

APPENDIX

COMPREHENSIVE PLAN and ROUTE 25 SUB-AREA PLAN

VILLAGE OF WAYNE, IL



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The first permanent settlers came to the area now comprising the Village of Wayne in 1834. Until 1850, the entire present day Wayne Township including the Village of Wayne was agricultural, with the exception of a small community at Wayne Center east of Illinois Route 59. In 1850, the Galena and Chicago Railroad, which is now the Union Pacific Railroad, extended westwards and a station was established in Wayne. The railroad extension dramatically altered the development of the area for it brought new settlers and development to the Wayne Station. A post office was established in 1853 and Solomon Dunham, who was a surveyor as well as a farmer, built an inn, a store, and a house near the station, and also dedicated land for a public road. Wayne Station continued to flourish and by the turn of the century it had replaced Wayne Center as the principal community in the area. The Wayne Station continues to serve as the center of present day Wayne and is listed on the National Register of Historic Places. The old railroad station exists as well but it has been moved to the grounds of Dunham Castle.

In 1865, Mark W. Dunham, the youngest son of Solomon Dunham, established a horse farm for breeding and selling prize Percheron horses which he originally imported from France. By 1883, his farm known as the Oaklawn Farm, had spread over 1,700 acres and had over 1,300 mares and stallions which were sold across the country and in Europe. His residence, Oaklawn, now popularly known as “Dunham Castle”, was also constructed as part of the farm, and the red brick building which had been the Dunham home (now the Dunham Woods Riding Club) was converted into offices for the farm and guest rooms for visiting horse buyers. The Oaklawn Farm along with the Dunham Castle is also listed in the National Register of Historic Places. Along the main street of the Wayne Station, houses were built to accommodate the families of merchants and men who worked in various capacities for the Oaklawn Farm and the Union Pacific Railroad.

As automobiles and trucks replaced horse carriages in the first quarter of the twentieth century, the Dunham family joined with other landowners to convert their farms and woods to a rural residential community with minimum lots of four acres. They created and for many years maintained private roads and bridle paths. While some of the residents of Wayne are natives, the majority of the present families migrated to Wayne because it offered a rural, relaxed atmosphere.

A: VILLAGE HISTORY

Another integral part of Wayne's history is the volunteer spirit of its residents. Volunteerism in the community dates as far back as 1850 when Solomon Dunham donated the land required for the railroad tracks and the station to the Galena and Chicago Union Railroad, and is still reflected in the active involvement of the residents in community affairs. The mature trees that create a beautiful avenue now known as Army Trail Road, were supervised and financed by volunteers. In the 1940s, the local kindergarten school, local scout troops and the Hanover-Wayne Fire Department were financed mainly through a fund-raising carnival organized by the Village residents. In 1945 a non-profit organization, the Wayne Community Association, was formed for organizing the carnival and managing its funds. Subsequently, the carnival was replaced by an annual Fall event called "Wayne Days" but the association continued its work. It built a Community House, purchased a seven acre park for the community and eventually, supported the Village police force. The elected officials of the Village served without pay. This level of community cooperation enabled the Village to function without any local property tax levy until 1983.

1. EXISTING LAND USE AND CONDITIONS

Existing patterns of land-use are strong influences on potential future land-uses. While Wayne is largely an established community, there are several larger vacant parcels which may be subject to development in the future. Further, development in the unincorporated north-west area could strongly influence the character of the Village (see Comprehensive Plan Report for a detailed discussion).

The dominant land use in the Village is low density single family residential. Large residential lots integrated with open spaces and set amidst natural areas like the Pratts Wayne Woods Forest create a scenic rural environment. Existing Village facilities and businesses are located in the historic core. A description of the different existing land uses within the Village and its vicinity is presented below; a graphic representation is provided in *Figure A-1: Existing Land Use*.

Estate Residential – This category includes detached single family homes built on lot sizes of 4 or more acres. Most of the Village west of Dunham Road, is developed as estate residential. These houses vary in size and architectural design but all are in excellent condition and sit on very well maintained grounds. Numerous estates also have private horse stables and related equestrian uses.

Large Lot Residential – This category refers to single family residences with minimum lot sizes of 2-4 acres. These residences are located mostly in the area immediately east of estate residential. Some residential development further east, along Army Trail Road is also on large lots. As in estate residential, the large lot sizes allow provision of horse stables and create a sense of openness contributing to the rural charm and equestrian character of Wayne.

Single Family Residential (1 dwelling unit / 1-2 acres) – Single family residential on minimum lot sizes ranging from 1-2 acres are located mostly along Powis Road within the Village. These houses, like most of the Village, are very well maintained and contribute positively to Wayne’s character.

Single Family Residential (1 dwelling unit / acre) – Single family residences

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on one acre lots are found mostly on the peripheries of the Village. The residential area east of Munger Road including the new subdivision east of Route 59 and the residences along Pearson Drive west of Route 25 fall in this category. Most of the houses in this category are in very good condition except for some houses west of Route 25 which have some maintenance and upkeep issues.

Single Family Residential (2-6 dwelling units / acre) – This category includes most of the residential development west of the Village boundaries and Route 25, in unincorporated Kane County. Although the area has experienced some new construction and reinvestment, most of the houses in this area are suffering from deferred maintenance. Only a small portion of the area is served by public water supply and waste water treatment; the vast majority of this area depends on on-site wells and septic tanks.

Multi-Family Residential – The Village does not have any multi-family residential units. Multi-family residential uses in the area are limited to some units west of Route 25 in unincorporated Kane County. These buildings appear to be in fair to poor condition.

Neighborhood Commercial – This category refers to small-scale, convenience stores or retail businesses that draw customers primarily from the local neighborhood. Wayne has two neighborhood retail businesses located in its Village Center. These include a convenience store called the “Wayne Country Store” and a design / build and art studio located across the street from it.

Corridor Commercial – This category refers to commercial development along high traffic arterial roadways. They draw their clientele from a region beyond the immediate neighborhood. The only such commercial developments in the area are present along Route 25 and Route 59, outside the Village boundaries. Along Route 25, a few commercial businesses are located in relatively run-down, unattractive buildings. The commercial strip at the Route 59 and Army Trail Road intersection is well maintained.

Commercial Service – Personal, financial or other services provided to customers or clients at the place of business are included in this category. In general, these businesses are non-retail operations generating some “customer traffic.” Wayne has an insurance office and an auto service facility

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A-1: EXISTING LAND USE

in the Village center. A limousine service and photographer's studio is also present. Another insurance office is located further east on Army Trail Road. Several of these businesses operate out of remodeled single family houses with appropriate zoning approval from the Village.

Agricultural Business – This category includes a large commercial nursery called the “Midwest Groundcovers” located outside the Village between the Fox River and Route 25, just south of the Union Pacific Railroad.

Institutional – All existing institutional and public facilities in the Village are located in or near the historic Village center. The Village administration including the police department and Wayne post office, which includes an annex building, is located in the Village center along Railroad Street. Wayne Elementary School is located further east and is accessible from School Street off Army Trail Road. The “Little Home Church” which is over a century old, is located 2 blocks east of Railroad Street. Another church is located just outside the Village on Army Trail Road west of Route 59. Notable institutional uses west of Route 25 include the Riverwoods Christian Center and the Illinois Boys’ Home.

Equestrian Uses – Perhaps the most unique land use that distinguishes Wayne in northeastern Illinois is the presence of commercial as well as private horse stables. Private stables are present on numerous large residential properties and have not been identified separately. This category refers only to public / commercial equestrian facilities.

The Dunham Woods Riding Club, Dunham Woods Farms Equestrian Center and Wayne Dupage Hunt Kennels are located at the southeast corner of Army Trail and Dunham Roads in the Oaklawn Farm Historic Preservation District. The most significant commercial equestrian facility in Wayne is the “LampLight District” located off Dunham Road, at the north end of the Village. Horse-riding lessons are provided here and it also serves as a venue for riding competitions. There is also a network of equestrian trails running through the Village providing residents the opportunity to pursue an equestrian lifestyle. Outside the Village, “Jaynesway Farms” is located off Route 59 just south of Army Trail Road.

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Parks, Open Space and Recreation – Several public parks and semi-public open spaces and recreational venues are distributed throughout the Village. A small community park is located adjacent to the elementary school; other parks are present in residential neighborhoods. The Village also has semi-public open recreational spaces like the Gun Club and the YWCA Camp at the north end. The western unincorporated area lacks park space but has open space in forest preserves along the Fox River.

Forest Preserves – Extensive forest preserves are present in and around Wayne. This land use category is discussed in greater detail in the section on environmental and natural resources.

Private Conservation Area - A privately held area set aside as a nature conservation area has been created north of Army Trail Road across from the intersection with Fox Glen Drive.

Industrial – There are no industrial uses present within the Village boundaries. Outside the Village, there are a few scattered light industrial developments. These include the industrial development south of Smith Road, the concrete casting facility north of the Village along the Union Pacific Railroad and the plastic plant facility next to the commercial development west of Route 25.

Vacant Land – This category refers to land that is currently undeveloped. The Hoffman property located west of Powis Road and south of Army Trail Road, is the largest vacant property in the Village. Outside the Village, a large area just west of the Village boundary is vacant. Smaller vacant lots are scattered in the unincorporated area west of Route 25.

2. EXISTING ZONING

The Village has several zoning districts; most of which are single family residential of varying density. Existing land uses within the Village are generally in compliance with zoning requirements. The various zoning districts in the Village are graphically depicted in *Figure A-2: Existing Zoning* and are briefly described here.

FIGURE 2: EXISTING ZONING

FIGURE 2: EXISTING ZONING

W1 Single Family Residence District – Most of the Village, west of Dunham Road is zoned W1. This zone has the largest lot requirement restricting the minimum permissible lot area to four acres. Minimum lot widths, yard sizes and building heights are also specified to control bulk and density within the Village. Permitted uses include detached single family dwellings and accessory uses like private garages, private stables, home occupations and non-commercial agriculture. Other uses like planned residential developments, churches, libraries, schools, public utilities, private equestrian facilities and non-profit outdoor recreational facilities are permitted as special uses.

W2 Single Family Residence District – A large part of the Village immediately east of the W1 zoning district and between the EJ&E Railroad and Munger Road is zoned W2. The minimum lot size requirement is reduced to two acres in the W2 zone. Permitted and special uses are the same as in W1 with the exception of guest houses and some additional limitations on sizes of private garages. Minimum lot widths, setbacks, building area and height are again specified to control bulk and density.

W3 Single Family Residence District – This zoning designation exists mainly between the Union Pacific and the EJ&E Railroads. The minimum lot size requirement for the W3 zone is one acre. Permissible uses are similar to W2 except private stables and non-commercial agricultural uses are not permitted in lots that are less than two acres in area. The special uses permissible in the W2 district are permitted in W3 district as well. Utility and public service uses including electrical substations, fire and police stations and passenger railroad stations are also permitted as special uses.

W4 Single Family Residence District – A relatively small portion of the Village south of Army Trail Road between Munger Road and IL Route 59 is zoned W4. The minimum lot size in this zone is 40,000 square feet. Permissible uses and special uses in this zone are the same as in the W2 zone. However, limitations to some uses like private stables, equestrian facilities and agricultural uses based on lot size apply as in the case of the W3 district. Besides minimum lot sizes, restrictions like minimum lot widths, setbacks and building heights are specified to control development bulk and density in the zone.

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W5 Single Family Residence District (Riverfront) – This zoning district was created to address the special needs of the properties located along the Fox River. A small part of Wayne extending west of Route 25 up to the Fox River, is zoned W5. The minimum lot size restriction in this zone is one acre. Minimum lot widths, setback requirements and height limitations also apply. Additionally, lots in this zone are required to have a minimum frontage of 150' feet on a right-of-way dedicated for a roadway. 'Flag lots" or lots that have 20% or less of the lot width fronting a street or have no street frontage except for a driveway are not permitted.

B Local Shopping Center District – This zoning designation exists on a small strip adjacent to the Union Pacific Railroad in the historic center of Wayne. Permissible uses include retail uses like florist, food and grocery stores, clothing stores, book stores, hardware store etc. and service uses like medical and dental offices, barber shops and professional offices. Some special uses including automobile service stations, clubs and lodges and railroad rights of way and stations are also allowed in this district. The minimum lot size is restricted to one acre however smaller lots that already existed are allowed. Building height is restricted to one story, except as permitted by the Historic Sites Commission for the rebuilding or modification of existing structures in a historic district. Other regulations include signage restriction and architectural controls to ensure compatibility with the surrounding residential environment.

Commercial Equestrian District – The Village has several special commercial equestrian districts including the Lamplight District and Dunham Woods Riding Club. Commercial stables, equestrian activities of the United States Pony Club and equestrian events and shows are permitted in these districts. Uses allowed in the W1 Single Family Residence District are also allowed here. The minimum required lot size for a commercial stable or other equestrian facility is twenty acres. The number of horses allowed is dependant on the lot size and / or the building capacity if they are kept inside.

Planned Unit Developments – Currently, Wayne has two significant Planned Unit Development (PUD) areas within its boundary – the Hoffman property south of Army Trail Road and the area north of Ashley Lane including the Lamplight Equestrian District. The Village can permit planned development as a special use in any zoning district.

The purpose of the PUD regulations is to encourage and allow more imaginative and efficient land development resulting in a higher quality project. The planned development can provide a single type of residential use or a variety of residential and other related uses. Typically, planned developments should also provide amenities and open space beyond the minimum legal requirements. Although planned developments may not strictly conform to the regulations for the standard zoning districts, a detailed set of standards and an extensive review process is provided to ensure good development compatible with the community's character.

3. COMMUNITY FACILITIES AND SERVICES

Police and Fire Protection – Wayne has its own police department that serves the Village. Fire protection is provided by the St. Charles, Bartlett/ Countryside and West Chicago Fire Protection Districts. Currently there is no fire station located within the Village boundaries resulting in increased response times for both paramedic and fire calls. The St. Charles Protection District is considering locating a fire station in Wayne in the near future to better serve Village residents by significantly reducing response times. Possible sites for such a fire station are currently being reviewed but remain in the conceptual plan stage.

Education – A portion of the Village of Wayne and most of its planning area is served by Elgin Public School District U-46. Students in the area attend grades K-6 at the Wayne Elementary School located in the center of the Village, Ellis Middle School on Route 25 in Elgin and Bartlett High School in Bartlett. A significant portion of Wayne is also located in the St. Charles' School District 303 with students from that area attending schools located in St. Charles. There are also several private schools in the area around Wayne, such as Elgin Academy and Judson College which provide excellent educational opportunities for Village residents.

Water Supply – Village residents obtain their water from private wells that tap into aquifers located below the earth's surface. Groundwater quality is consequently an important concern for Village residents. Besides being situated in a major drainage area of the Fox River Basin, Wayne and its neighboring areas have been identified as a prime natural recharge area by

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the Illinois Water Survey. Therefore, it is important the development in the region should allow continued percolation of the surface waters by maintaining adequate pervious surface and that such development not contaminate the underground water supply. Bacterial pollution through septic system failure located in the recharge area also needs to be prevented. This issue is of particular significance in the unincorporated area west of Route 25 especially where the lot sizes are smaller than 20,000 sft. Although limited, recent efforts by the Fox River Water Reclamation District (FRWRD) should provide improvement, by providing access to a public water supply system. However significant infrastructure improvements in the distribution system still must be accomplished.

Waste Treatment – A portion of the Village of Wayne is included in the Wayne Facilities Planning Area (FPA). The boundaries of the Wayne FPA generally extend from Munger Road on the east to the Kane/DuPage County line on the west. The area within the Wayne FPA is served by private onsite septic systems. The portion of the Village located in Kane County is in another FPA and portions of that area are served by the FRWRD. A new trunk sanitary sewer has been installed to serve portions of the area west of Route 25 but significant infrastructure improvements still must be constructed. Significant portions of Wayne’s planning area west of the County line have soils with slow permeability requiring additional care in designing and maintaining well functioning septic systems. In some instances, shallow aquifers are present within twenty feet (20’) of the ground surface, increasing the risk of potential contamination to the potable water supply.

Much of the surrounding facility planning areas related to Elgin, St. Charles, Bartlett and West Chicago are served, by a public sewerage system and central treatment plant. However, a significant portion of this area is still served by private wells and private septic systems. New development in portions of Wayne and its vicinity have the potential of connecting to the existing sewer system in these FPAs.

As indicated, the FRWRD provides public sanitary sewer service to the Skyline Estates neighborhood located west of Route 25 and has the potential for serving other portions in the vicinity located west of Route 25. Waste water from homes in this area is conveyed through gravity and force mains to a treatment plant in Elgin. Pumping stations are located in Skyline Estates

and in the Taly Park neighborhood located further to the north. Most of this area has severe limitations for septic fields. The FRWRD facilities report indicates the possibility of extension of sewer service to other areas west of Route 25 to serve approximately 50 to 80% of the area by 2020 and 100% by 2040. However, providing service to portions in this area are problematic from a practical viewpoint due to geologic and economic realities and it is anticipated that private wells and septic systems will continue to be the only economically reasonable means of meeting water and sewer needs for many years to come.

Storm Water Management – Storm water in the Village is managed through natural drainage channels and a small system of Village-maintained storm sewers regulated by the DuPage County Stormwater and Floodplain Ordinance.

Wayne also has a Public Works Garage located outside the Village for the storage of public works vehicles and equipment.

4. HISTORIC RESOURCES

Wayne has two historic districts – the Wayne Village (historic village center) and the Oaklawn Farm. Both these districts are listed on the National Register of Historic Places.

The Wayne “Village” historic district, or the historic center of Wayne, is located between the Union Pacific Railroad and Powis Road along Army Trail Road. Will Way forms the southern boundary of the district and on the northern side it extends a few blocks beyond Army Trail Road.

As mentioned earlier in the section on Village History, this historic district is of immense significance because it is the site of the origin of the Village. Today, besides several residential and other uses, the Wayne “Village” Historic District houses the Village Administration building, Police Station, the Post Office and a few neighborhood-scale commercial businesses.

The Oaklawn Farm historic district, located at the intersection of Dunham and Army Trail Roads, includes the Dunham Castle and the Dunham Woods Riding

Club located in the northwest and southeast quadrants of the intersection respectively. As described in the section on Village History, Oaklawn Farm was established by Solomon Dunham as a breeding farm for prize horses sold across the country and in Europe. Dunham Castle was the residence of Solomon Dunham.

5. ENVIRONMENT AND NATURAL RESOURCES

Wayne and its surrounding areas have a rich natural environment. The area lies in the Fox River basin, has several well preserved natural areas and a range of flora and fauna species. While this creates a healthy natural environment for residents, it also calls for environmentally sensitive and responsible development policy. *Figure A-3: Environmental and Natural Resources* shows the environmental features discussed in this section.

Topography – Slopes in excess of 10% are not common, except in the portions of the planning area west of Route 25. Slopes ranging from 13 % to greater than 19% can be found in areas along the Fox River. The steep slopes in the area are related to the Fox River – Norton Creek – Brewster Creek confluences. Such slopes are vulnerable to erosion and sensitive to development.

Floodplains – Brewster and Norton Creeks flow through the Village of Wayne and drain into the Fox River to the west. Areas of 100 year flood are created all along the creeks and their branches. Most of the large floodplains are within Forest Preserves or are developed as very low density residential with lot sizes of 4 or more acres. There are also some vacant properties with portions in floodplains.

Outside Wayne, there are considerable floodplains along the Fox River. While in some parts the floodplain is protected as Forest Preserve and semi-public open space, a large area on the north is developed as a commercial nursery and portions along the river as single family houses. Generally, undeveloped areas in floodplains should be left undisturbed or developed as usable open space.

Wetlands – There are several large and small wetlands present within the Village and its surroundings. The largest wetlands are present within the

FIGURE A3: ENVIRONMENT AND NATURAL RESOURCES

FIGURE A3: ENVIRONMENT AND NATURAL RESOURCES

Pratts Wayne Woods Forest Preserve. Several areas designated as wetlands have been developed as single family houses – areas along the Union Pacific Railroad south of Army Trail Road and parts of the residential subdivision south of Smith Road are covered by wetlands. Small, isolated wetlands are present in other residential parts of the Village. A significant wetland area is present in the southwest corner of the Hoffman property which is currently lying vacant.

Like floodplains, undeveloped areas that are in wetlands, should generally be left undisturbed or used as recreational open space.

Forest Preserves – As mentioned earlier in the section describing existing land use conditions, extensive forest preserves surround the Village of Wayne. The Pratts Wayne Woods owned and maintained by DuPage County Forest Preserve District, extends from the northwestern boundary of Wayne south to West Chicago between the EJ&E railroad and Munger Road. Pratts Wayne Woods is home to several different species of flora and fauna The Illinois Prairie Path, a 30 mile long green corridor runs through the Pratts Wayne Woods in Wayne. The Prairie Path, which is one of the earliest rail-trails in the country, connects to the Fox River Trail in Elgin. Hiking, biking, jogging and horseback riding are permitted on the path.

West of the Village, Kane County Forest Preserve District has smaller preserves along the Fox River namely the Tekakwitha Woods, and the Fox River Bluff. The Fox River Trail, winds along the Fox River connecting these preserves and other communities along the way to link up to the Prairie Path in Elgin. Besides the two forest preserves, the Kane County Forest Preserve District owns several scattered lots in the area west of Route 25. This area is home to several rare plant species and also has migratory routes for birds and wildlife.

6. ACCESS AND CIRCULATION

Roadways – Wayne is located in the heavily populated Fox River Valley and is well connected by state routes that run along the periphery of the Village. Illinois Routes 25 and 59 provide major north-south access to the Village from

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the west and the east respectively. Illinois Route 64, a major east-west route, is located just south of the Village. Stearns Road, a major arterial roadway, provides additional east-west access north of Wayne. Interstate highway access to the Village is through I-90 (Northwest Tollway) and I-88 (East-West Tollway) located several miles north and south of the Village respectively, far outside its planning area.

Within the Village, roadways are mostly local with two-lane rural cross-sections; a significant portion of them are privately owned and maintained. Dunham Road, a north-south roadway and Army Trail Road that runs east-west through the length of the Village, are also used by through traffic traveling through the area. Kane County Division of Transportation has classified Army Trail Road as an arterial roadway. Dunham Road, between Kirk and Stearns Road, is designated a Strategic Regional Arterial intended to serve as a part of a regional arterial network proposed by the Chicago Area Transportation Study (CATS) in its 2010 Transportation System Development Plan (TSD). The current Average Daily Traffic (ADT) counts and Year 2020 projections for the major roadways in the area are presented in Table 1.

In the Route 25 sub area, Illinois Route 25 is the primary access roadway. Internal access and connectivity between the various neighborhoods within the sub area is rather fragmented. Several areas have only one ingress and egress option and lack direct connections to adjacent neighborhoods. There are several instances where right-of-way exists but the street has not been built.

There is also a proposal for a new outer-ring expressway, the Fox River Valley Expressway, first proposed by CATS in 1969. CATS had made this proposal in response to the tremendous growth in the communities along the Fox River which was over-burdening the existing transportation network. The proposal however did not gain momentum as it was strongly opposed by several communities and is unlikely to be realized in the near future. The expressway, if built, would however have a significant impact on Wayne and therefore it is important for the Village to follow its progress and ensure that any proposed alignments are in harmony with the Village's interests.

Table 1
Current and Projected Average Daily Traffic (ADT)

Road Name	1996 Volumes	2000 Volumes	2001 Volumes	2020 Volumes
Army Trail Road				
West of Dunham Road	4,055	4,566	N/A	12,000
East of Dunham Road	6,900	N/A	N/A	18,000
Dunham Road				
South of IL Route 25	12,500	13,351	N/A	34,000
North of Army Trail Road	14,000	13,285	N/A	34,000
South of Army Trail Road	15,080	17,087	N/A	34,000
South of Kirk Road	10,000	N/A	N/A	20,000
Illinois Route 25 (IL 25)				
Southwest of Dunham Road	7,100	N/A	N/A	15,000
North of Army Trail Road	9,400	N/A	N/A	18,000
North of IL Route 64	18,764	N/A	N/A	24,000
Illinois Route 64 (IL 64)				
East of IL Route 31	37,670	N/A	N/A	50,000
East of IL Route 25	44,237	N/A	N/A	50,000
East of Kirk	34,074	N/A	N/A	53,000
Stearns Road				
East of Dunham	5,500	8,353	N/A	15,000
With Bridge	N/A	N/A	N/A	34,000
Powis Road*				
North of Army Trail	N/A	N/A	2,150	N/A
South of Army Trail	N/A	N/A	3,050	N/A
Illinois Route 59 (IL 59)*				
South of Army Trail Road	N/A	N/A	28,900	N/A
North of Army Trail Road	N/A	N/A	37,000	N/A

Source: Kane County Division of Transportation and, Illinois Department of Transportation (IDOT)

* Traffic Counts were obtained from the IDOT website

Note: N/A means data was not available

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Transit – Commuter rail service (Metra) is available to Wayne residents through the Milwaukee District West Line at its station located in neighboring Bartlett and through the Union Pacific West Line with its station located in West Chicago, just south of Wayne. Both Metra lines provide service to and from downtown Chicago with several intermediate stops. Peak hour service is at least every half an hour and the approximate travel time from either station to Chicago averages sixty minutes.

Bus service is provided by Pace, the suburban bus system. Pace Bus Route No. 801 provides service between Geneva and Elgin and it runs along IL Route 25 near Wayne. It provides service to Metra stations in both municipalities (on the Union Pacific West Line and Milwaukee District West Line respectively) as well as several businesses / commercial establishments in the area.

1. DEMOGRAPHICS - TRENDS AND FORECASTS

In the year 2000, the Village had a population of 2,137 people, representing a 39% increase from the 1990 population of 1,541 people. In the same time period, the surrounding townships of St. Charles and Wayne experienced population growths of 27% and 58% respectively. As evident from Table 2, the Village of Wayne has been growing steadily since 1970. This trend is expected to continue in the future, tempered by Village choices in land use policy. Availability of land might also reduce the predicted growth rate for the Village.

**Table 2
Population Change 1970 - 2000**

	1970	1980	1990	2000	% change 1990-2000
Village of Wayne	572	940	1,541	2,137	39%
St. Charles Township (Kane County)	20,352	27,319	33,112	42,051	27%
Wayne Township (DuPage County)	5,492	23,246	40,379	63,776	58%

Northeastern Illinois Planning Commission’s (NIPC) official projections for the year 2030 indicate a 122% increase in the Village’s population. As shown in Table 3, neighboring municipalities, especially West Chicago and South Elgin are also expected to grow significantly by 71% and 77% respectively.

**Table 3
Population Forecast 2000 - 2030**

	2000	2030	% change 2000-2030
Wayne	2137	4754	122%
Bartlett	36,706	43,264	18%
West Chicago	23,469	41,632	77%
St. Charles	27,896	36,671	31%
South Elgin	16,100	27,567	71%

C: SOCIO-ECONOMIC CONTEXT

According to the 2000 US Census, in the year 2000, 95% of the Village population was white and had a median age of 41 years. Of the total 726 households, almost 87% were family households with an average family size of 3.16 individuals.

2. HOUSING TRENDS

As per US Census data, in 2000, there were a total of 746 housing units in the Village of Wayne. 98% of these were detached single-family homes and 1.5% were attached single-family units. It is important to note that the discrepancy between Census data and field observations regarding attached single family homes probably stems from the fact that the Census housing data is not based on an actual count but on a sample of the population.

The Village had an occupancy rate of 97%; most of the occupied homes (97%) were owner-occupied.

3. ECONOMIC RESOURCES

Today, revenue from property taxes provides a majority of the funds needed by the Village to provide services to its residents. In fact, it wasn't until 1983 that Wayne started to levy local real estate taxes. Prior to that date, the Village relied upon voluntary contributions of time and money to provide basic services to Village residents.

Currently the Village's main sources of revenue are from direct tax levies, intergovernmental transfers and user charges. These include real estate taxes, licenses and permits, fines and user charges. Revenue from taxes includes property tax, sales tax, state income tax, motor fuel tax and infrastructure maintenance fees imposed upon utility companies. Although revenue from taxes still account for the major portion of Wayne's operating budget, a significant portion of revenue is derived from building permit fees and licenses. Other significant income sources are traffic fines which help in funding Police Department operations and certain miscellaneous income, including grants from the State and Federal governments.

These guidelines were adopted as a part of the 1991 Comprehensive Plan for the Village of Wayne.

Study Area

A three mile east-west corridor along Army Trail Road, between Munger Road and Surrey Road, in the Village of Wayne.

Conceptual Design Recommendations

For purposes of analysis and planning, Army Trail Road corridor is divided into nine planning areas. Each planning area has unique qualities and conditions which warrant special attention, while at the same time possessing common characteristics which link them together.

Planning Area 1:

The dense tree canopy along this section of Army Trail Road is the dominant element, creating a narrow rural corridor of high environmental quality and character. As such, this section is an important component of the historic corridor concept. This planning area should be extended to Route 25.

The key design elements that should be encouraged are: maintenance of the existing tree line within the public right-of-way on both sides of Army Trail Road, and along the front lot lines of adjacent private properties, where appropriate, to serve as a visual linkage between the Fox River Valley and other planning areas of the proposed historic corridor.

Planning Area 2:

As a principal intersection in the Army Trail historic corridor, this area should be developed in a fashion which incorporates natural plantings at the northeast corner of Army Trail Road and Dunham Road. Such plantings should screen newer residential development to the north and the east, and help to balance and enclose this rural intersection.

At the southeast corner of Army Trail Road and Dunham Roads, existing landscaping should be maintained and strengthened to provide a more appropriate front yard to the historic Dunham Woods Riding Club.

Planning Area 3:

The dominant design element in this area is the historic Dunham Woods Riding Club. This planning area should possess elements which strengthen the equestrian character of Army Trail Road.

Maintain and strengthen the existing street trees within the existing right-of-way.

Encourage the establishment of a fence line on the south side of Army Trail Road that is in character with the existing equestrian facilities. Promote the placement of a fence, rock wall, or landscape hedge row along the north side of Army Trail Road along the front lot line of adjacent properties, as a visual linkage of the other planning areas of the proposed historic corridor.

Provide a bridle trail along the south side of Army Trail Road, setback from the road a sufficient distance to create a pleasant riding atmosphere, which will further strengthen its historic character, provide a linkage with other trails and with the Village center.

Encourage the expansion of equestrian facilities in a historic farm character along the south side of Army Trail Road.

Planning Area 4:

Maintain this area as open space to provide for the creation of a community park in a fashion which is harmonious with the environmentally sensitive features of the area.

Protect the natural character of this area through the retention and enhancement of the existing pond and wetland area.

Provide a bridle trail along the south side of Army Trail Road, setback from the road a sufficient distance to create a pleasant riding atmosphere, which will further strengthen its historic character, provide a linkage with other trails and with the Village center.

Planning Area 5:

This planning area serves as one of the principal elements of the historic corridor, and is critical to the linkage between the Oaklawn Farm and Wayne historic landmark districts. As such, as much of the existing rural character

should be preserved by maintaining the existing open views along the south side of road. Recent residential development along the north side of the road should remain screened with dense landscape materials.

The planned golf course community proposed by Oliver-Hoffmann Corp., for approximately 1000 acres on the south side of Army Trail Road, between Honey Hill Road and the Chicago and Northwestern Railroad, will by its nature have a substantial impact on Army Trail Road. As such, it will either contribute to or detract from its historic character. Some of the preliminary site development concepts, such as creating a major open space through the development of a golf course, and the development of a commercial center in a traditional village style could likely contribute to the overall historic character of Army Trail Road, and thus, should be evaluated in this context.

All new club house and residential buildings within the viewshed of Army Trail Road should be located and designed in a manner which is sensitive to and reflective of the existing character of the Village of Wayne historic landmark district.

Maintain and strengthen the existing street trees within the right-of-way.

Provide a fence, rock wall, or landscape hedge row along both sides of Army Trail Road along the front lot line of adjacent properties, as a visual linkage to the other planning areas of the proposed historic corridor.

Provide a bridle trail along the south side of Army Trail Road, setback from the road a sufficient distance to create a pleasant riding atmosphere, which will further strengthen its historical character, provide a linkage with other trails and with the village center.

Planning Area 6:

As one of the principal focal points of the historic corridor, the Village should explore the opportunity of expanding the traditional rural village commercial center west of the Chicago & Northwestern Railroad.

As a key element of the traditional rural village, a “village green” should be developed at the focal point.

To ensure that retention of the rural village character, prohibit the development

D: ARMY TRAIL ROAD DESIGN GUIDELINES

of parking areas adjacent to Army Trail Road and the “village green”. Require all parking lots to be placed behind the commercial uses and to be screened from adjacent uses.

Extend existing sidewalks to provide for safe pedestrian access to the new village center.

Planning Area 7:

The designation of this area as a historic landmark district is a significant contributor to the historic rural character of Army Trail Road, and thus a focal point of the proposed Army Trail Road historic corridor.

The character of this planning area should be maintained and strengthened through proper care of: existing trees, and the planting of new ones, and roadway shoulders and sidewalks along both sides of Army Trail Road.

Planning Area 8:

The intersection of the Illinois Prairie Path recreational trail with Army Trail Road is an important activity node in the proposed historic corridor. As such, this area provides an opportunity for the creation of a “way-station” or rest stop for bicyclists and equestrians, and as a center of information on the Prairie Path and the Army Trail historic corridor.

Encourage the establishment of a fence, rock wall, or landscape hedge row along both sides of Army Trail Road along the front lot line of adjacent properties, as a visual linkage of the other planning areas of the proposed historic corridor.

Planning Area 9:

The holdings of the Forest Preserve on the north side of Army Trail Road provide reasonable assurance that this area will continue to retain its rural countryside character. The Village should explore with the Forest Preserve District ways to strengthen this important asset by encouraging the following:

- Maintaining the existing open countryside views along both sides of Army Trail Road.

D: ARMY TRAIL ROAD DESIGN GUIDELINES

- Maintaining and strengthening the existing street trees within the right-of-way.
- Establishing a fence, rock wall, or landscape hedge row along both sides of Army Trail Road along the front lot line of adjacent properties, as a visual linkage to the other planning areas of the proposed historic corridor.
- Providing a bridle trail along the south sides of Army Trail Road, setback from the road a sufficient distance to create a pleasant riding atmosphere, which will further strengthen its historical character, provide a linkage with other trails and with the village center.
- Extending the equestrian trail system through the Forest Preserve property.

E: ISSUES AND OPPORTUNITIES WORKSHOP ---

An “Issues and Opportunities Workshop” was conducted with the Village Planning Commission on September 2, 2003. This workshop provided valuable input in the form of significant issues and opportunities facing the Village.

Several issues and areas of concern were identified along with the assets that make Wayne a special community. The Planning Commission members also identified specific initiatives and projects that the Village should undertake over the next decade. Community input gathered in this workshop forms the basis of the Village’s vision for the future. The workshop discussion is presented below.

Most Significant Problems / Issues

Village Character

- Wayne is “the hole in the donut” – can this be sustained
- New residents don’t understand Wayne’s history and commitment to volunteer government

Village Boundaries

- Annexation – should the Village expand east and/or west
- Boundary agreements exist with neighboring municipalities; South Elgin boundary agreement due to expire in 2012 (eight years)

Existing / Proposed Development

- High density development, large subdivisions, multi-family developments west of IL 25
- New development on vacant land (specific mentions of Hoffman property, Swanson property)
- Long term viability of downtown businesses – cannot be water-intensive uses
- Future of youth detention facility (code issues)
- Control development of land west of IL 25
- Midwest Groundcovers property- future development potential
- Four commercial establishments on IL 25- uses may change over time
- Commercial zoning

Facilities / Service Provision

- Water supply and sewer in the Village and adjoining areas; water table level
- Lack of fire station; long response times
- No storm water management
- Poor school district / divided school district boundaries
- Expanding Wayne's boundaries creates new demands
- Revenue

Traffic and Circulation

- Increasing traffic / safety concerns
- Army Trail Road
- Dunham Road (proposed widening)
- Red Gate Bridge proposal
- Munger Road
- IL 25

Village Management

- Sustainability of volunteer strategy
- Errors and omissions in regulations

Other

- Kane County 2030 Plan (ongoing)
- Airport noise

Projects or Improvements to Complete in the Next Ten Years

Village Character

- Maintain current character of the Village
- Strengthen Village identity
- Establish design guidelines and review that will preserve character (beyond the historic district)
- Stabilize, prevent teardowns
- Expand the historic district
- Preserve flora and fauna (stewardship)
- Limit regional access to Army Trail Road

Existing / Proposed Development

- Maximize involvement with Forest Preserve Districts
- Oliver Hoffman property as a part of Forest Preserve
- Convert vacant land to park use

Facilities / Service Provision

- Village Hall, Community Hall
- Fire Department / Station
- Sewer and water in the Village, water hydrology studies for the future
- Storm water management policy (now follow DuPage ordinance)
- DSL service
- Tornado / Civil Defense warning system

Village Management

- Hire a professional Village Manager

Other

- Educate others – who is Wayne marketing to, and why

Primary Assets and Advantages

- Equestrian activity, riding trails (and resulting strong activism in the community)
- Rural atmosphere
- Natural resources – trees and open space
- Low density
- Historic community
- Volunteer spirit
- Talented and devoted residents
- Sense of community

A charrette style planning workshop was convened on January 14, 2004 to draw out the preferences and ideas of the Village Board and Plan Commission for land-use and development in the Route 25 Sub-Area. At the start of the planning charrette, the consultant team presented an analysis of existing conditions in the Route 25 Sub-area as well as preliminary development concepts. Existing conditions analysis included land use considerations, significant features, property size determinations and sewer service availability; and is illustrated in *Figures A-4 – A-7*. *Figures A-8 and A-9* present preliminary development alternatives for the area.

Following the presentation, charrette participants worked in small groups of 4-6 people to prepare development concepts for the area. Each group presented their concept plans to the group as a whole for discussion.

Salient features of the concept plans prepared by each of the four groups are presented below –

Group 1

- ◆ Provide a 100 foot wide landscaped buffer on either side of Route 25 within the study area to maintain it as an attractive, green corridor.
- ◆ Treat Route 25 as a “backage” road instead of a “frontage” road. Limit curb-cuts along Route 25 and restrict access only to key intersections. Provide access to development along the corridor through an internal network of roadways on either side of Route 25.
- ◆ Unincorporated area east of Route 25 (the Swanson Farm and other properties) should be developed as single family residences with minimum lot sizes of 4 acres. Opportunities for providing equestrian trails should be explored.
- ◆ Convenience based retail and service uses can be provided in a consolidated node west of Route 25 north of Courier Avenue. This retail node will be located behind a landscape buffer and hence it should only have businesses that do not require direct exposure from Route 25 (For example, dry cleaners).
- ◆ The Illinois Boys Home should be redeveloped as town homes south

F: ROUTE 25 SUB -AREA CHARRETTE

of the Five Island Road. The northern portion of the property should be acquired by the Forest Preserve District and maintained as open space.

- ◆ All single family residential development west of Route 25 along the Fox River should ideally be located on minimum 20,000 sq. ft. lots. However, there are several houses that are currently on much smaller lots and they will probably continue to stay that way unless they can be consolidated with adjacent vacant lots.

Group 2

- ◆ Instead of addressing the entire Valley View area at the outset, Wayne should do it in phases that can be easily managed.
- ◆ Annexation west of Route 25 should stop just east of the land platted as small residential lots. The approximate proposed annexation line includes unincorporated land east of Route 25; on the west side, it runs along Robert Road, Seminary Road, Five Island Road, Tuscola Avenue, Courier Avenue, north along Wabash Avenue and then east along Brewster Creek.
- ◆ A landscape buffer should be provided along Route 25 to maintain it as an attractive, green corridor.
- ◆ Unincorporated area east of Route 25 (the Swanson Farm and other properties) should be developed as single family residences with minimum lot sizes of 4 acres. Area immediately west of Route 25 should serve as a transition between 4 acre residential lots and the smaller 20,000 sq. ft lots to the further west.
- ◆ Some commercial development can be provided on the north side if the soil conditions are favorable.
- ◆ The existing water tower at Illinois Boys' Home should be removed.

Group 3

- ◆ Provide a landscaped buffer on either side of Route 25 within the study area to maintain it as an attractive, green corridor or a “greenbelt”.
- ◆ Maintain estate zoning (single family residential lots with minimum lot sizes of 2-4 acres) south-east of Route 25.
- ◆ Provide a neighborhood commercial node west of Route 25 along Courier Avenue. Provide a regional commercial node further north along Route 25 at the new Stearns Road bridge.
- ◆ Eliminate industrial zoning in the relatively small and isolated area west of Route 25.
- ◆ Adopt Kane County's 2030 Plan for the remaining unincorporated area west of Route 25.

Group 4

- ◆ The unincorporated land adjacent to Wayne should be zoned as single family residential with minimum lot sizes of 4 acres.
- ◆ Area approaching and along Route 25 should be zoned as residential with minimum lot size of 2 acres to provide a transition between the large 4 acre lots further east and the roadway.
- ◆ Consider only a ¼ mile wide strip west of Route 25 for the current planning process.
- ◆ Large setbacks should be provided west of Route 25 to maintain an open look along the corridor.
- ◆ Higher density residential including town homes and similar zero maintenance homes should be provided in this area to serve empty-nesters and others who would like to live in the area without having to maintain large homes and properties.
- ◆ Provide convenience shopping along Route 25 on the north side off the newly aligned Stearns Road.

FIGURE A-4



FIGURE A-4

FIGURE A-5

FIGURE A-5

FIGURE A-6



FIGURE A-6

FIGURE A-7



FIGURE A-7

FIGURE A-8



FIGURE A-8

FIGURE A-9