of parking, and help buffer adjacent parcels. Current regulations require landscaping, however many of the businesses in the Eastern Gateway developed under less-strict guidelines. The Village should work with existing non-conforming properties to meet current Village standards.

Overhead Utilities

Overhead utility lines are unsightly and detract from the character of the Village’s commercial areas. New commercial development and infill development provides an opportunity to address this issue. As parcels are developed or redeveloped, the Village should work with property owners and utility companies to bury existing overhead utility lines or relocate to the property’s rear as they redevelop. The burying of overhead utility lines should also be coordinated with other scheduled right-of-way improvements, such as the widening of Montgomery Road.

Buffer Incompatible Uses

The proximity of light industrial and commercial land uses to residential homes may be impacting the character and setting of residential areas, particularly along Montgomery Road. In some instances industrial uses are situated within established residential areas with little consideration for their impact on residential properties. The Village should work with existing businesses, relocating them into areas designated for industrial and commercial uses. If relocation is not feasible, screening and buffering should be used to better protect the Village’s residential areas.

Library Access & Visibility

The Village should work with both Park Districts, the Oswego Library District, and the Village of Oswego to identify and implement safe access routes to the new public library. A trail connection from the V.L. Gilman Trail could provide a pedestrian connection to the north, and sidewalks and paths along U.S. Route 30 and/or through the preserve would provide connections to neighborhoods to the west.

Montgomery Preserve

Montgomery Preserve is a very large vacant parcel within the midst of the Eastern Gateway. With modifications to the floodplain, approximately 50 acres could become suitable for development, however the remaining 300 acres will likely remain as floodplain, floodway, or stormwater detention. To help transform this large area into a community amenity, the site should be improved with nature trails, environmental signage, boardwalks, pavilions, lookouts and other outdoor amenities and gathering places. Multi-purpose trails running through this property should connect to the V.L. Gilman Trail, the public library, and nearby neighborhoods.

Waubonsee Creek

Waubonsee Creek should be a focal point within the Montgomery Preserve natural area with trails, signage and a pedestrian bridge. Solar-powered pedestrian walkway lights should be installed along the trails to improve its recreational value and pedestrian safety.

Parking Lots

Parking lots within the Subarea should be well-maintained, inviting, and subtle. All public parking areas should be in paved, striped, and in good condition. Many sites within the Subarea are older, and beginning to deteriorate. Also, most have inadequate parking lot landscaping, developed more than a decade ago under less strict requirements. Perimeter landscaping can reduce glare and noise, and softens the visual impact of parking areas from Douglas Road, U.S. Route 30 and Montgomery Road. The Village should offer parking improvement incentives or consider an amortization schedule for non-conforming properties to meet new requirements, bringing these properties up to code in a more timely fashion.

Attractive Gateways

The commercial corridors act as entryways into the community and shape perceptions about the Village to visitors and those passing through. In addition to attractive shopping areas the Village should install and maintain gateway features to welcome visitors into the Village. Gateways should consist of signage, landscaping, and lighting and help strengthen the identity and image of Montgomery.

Aging Retail Buildings

Many of the Village’s retail buildings and shopping centers along Douglas Road are aging and becoming outdated. Dealing with obsolete retail buildings can be troublesome for many reasons. Frequently, they are owned by trusts, pension funds or pools of multiple owners who are more likely to be absentee owners. Additionally, the mortgage is long paid off which means that existing tenants, however marginal, are usually sufficient for these types of owners. Based on these and other factors, the need to remain competitive is not compelling. The high visibility of these uses in Montgomery’s Eastern Gateway makes their maintenance and potential deterioration an important issue for the Village to address. The Village should require that commercial properties be maintained to an adopted standard to prevent their neglect and deterioration. Neglect and deterioration have environmental, fiscal, economic and aesthetic impacts on the Village as a whole.



Douglas Road



Montgomery Road

Corridor Redevelopment

Douglas Road and Montgomery Road are two designated commercial corridors on the Village’s east side. The approach to fostering investment, development, and redevelopment within each corridor however, will be different. Douglas Road is a designated as Regional Commercial – the sites are larger and can accommodate more contemporary development. Its redevelopment and revitalization can leverage an existing TIF, and improvements such as the Barbara Lane and 5th Avenue extensions open new areas up for development and improve circulation within the Subarea. The Montgomery Road corridor is in the midst of single-family neighborhoods. Although designated for Local Commercial, the parcel sizes are likely too small to realize the vision for the corridor. Redevelopment along Montgomery Road will require parcel assembly and expansion of commercial uses north, into the residential areas. When this occurs the Village should ensure proper screening and buffering to help protect and insulate remaining residential parcels.



12 Implementation Plan

This section presents a framework that the Village can use to initiate and implement the recommendations of the Comprehensive Plan. For implementation of the Comprehensive Plan to be successful, the Village must continue to engage and partner with residents, neighborhood groups, institutions, business leaders, property owners, and developers. The Village should consider themselves the lead facilitator in this process, promoting cooperation, collaboration, and action.

This section highlights eight key steps that should be undertaken to initiate and sustain the plan implementation process. These include:

1. Adopt & use the Plan on a daily basis;
2. Review & update the Zoning Ordinance and other development controls;
3. Review & update the Capital Improvement Program (CIP);
4. Develop a detailed action program;

5. Update the Comprehensive Plan on a regular basis;
6. Enhance communication with the public;
7. Promote cooperation & participation among various agencies, organizations, community groups, and individuals; and,
8. Explore possible funding sources & implementation techniques.

8 Implementation Steps

1. Adopt & Use the Plan on a Daily Basis

The Comprehensive Plan should become the Village's official policy guide for land use, development, and community improvement. It is essential that the Plan be adopted as soon as possible and then be used on a day-to-day basis by Village officials, boards, and staff to review and evaluate all proposals for improvement and development within the community in the years ahead.

The Village of Montgomery's staff should provide public copies of the plan, and/or links to the plan on the Village's website. Staff should meet with relevant Department heads and Village leaders to explain the purpose and benefits of the Comprehensive Plan. Copies should also be shared with the leaders of various districts (e.g. fire, parks, and schools) that affect the quality of life in Montgomery.

To further educate the public about the plan, the Village should:

- Make copies of the Plan available on-line for free and provide hard copies at Village Hall for purchase.
- Provide assistance to the public in explaining the Plan and its relationship to private and public development projects and other proposals, as appropriate.
 - Partner with the MEDC and Chamber to present the Plan and hold Q&A sessions about the Plan at their regular meetings.
 - Establish drop-in/walk-in hours to allow both residents and businesses to ask Staff about the Plan.



- Assist the Village Board in the day-to-day administration, interpretation and application of the Plan.
 - Hold periodic training, for instance, after elections, to educate new Village leaders about the Plan.
- Coordinate with, and assist the Planning Commission and Village Board in the Plan amendment process.
 - Maintain a list of current possible amendments, issues, or needs which may be a subject to change, addition, or deletion from the Comprehensive Plan.

2. Review & Update the Zoning Ordinance & Development Controls

The Comprehensive Plan is in and of itself not regulatory. However, it should be used to inform decisions related to development regulations and approval. Zoning is an important tool for implementing planning policy. It establishes the types of uses allowed on specific properties, and prescribes the overall character and intensity of development to be permitted.

Adoption of the new Comprehensive Plan should be followed by a review and update of the Village's various development controls including zoning, signage, subdivision ordinance, and other related codes and ordinances. Implementation of an anti-monotony code and design guidelines should also be considered. It is essential that all development controls be consistent with and complement the new Comprehensive Plan.

At this time, the Village is in the process of updating its zoning ordinance. Once the ordinance is finalized, the Village should consider reviewing the updated zoning ordinance to identify any differences and potential updates based upon the land use plan and other Comprehensive Plan recommendations.

3. Review & Update the Capital Improvement Program

Another tool for implementing the Comprehensive Plan is the Capital Improvement Program (CIP). The CIP addresses the procurement, construction, and maintenance of capital assets, including buildings, infrastructure, technology, and major equipment. It establishes schedules and priorities for all public improvement projects within a five-year period.

The CIP typically schedules the implementation of a range of specific projects related to the Comprehensive Plan, particularly the restoration and upgrading of existing utilities and infrastructure facilities, including the water system, sanitary sewers, storm water facilities, the street system, and streetscape enhancements.

As financial resources in Montgomery will always be limited and public dollars must be spent wisely, the Village should continue to use the CIP to provide the most desirable public improvements and stay within budget constraints. These improvements should be implemented based on their ability to incrementally implement the overall goals and objectives of the Comprehensive Plan.

Coordination

Residents and businesses in the Village of Montgomery and surrounding areas receive their services from a variety of providers, including the Village, multiple taxing districts, public utilities, and private companies. Service providers, whether public or private sector, frequently use a Capital Improvement Program to map out growth and investment in facilities and infrastructure. As the Village updates and monitors its own CIP, staff should coordinate with other community facilities providers to ensure that investment is occurring in a logical manner and synergies can be created between public, quasi-public, and private improvements.



Annual Review

A CIP is essential to the coordinated and efficient implementation of the Community Plan and should be reviewed annually. The costs and benefits of proposed improvements should always be examined in comparison with Comprehensive Plan priorities. The annual review of the CIP should seek and examine both near term projects and long term needs and opportunities.

4. Develop an Action Agenda

The Comprehensive Plan covers a broad range of issues and actions. As such, it cannot include the detail necessary for each department or employee to understand their role in implementing the Plan. As a follow up to the adoption of the Comprehensive Plan, each department of the Village should develop a detailed action plan that describes specific actions for completing individual recommendations, the parties responsible, potential partners, level of priority, timeline, general costs, and potential funding sources. This, in conjunction with annual updates to the Capital Improvement Plan, will provide the guidance to ensure that short-term actions lead to long-term implementation.

5. Cooperation

The Village of Montgomery should assume the leadership role in implementing the new Comprehensive Plan. In addition to carrying out administrative actions and executing many of the public improvement projects called for in the Plan, the Village may choose to administer programs available to local residents, businesses, and property owners.

However, for the Comprehensive Plan to be successful, it must be based on a strong partnership between the Village, other public agencies, various neighborhood groups and organizations, the local business community, and the private sector.

The Village's partners should include:

- *Other governmental and service districts*, the Aurora Township Fire Protection District, the Montgomery-Countryside Fire Protection District, the Oswego Fire Protection District, the Sugar Grove Fire Protection District, West Aurora School District #129, East Aurora School District #131, Oswego Community Unit School District #308, Yorkville Community School District #115, Kaneland Community Unit School District #302, the Oswego Public Library District, the Fox Valley Park District, the Oswegoland Park District, the Kendall County Forest Preserve District, Kane and Kendall Counties, and the State of Illinois.



- *Developers and builders, who should be encouraged to undertake improvements and new construction that conform to the Plan and enhance the overall quality and character of the community.*
- *The Montgomery community, since all residents and neighborhood groups should be encouraged to participate in the on-going planning process, and all should be given the opportunity to voice their opinions on improvement and development decisions within the community.*

Joint Services Council

With numerous community facilities providers serving different areas of the Village, identifying and understanding the needs of each community service provider is essential to meeting the needs of Montgomery residents.

The Village as well as its providers could greatly benefit from the establishment of a Joint Services Council. The purpose of the Joint Services Council would be to provide a forum to discuss common interests and foster an environment for cooperation among the Village of Montgomery and its community service providers. Meetings would be held to coordinate partnership projects, discuss the use of facilities for events and meetings, share successes, and discuss proposed developments or policies that may affect the Village's community facilities such as the establishment of TIF Districts.

6. Public Communication

Implementing the recommendations of the Comprehensive Plan requires the support and extensive participation of the community. Successfully communicating with local residents, businesses, and property owners should be a priority of the Village.

The Village should make sure the Plan is available for download on the Village's website as it is imperative that all local residents, businesses, and property owners be able to become familiar with the Plan's major recommendations and its "vision" for the future.

Additional techniques for responding promptly to public questions and concerns regarding planning should also be developed. For example, the Village might consider developing a "Frequently Asked Questions" handout and/or a regular newsletter keeping the public abreast of planning issues.

7. Regular Updates

The Comprehensive Plan is a living document. If unforeseen issues arise or community attitudes change, the Plan should be reviewed and adapted. Although a petition to amend the Plan can be brought forward at any time, the Village should regularly review the Plan, providing status updates and tracking of objectives and Plan recommendations. Ideally, this should occur every three to five years and should dovetail with the preparation of the Village's budget, the Capital Improvements Plan, and the annual Action Agenda.

8. Potential Funding Sources

A description of potential funding sources currently available is summarized below. It is important to note that the following sources are subject to change. Accordingly, the Village should continue to research and monitor grants, funding agencies, and programs to identify new opportunities as they become available.



General Funding Sources Tax Increment Financing

The Village of Montgomery currently has two TIF districts. The purpose of TIF funding is to incentivize and attract desired development within key commercial areas. TIF dollars can typically be used for infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development.

TIF utilizes future property tax revenues generated within a designated area or district to pay for improvements and further incentivize further reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established is reinvested in that area. Local officials may then issue bonds or undertake other financial obligation based on the growth in new revenue. Over the life of the district, existing taxing bodies (such as schools, fire protection, library, and parks) receive the same level of tax revenue as in the base year.

The maximum life of a TIF district in the State of Illinois is 23 years, although a district can be extended beyond that horizon through authorization from the State Legislature.

Revolving Loan Fund

The Revolving Loan Fund is administered by the Village of Montgomery to provide financial support and assistance to new or expanding businesses. It was established in 1985 through funding from the Illinois Department of Commerce and Community Affairs. The borrower may use the low-interest loan for, among other things, construction, rehabilitation, improvements, and land acquisition.

As the Village seeks to develop Downtown and new commercial nodes, this funding opportunity should be marketed to local entrepreneurs seeking to grow their businesses.

Community Development Block Grant Program (CDBG)

The Community Development Block Grant program is a flexible program that provides communities with resources to address a wide range of unique development needs. The CDBG program provides annual grants on a formula basis to 1,225 general units of local governments and states. A grantee must develop and follow a detailed plan that provides for and encourages citizen participation. This integral process emphasized participation by persons of low- or moderate- income, particularly residents of low-income and moderate-income neighborhoods, blighted areas, and areas in which the grantee proposes to use CDBG funds. Over a one-, two-, or three- year period, as selected by the grantee, not less than 70% of the funds must be used for activities that benefit low- and moderate- income persons.

The Village of Montgomery is not an entitlement community and must apply to receive funds through the



Kane County CDBG program. In 2010, Village officials voted to not pursue CDBG funding through the County and instead seek State funding.

Façade Improvement Program

Façade and site improvement programs can be used to beautify the Village and improve the appearance of existing businesses by offering low interest loans or grants to improve the exterior appearance of designated properties. Such a program should be implemented in Downtown, gateway corridors, and other commercial corridors in need of improvement.

Special Service Area (SSA)

Programs and improvements within a designated area can be funded through an SSA. An SSA is a small fee added to property taxes within a particular area. The collected revenue is then spent on projects, programs, and maintenance benefiting those properties. An SSA can be rejected if 51% of property owners and electors within a particular area object.

In Montgomery, many residential subdivisions have implemented SSAs to fund general maintenance, landscaping, and stormwater collection.

Incubators

Business incubators provide low-cost space and specialized support to small companies. Such services might include administrative consulting, access to office equipment and training, and assisting in accessing credit. Incubators are typically owned by public entities such as municipalities or economic development agencies who subsidize rents and services with grants. In addition to job creation and generating activity, the goal is to have startup businesses grow and relocate to larger spaces within the municipality.

Payment in Lieu of Taxes

Payment in Lieu of Taxes (PILOT) is a tool similar to tax abatement. The Village can use PILOT to reduce the property tax burden of desired businesses for a predetermined period. In this instance, a local taxing body and a property owner will agree to the annual payment of a set fee in place of the property taxes. Payments are generally made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property.

In addition, PILOT can also be a means of reducing the fiscal impact on the Village of a nonprofit, institutional use, or other non-taxpaying entity locating to a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services because they do not pay taxes. Provisions can be made to offset that negative impact by allowing the Village to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.



Foundation & Specialized Grants

The successful implementation of the Plan requires execution of projects that range in size and scope. One type of funding source that becomes increasingly significant when issue-specific projects or programs are considered are foundation grants. The Village should dedicate resources to monitoring and exploring foundation grants for potential funding opportunities.

Business Districts

Business district development and redevelopment is authorized by Division 74.3 of the State of Illinois Municipal Code. A municipality may designate, after public hearings, an area of the municipality as a Business District.

Business district designation empowers a municipality to carry out a business district development or redevelopment plan through the following actions:

- Acquire all development and redevelopment proposals.
- Acquire, manage, convey, or otherwise dispose of real and personal property acquired pursuant to the provisions of a development or redevelopment plan.

- Apply for and accept capital grants and loans from the United States and the State of Illinois, or any arm of the United States or the State, for business district development and redevelopment.
- Borrow funds as it may be deemed necessary for the purpose of business district development and redevelopment, and in this connection, issue such obligation or revenue bonds as it shall be deemed necessary, subject to applicable statutory limitations.
- Enter into contracts with any public or private agency or person.
- Sell, lease, trade, or improve such real property as may be acquired in connection with business district development and redevelopment plans.
- Expend such public funds as may be necessary for the planning, execution, and implementation of the business district plans.
- Create a Business District Development and Redevelopment Commission to act as an agent for the municipality for the purposes of business district development and redevelopment.

Community Development Corporation

Many communities use Special Service Areas or Tax Increment Financing to fund the start-up and/or operation of a Community Development Corporation (CDC) to oversee a range of redevelopment activities for a specific geographic area, particularly commercial areas and central business districts. A CDC is typically an independent chartered organization, often with not-for-profit status, that is governed by a board of directors. The directors typically bring expertise in real estate or business development along with a demonstrated commitment to the community. CDCs are often funded through public-private partnerships with financial commitments from local financial institutions or businesses and a public funding source to provide for both operating expenses and programs, as appropriate.

CDCs may undertake traditional chamber of commerce-like activities such as marketing, promotion, workforce development, information management, and technical assistance to small businesses, but may also administer loan programs or acquire or redevelop property.

Many communities create CDCs under the umbrella structure of an established chamber of commerce in the community so that missions are complementary and do not overlap. An example of a distinctive CDC activity is the facilitation or administration of a revolving loan fund or a community lending pool capitalized by commitments from local financial institutions to provide low-interest/low-cost loans. Such funds typically target both new and expanding businesses for such redevelopment activities as interior improvements, façade and exterior improvements,



building additions, and site improvements. Some state and federal small business assistance programs are structured to work in combination with CDC administered programs. Another distinctive activity of a CDC is property acquisition and redevelopment, which is most successful when the organization is mature in both expertise and capacity.

Transportation Funding MAP-21

In July 2012, President Obama signed the “Moving Ahead for Progress in the 21st Century” (MAP-21) bill into law. This two-year transportation reauthorization bill replaces the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users” (SAFETEA-LU), which expired in September 2009. The goal of MAP-21 is to modernize and reform the current transportation system to help create jobs, accelerate economic recovery, and build a foundation for long-term prosperity.

The following discussion summarizes grant programs covered under MAP-21 that could be utilized by the Village to make enhancements to local transportation infrastructure, including roads, bridges, sidewalks, and trails.

Safe Routes to School

The SRTS program has provided funding for the planning, design, and construction of infrastructure related projects that will substantially improve the ability of students to walk and bike to school, including:

- Sidewalk improvements;
- Traffic calming and speed reduction improvements;
- Pedestrian and bicycle-crossing improvements;
- On-street bicycle facilities;
- Off-street bicycle and pedestrian facilities;
- Secure bicycle parking facilities; and
- Traffic diversion improvements in the vicinity of schools.

Illinois Transportation Enhancement Program (ITEP)

The Illinois Department of Transportation administers the ITEP and has funded projects including bicycle and pedestrian facilities, streetscaping, landscaping, historic preservation, and projects that control or remove outdoor advertising. In the past federal reimbursement has been available for up to 50 % of the costs of right-of-way and easement acquisition and 80% of the cost for preliminary engineering, utility relocations, construction engineering, and construction costs.

Congestion Mitigation & Air Quality Improvement Program (CMAQ)

The Chicago Metropolitan Agency for Planning (CMAP) has been the administrator of CMAQ funds for the northeastern Illinois region. CMAP has supported a wide range of projects through the CMAQ program including improvements to bicycle facilities, commuter parking, transit facilities, intersections, sidewalk improvements, and signal timing. Funds have also been used to make transportation improvements to eliminate traffic bottlenecks and limit diesel emissions, and to create promotional campaigns to enhance use of transit and bicycles.

Surface Transportation Program (STP)

In the past, these funds have been allocated to coordinating regional councils, specifically the Kane-Kendall Council of Mayors, to be used for all roadway and roadway related items. Projects in this funding category have required a local sponsor and have been selected based on, among other factors, a ranking scale that takes into account the regional benefits provided by the project among other factors.

The Kane/Kendall Council of Mayors is the body designated to select and program local STP projects in the Kane County region. The Council’s STP funds have been used to fund a variety of project types including roadway rehabilitation, reconstruction, and restoration; widening and adding lanes; intersection improvements; traffic signal improvements; and green infrastructure funding.



**Parks & Open Space Funding
Illinois Department of
Natural Resources**

The Village should work with Montgomery’s two park districts to identify projects where a cooperative pursuit of parks and open space grants may be beneficial. The Illinois Department of Natural Resources (IDNR) administers several grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreation areas and facilities. The programs operate on a cost reimbursement basis to a government or not-for-profit organization. Local governments can receive one grant per program per year, with no restriction on the number of local governments that can be funded for a given location. IDNR Grants are organized into three major categories: Open Space Land Acquisition and Development (OSLAD); Boat Access Area Development (BAAD); and the Illinois Trails Grants Program.

OSLAD

The OSLAD program awards up to 50% of project costs up to a maximum of \$750,000 for acquisition and \$400,000 for development/renovation of such recreational facilities such as playgrounds, outdoor nature interpretive areas, campgrounds and fishing piers, park roads and paths, and beaches. IDNR administers five grant programs to provide financial assistance for the acquisition, development, and maintenance of trails that are used for public recreation uses.

**Land & Water Conservation
Fund (LWCF)**

LWCF grants are available to municipalities, counties, and school districts to be used for outdoor recreation projects. Projects require a 55% match. All funded projects are taken under perpetuity by the National Park Service and must only be used for outdoor recreational purposes.

Recreational Trails Program (RTP)

The Recreational Trails Program is a federally funded grant program for trail-related land acquisition, development, or restoration. The grants are awarded based on the results of a competitive scoring process and the application’s suitability under MAP-21. A minimum 20% match is required by the applicant. Grants are to be used for motorized or non-motorized trail development, renovation, and/or preservation. All projects must be maintained for 25 years. Eligible applicants include municipalities, counties, schools, non-profits, and for-profit businesses.