

Boone County

Highway 173 Corridor Plan

County Board Adopted: August 19, 2009



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Table of Contents

Acknowledgements	i
Table of Contents	iii
Executive Summary	1
A. Purpose of this Plan	1
B. Planning Area	1
C. Key Recommendations	1
Chapter One: Introduction	3
A. Purpose of this Plan	3
B. Planning Area	3
C. Public Participation	3
Chapter Two: Overview of the Planning Area	7
A. Natural Features	7
B. Population and Development Trends	8
C. Review of Area Plans	9
D. Utility Status and Plans	11
E. School District Status and Plans	11
F. Annexation Trends	11
Chapter Three: Overview of Plan Objectives	15
A. Objectives	15
Chapter Four: Land Use and Transportation Recommendations	17
A. General Principles	17
B. Land Uses	18
C. Transportation	18
Chapter Five: Implementation	18
A. Plan Adoption	18
B. Implementation Recommendations	18
C. Funding	18
Appendix A: Streetscaping Cost Estimates	18
A. Village Areas	18
B. Suburban Areas	18
C. Rural Areas	18

Executive Summary

A. Purpose of this Plan

The *Boone County Highway 173 Corridor Plan* examines the long-range future of the 12-mile segment of Highway 173 in Boone County. The purpose of this *Plan* is to identify detailed land use, transportation, and design recommendations for the length of the corridor.

This *Plan* was mainly funded by the Rockford Metropolitan Agency for Planning (RMAP), with a match from Boone County, as a result of the construction of a new interchange at the Interstate 39/90 and Highway 173 and the development pressures that will follow.

This *Plan* is organized into five chapters. The first chapter provides a brief introduction to the *Plan*. The second chapter includes an overview of the planning area with information about natural features, current plans, and population trends. The third chapter presents an overview of the objectives of this *Plan*. The fourth chapter contains land use, transportation, and other recommendations. The final chapter provides recommendations, strategies, and timelines to ensure the implementation of this *Plan*.

B. Planning Area

The planning area, depicted on Map 1, includes the stretch of Highway 173 in Boone County through Caledonia, Poplar Grove, and Boone Townships. This *Plan* will make recommendations for lands approximately ½ mile north and south of the corridor.

C. Key Recommendations

The recommendations that follow are a refinement of the land use and transportation recommendations presented in the 1999 Boone County Comprehensive Plan. No additional area for future land use is recommended and in some cases the amount of land recommended for growth has been reduced. The recommendations take into consideration the input received in the planning process's public participation efforts. The following principles should guide all development along Highway 173 in order to encourage an efficient, aesthetically pleasing corridor that meets the needs of residents and travelers.

Efficient Design

Efficient site design will be emphasized along the Highway 173 corridor. This means maximizing future development potential along the corridor in areas recommended for development and maintaining the rural character of areas not recommended for development for as long as possible. Future development potential will be maximized through using multi-story mixed use buildings where practical (depicted in Figure 1), planning for future build out at the time of initial site planning, providing appropriate connections to neighboring properties, minimizing outdoor storage and excessive paved areas, and integrating regional stormwater management.

Figure 1: Conceptual Multi-story Mixed Use Development



Pedestrian Friendly

New development along the corridor should be conducive to non-motorized travel. Pedestrian facilities should include sidewalks on all streets, connections from building entries to sidewalks and crosswalks, and bicycle parking. Development along the Long Prairie Trail should provide access to the trail.

Preservation of Natural Areas

Following the County's Comprehensive Plan, this *Corridor Plan* recommends relatively compact development surrounding the existing Villages along Highway 173. Preservation of farmland and open areas should be encouraged.

High Quality Development

In many ways, the design of new development along the corridor will be more important than the land uses being proposed. Quality building and site design and building materials will lead to an aesthetically pleasing area and encourage higher sales tax-generating development.

High quality building facades and landscaping will be the dominant visual image from the Highway 173 corridor. This means that building facades should be made of high quality materials, include architectural detailing, and be softened by appropriate site and foundation landscaping. It also means that generally unattractive uses – such as parking, loading, and dumpsters – should be positioned in less visible locations and screened. Figure 2 is an example of these design principles.

Standardized buildings and corporate franchise designs will be muted or significantly upgraded. Future development in this corridor should reflect each Village's unique small town character, as opposed to facilitating the transformation of the Boone County segment of Highway 173 into Anywhere, U.S.A.

Figure 2: Example of High Quality Development



New Collectors and Local Roads

Local east-west collector roads are proposed on the north and south sides of Highway 173 around the Villages of Poplar Grove and Capron. These collectors should be sensitive to topography and existing development and natural features. Future local roads should connect into existing development.

Existing intersection locations will remain where currently located. New intersections should meet the spacing requirements of the Illinois Department of Transportation. IDOT will determine the detailed design and precise locations of these improvements. While IDOT has not begun a plan for the Boone County segment of Highway 173, it is assumed that intersection spacing requirements would be similar to the Winnebago County segment. The location of future access will be based on a minimum spacing distance of a quarter-mile (1,320 feet) for full access and an eighth-mile (660 feet) for right-in, right-out access.

Generally, new access points should be located a minimum of 125 to 150 feet from property lines intersecting Highway 173 to ensure appropriate block spacing and to avoid complications arising with neighboring parcels.

Chapter One: Introduction

This chapter includes the purpose of the *Plan*, an explanation of the planning process, and a summary of public participation efforts.

A. Purpose of this Plan

The *Boone County Highway 173 Corridor Plan* examines the long-range future of the 12-mile segment of Highway 173 in Boone County. The purpose of this *Plan* is to identify detailed land use, transportation, and design standard recommendations for the length of the corridor.

This *Plan* was funded primarily by the Rockford Metropolitan Agency for Planning (RMAP) in response to the construction of a new interchange at the Interstate 39/90 and Highway 173 and the resulting development pressures. Boone County contributed a local match.

This *Plan* is organized into five chapters. The first chapter provides a brief introduction to the *Plan*. The second chapter includes an overview of the planning area with information about natural features, current plans, and population trends. The third chapter presents an overview of the objectives of this *Plan*. The fourth chapter contains land use, transportation, and other recommendations. The final chapter provides recommendations, strategies, and timelines to ensure the implementation of this *Plan*.

B. Planning Area

The planning area, depicted on Map 1, includes the stretch of Highway 173 in Boone County through Caledonia, Poplar Grove, and Boone Townships. This *Plan* will make recommendations for lands approximately ½ mile north and south of the corridor.

C. Public Participation

In addition to providing sound public policy guidance, this *Plan* incorporates an inclusive public participation process to ensure that its recommendations reflect a broadly supported future vision. An extensive process of citizen review and approval is critical to the planning process. This includes not only formal adoption processes, but also more informal mechanisms such as public open houses and meetings. The following is a summary of those activities:

Kick Off Meeting

A kick-off meeting was held on October 5, 2006, to gain an understanding of key current and near-term issues. Four group meetings were held including County leadership, local governments, transportation stakeholders, and agriculture and environmental stakeholders. Planning consultants facilitated discussion about draft plan objectives and gained insight from each group about issues influencing the corridor.

Municipal Interviews

On October 24, 2006, the planning consultants conducted interviews with the City of Loves Park and the Villages of Machesney Park and Poplar Grove. The purpose of these meetings was to gain an understanding of the municipalities' plans for future growth.

Open House

The Open House was held on November 30, 2006, at the Poplar Grove Fire House. Participants provided input through use of "design stations," a visual preference survey, and a trail user survey.

There was strong consensus on several concepts presented in the design stations. Slightly more than half of participants indicated they preferred new interchange-oriented commercial development to end at Belvidere Road. Participants were supportive of wide community separation areas between the Villages of Caledonia, Poplar Grove, and Capron. More than half of participants preferred “small grain” neighborhood patterns with small clusters of two-family and multi-family development. Almost two-thirds of participants chose multi-story rather than single-story development.

Finally, participants preferred extensive streetscaping, including decorative lighting with banners and hanging baskets, sidewalk planters, pedestrian level lighting, trash receptacles, and benches for Village areas along the Highway 173 Corridor.

In the visual preference survey, participants rated images from -5 to +5. For commercial areas, participants preferred high quality building materials and generous landscaping. For signage, participants preferred smaller scale monument-style signs. Decorative lighting for pedestrian areas and down-cast, modest pole lighting for parking areas were the preferred lighting option. For residential uses, participants rated small lot, “traditional neighborhood development,” similar to that in Figure 3, with small setbacks and architectural details higher than garage-dominated housing.

Figure 3: Example of “Traditional Neighborhood Development”



Draft Plan Open House

The Draft Plan Open House was held on July 25, 2007 at the Poplar Grove Fire House. Attended by approximately 60 people, the “open house” format of this event allowed participants to share their opinions and move through the displays at their own pace. Overall, there was a general preference for maintaining the rural character of the corridor and retaining Highway 173 as a two-lane road. There was strong support for the preservation of natural areas for new development along the corridor. Other design recommendations, including efficient design, pedestrian friendliness, and high quality development, received mixed responses. There were concerns regarding the viability of agricultural activities, particularly access to the Caledonia grain elevator, as traffic and population increase.

Public Hearing

A Public Hearing was held on June 16, 2009 before the Boone County Regional Planning Commission, to receive public comment on the *Plan*. The consultant presented an overview of the process and key *Plan* recommendations. Several members of the public provided comments. The Planning Commission recommended the *Plan* to the County Board for adoption.

Map 1: Jurisdictional Boundaries

Chapter Two: Overview of the Planning Area

This chapter of the *Plan* contains a description of natural features, demographic data, existing plans, and utility status to present an overview of the Planning Area.

A. Natural Features

Understanding the area's natural features sheds light on locational constraints and opportunities for particular land uses. It also provides a framework for future growth. For instance, it is essential to understand the location of environmentally sensitive areas where development is not appropriate. This will prevent severe developmental or environmental problems that may be difficult or costly to correct in the future. Maintenance of these natural features is important for community appearance and the functions they perform for natural communities. Map 2 depicts natural features in the planning area, some of which are described in more detail below.

Landforms

As glaciers advanced and retreated, the landscape was eroded, reshaped, and modified many times. Much of southern Boone County has been subjected to considerable glacial erosion, accounting for the patchy, irregularly exposed glacial deposit and shallow bedrock. The topography in this area is controlled primarily by the bedrock. In northern Boone County glacial drift on the uplands is often more than 100 feet thick, and the topography is primarily controlled by erosion.

Surface Water

The Kishwaukee River and its tributaries, Beaver Creek, Piskasaw Creek, and Coon Creek, flow through Boone County. The Kishwaukee River drains into the Rock River to the west in Winnebago County. North and South Kinnikinnick Creeks, in the northwest portion of the County, drain directly into the Rock River to the west.

Floodplain

Floodplain areas are located along the Kishwaukee River, Beaver Creek, Piskasaw Creek, Coon Creek, and their tributaries. These have been identified and mapped by the Federal Insurance Administration for risk management purposes. The 100 year flood area—where the flooding probability is greater than 1% in any given year—is generally restricted to no development. Map 2 indicates the general location of the 100 year and 500 year floodplains, as mapped by the State of Illinois State Water Survey.

Figure 4: Beaver Creek in Boone County



Wetlands

Wetland areas are located along streams and drainageways and in isolated low spots. These have been identified and mapped by the Illinois Department of Natural Resources. These areas are important for aquifer recharge, groundwater and surface water quality improvement, and wildlife habitat. Very significant wetland areas are located throughout the planning area. Generally, these areas are restricted to no development by Federal and State regulations.

Groundwater

The water supply in Boone County is good. The deep glacial outwash and underlying Cambrian aquifers of the Rock and Kishwaukee River Valleys are the main sources of water for the larger industries and municipalities. They are capable of supplying much more water than is currently used. The sandstone aquifers of Ordovician age supply water to the smaller industries and cities. The shallow dolomitic limestone aquifers in the uplands supply water for domestic and livestock use. In areas of granular soils, these shallow aquifers are susceptible to contamination from both surface and subterranean sources. Deep aquifers in the County are generally of higher quality and considered substantially less susceptible to contamination.

Woodlands

Significant areas of wooded land are located throughout the County. These woodlands are generally located in areas of steep topography or along water features. Existing woodlands that have not been broken up by residential development are valuable contributors to the area's character and beauty. As such, these remaining woodland areas should be preserved, and any development in and around them should take special care not to destroy these resources.

Agriculture

Farming is a key part of the heritage of northern Boone County; it still plays a significant role in the lives of area residents and remains a very important part of the economy. Farming is the dominant land use in the planning area. The farmland in the area is some of the most fertile in the country.

B. Population and Development Trends

Figure 5 presents population trends from 1990 to 2004 or 2005 for the municipalities along the Highway 173 corridor as well as the County. Recent population growth rates have been among the fastest in the nation. The Villages of Poplar Grove and Capron have both experienced explosive growth since 1990. Similarly, between 1990 and 2004, the County's had a population increase of over 50 percent.

Figure 5: Population, 1990-2004/2005

	1990	2000	2004/2005	Percent Population Change 1990-2000 or 1990-2004
Caledonia Township	1,491	4,416	--	196.2
Poplar Grove Township	1,984	3,176	--	60.1
Boone Township	1,410	1,671	--	18.5
Village of Caledonia	--	199	221 ^a	11.1
Village of Poplar Grove	743	1,368	2,940 ^b	295.7
Village of Capron	682	961	1,326 ^a	94.4
Boone County	30,806	41,786	48,229 ^b	50.8

^a2005 Census Estimate

^b2004 Special Census

Source: U.S. Census Bureau

The County's population increase has translated into an increase in development. Figure 6 presents housing information for the County. Between 1990 and 2005 the County experienced an increase in housing units that was proportional to the population increase during the same period. Housing values and rents also increased dramatically.

Figure 6: Housing Characteristics, 1990-2005

	1990	2005	Percent Increase
Housing Units	11,477	18,177	58.4
Median Housing Value	\$67,900	\$123,522	82.0
Median Sale Price of Existing Houses	\$70,600	\$173,900	146.3
Median Rent	\$306	\$439	43.5
Consumer Price Index (Midwest Region)	127.4	188.4	47.8

Sources: U.S. Census; Easy Analytic Software, Inc., 2005; Illinois Association of Realtors, 2005. Note: Price is 3rd quarter median sale price; U.S. Bureau of Labor Statistics.

Development, particularly residential development, is expected to continue. As of January, 2007, there were a total of 5,843 platted but unbuilt lots in the County. The majority of these (3,986) were located in the Village of Poplar Grove. These lots represent the potential for 5,594 persons, including 4,000 school-age children, over current levels. The City of Belvidere had the next largest amount with 1,102 lots.

C. Review of Area Plans

City of Loves Park Comprehensive Plan (1997)

The City of Loves Park 1997 Comprehensive Plan includes plans for limited Traditional Neighborhood Development within Boone County. The remainder of the Loves Park 1½ mile ETJ is planned for low density single family development.

Village of Machesney Park Comprehensive Plan (1997)

The Village of Machesney Park's planning area ends at I-90, but may extend into Boone County in the future if the Village continues to grow to the east. The Village is currently working on a detailed land use plan for Highway 173 near the new interchange. The Plan recommends commercial uses along the Highway 173 corridor, transitioning to residential uses.

Boone County Comprehensive Plan (1999)

This plan is a blueprint for the short- and long-range growth and development of Boone County, the City of Belvidere, the Villages of Caledonia, Capron, Poplar Grove, and Timberlane, and the Hamlet of Garden Prairie. It is designed to be used by municipal officials to direct community development decisions, to assist with community facility budgeting, and to focus and stimulate private housing, business, and industrial investment in the community. Along the Highway 173 corridor, the plan recommends future residential and commercial land uses to be clustered around the Villages with "community separation areas" between each.

Caledonia Township Comprehensive Land Use Plan (2001)

This plan acts as a supplement to the Boone County Comprehensive Plan and is intended to provide guidance to citizens and officials with special emphasis on conditions and problems in Caledonia Township. This plan focuses on protecting productive agricultural lands from development and preserving the rural character of the Township.

At the time this *Plan* was drafted, the Village of Poplar Grove was in the process of preparing a land use plan. The Village of Capron and Townships of Boone and Poplar Grove do not have individual long-range plans but rather are guided by the County's Comprehensive Plan.

Village of Caledonia Land Use Plan (2003)

This plan followed the county-wide planning effort in 1999. Similar to the County Plan, the Village of Caledonia Comprehensive Plan is a blueprint to guide both the short- and long-range growth and development of the Village, specifically regarding land use. The plan recommends limited future residential expansion, redevelopment opportunities, institutional expansion, and economic development along the major Village thoroughfares and in vacant and underdeveloped areas. The plan also includes recommendations to ensure the maintenance of the rural community character of Caledonia.

The Boone-Winnebago Regional Greenways Plan (2005)

The Boone-Winnebago Regional Greenways Plan identifies and promotes the development of "greenways" – green corridors of open land connecting existing parks and open spaces. This document reviews existing area plans, identifies key parks, open spaces, existing paths, and other natural areas, promotes a vision of future greenways preservation, and outlines ways to implement the plan.

RMAP 2005-2035 Long-Range Plan

Portions of Boone County are within the Rockford Metropolitan Agency for Planning (RMAP) area. RMAP is the metropolitan planning organization (MPO) for transportation planning in the Rockford Metropolitan Area. The RMAP 2005-2035 Long-Range Plan describes the goals, objectives, and policies adopted by RMAP to guide the development of the area's transportation system over the next 30 years. This document is comprehensively updated every five years.

Illinois Route 173 Access Plan (2006)

In anticipation of future commercial development, an eventual need for an intersection improvement at Illinois Route 251 and 173, and the future interchange with Route 173 and Interstate 90, the Illinois Department of Transportation developed an access plan along Illinois Route 173 from Route 251 to Belvidere Road east of Interstate 90. The Plan includes preliminary four-lane cross section and access point spacing. While this Plan does not include lands in Boone County, it is anticipated that a similar Plan would be done for Highway 173 in Boone County.

Boone County Highway Department 2007-2011 Transportation Improvement Program

The Highway Improvement Program provides the mechanism to list projects for federal funding. This program is the result of a comprehensive and continuing urban transportation planning process within Boone County.

Illinois 2008-2013 Highway Improvement Program

The Highway Improvement Program provides the mechanism to list projects for federal funding. This program is the result of a comprehensive and continuing urban transportation planning process within Illinois. In the development of this program, maintaining the system of roads and bridges under state jurisdiction is the primary priority with the majority of funds allocated to projects that improve the condition

Figure 7: Long Prairie Trail in Boone County



of Illinois road and bridges. Projects in the planning area include a bridge replacement on Highway 173 over Beaver Creek.

D. Utility Status and Plans

Development is often dependent on the availability of urban services including water and sewage treatment. The following is a summary of the status of current and future utility services available in the planning area.

Poplar Grove

Poplar Grove is considering the construction of two new sewage treatment plants: one 1.5 million gallon capacity facility and a 1 million gallon facility.

Caledonia

The Village of Caledonia currently does not provide water or sewage treatment to residents. This plan recommends that the Village consider developing these services.

Capron

Capron is not serving areas outside the Village boundary with municipal sewer and water and it is very close to reaching its capacity. No annexations would be possible without major improvements to the utility system.

Loves Park

Loves Park is considering the construction of a new well in the eastern part of the City to serve future development. The Rock River Water Reclamation District, which serves Loves Park, will expand its Future Planning Area further into Boone County if adjacent Winnebago County municipalities secure Illinois EPA approval.

E. School District Status and Plans

The Highway 173 corridor is served by two schools districts, the North Boone School District and the Belvidere School District. Due to the population growth in the County, both School Districts will need to expand their facilities in the near future.

In winter 2006, a referendum passed in the North Boone School District that will provide for a 1,800-student high school, a 500-student elementary school, and a 275-student addition to Manchester Elementary. These facilities will meet capacity through the 2007-2008 school year.

The Belvidere School District has two options for addressing expansion needs. Option one includes five new elementary schools between 2009 and 2018, three new middle schools between 2008 and 2018, and one new high school in 2013. Option two includes six elementary schools between 2008 and 2017, one new middle school in 2013, one new high school in 2014, and additions to Kishwaukee Elementary and Perry Elementary.

F. Annexation Trends

Map 1 depicts pre-annexation areas along the Highway 173 corridor. These agreements are predominately between the Village of Caledonia and property owners to the west of the Village and stipulate that new uses will be allowed on the property. The agreements with the Village of Capron allow an additional home on a minimum of five acres.

At the time of writing, neither Loves Park nor Machesney Park in Winnebago County indicated they had additional plans for annexing into Boone County. Both are limited by the availability of sewer services.

Poplar Grove and Capron developed a boundary agreement in which both municipalities would agree not to annex beyond Russellville Road. This agreement was never adopted by either Village.

Map 2: Natural Features

Chapter Three: Overview of Plan Objectives

The objectives in this chapter were presented to stakeholders at the beginning of the planning process to establish the desired outcomes of the *Plan*.

A. Objectives

- County Board and Boone County Villages adopt of the *Plan* (Winnebago County jurisdiction adopt if possible)
- Increase growth area predictability
- Identify long-term municipal spheres of interest
- Develop a unified community character vision for the corridor - commercial strip development versus a combination of downtowns, neighborhood commercial clusters, and high quality suburban centers
- Develop a unified transportation plan for Highway 173 and the collector road network with access control and design standards
- Continue the commitment to agricultural preservation in the northern and eastern areas
- Capture sustainable property and sales taxes with a particular eye on the school districts
- Determine development future of areas south of Highway 173 from Winnebago County to Highway 76
- Resolve community separation areas
- Develop potential trail corridor links to Long Prairie Trail, Rock Cut State Park, and community centers
- Continue the commitment to environmental protection (e.g. steep slopes, erodible soils, upland forests)
- Reserve key sites for commercial development rather than uses which generate low sales and/or property taxes to capitalize on employment and tax base opportunities.

Figure 8: Poplar Grove Roadside Stand



Chapter Four: Land Use and Transportation Recommendations

The recommendations that follow are a refinement of the land use and transportation recommendations presented in the 1999 Boone County Comprehensive Plan. No additional area for future land use is recommended and in some cases the amount of land recommended for growth has been reduced. The recommendations take into consideration the input received in the public participation efforts of the planning process.

Maps 3a, 3b, and 3c depict the land use and transportation recommendations for the Highway 173 corridor. The locations of proposed land uses and transportation improvements are general. Exact configurations and locations would be determined as each property develops. The maps took into consideration areas with proposed new developments.

A. General Principles

The following principles should guide development along Highway 173 in order to encourage an efficient, aesthetically pleasing corridor that meets the needs of residents and travelers.

Efficient Design

Efficient site design will be emphasized along the Highway 173 corridor. This means maximizing future development potential along the corridor in areas recommended for development and maintaining the rural character of areas not recommended for development for as long as possible. Future development potential will be maximized by using multi-story mixed use buildings where practical, planning for future build out at the time of initial site planning, providing appropriate connections to neighboring properties, minimizing outdoor storage and excessive paved areas, and integrating regional stormwater management (depicted in Figure 9).

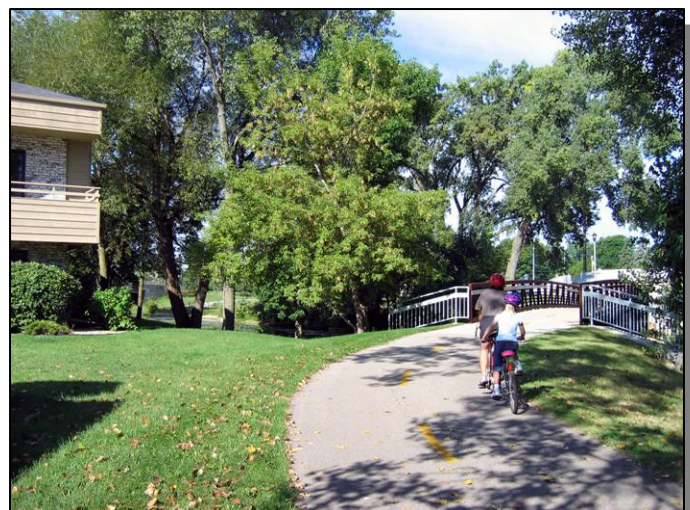
Pedestrian Friendly

New development along the corridor should be conducive to non-motorized travel. Pedestrian facilities should include sidewalks on all streets, connections from building entries to sidewalks and crosswalks, and bicycle parking. In addition, an interconnected greenway network of pedestrian and bicycle paths should be established in residential developments. An example of a bike path adjacent to residential development is depicted in Figure 10. All types of development along the Long Prairie Trail should provide access to the trail.

Figure 9: Example of Stormwater Management



Figure 10: Example Recreational Path Adjacent to Residential Development



Preservation of Natural Areas

Following the County’s Comprehensive Plan, this *Corridor Plan* recommends relatively compact development surrounding the existing Villages along Highway 173. Preservation of farmland and open areas should be encouraged. The County and local governments should encourage the protection of surface water quality (creeks, rivers, wetlands) by supporting streambank management, natural shoreline restoration, erosion control, river clean-up initiatives, proper agricultural practices, stormwater management, and use of vegetated buffers. If development occurs adjacent to environmental features, it should be sensitive to these areas.

High Quality Development

In many ways, the design of new development along the corridor will be more important than the land uses being proposed. Quality building and site design and building materials will lead to an aesthetically pleasing area and encourage higher sales tax-generating development.

High quality building facades and landscaping will be the dominant visual image from the Highway 173 corridor. This means that building facades should be made of high quality materials, include architectural detailing, and be softened by appropriate site and foundation landscaping. It also means that generally unattractive uses – such as parking, loading, and dumpsters – should be positioned in less visible locations and screened. Figure 11 is an example of these design principles. Municipalities should prohibit building materials like cinder block, plywood, and corrugated metal with visible fasteners, and instead require interlocking “architectural panels”. The City of Belvidere zoning code could be a model for the Villages along the corridor.

Figure 11: Example of High Quality Development



Standardized buildings and corporate franchise designs will be muted or significantly upgraded. Future development in this corridor should reflect each Village’s unique small town character, as opposed to facilitating the transformation of the Boone County segment of Highway 173 into Anywhere, U.S.A.

B. Capture Economic Development Potential of Highway Corridor

One of the objectives of this Plan is to reserve key sites for commercial and industrial development, rather than uses which generate low sales and/or property taxes, to capitalize on employment and tax base opportunities. One of several tools that has potential to create opportunities for the best possible economic development is the existing enterprise zone located in Belvidere. In order for this to be accomplished, the Zone would need to be extended to the north along Highway 76 and then along the Highway 173 corridor. This can only be accomplished if the proposed expansion area meets the requirements set up by Illinois Statute and the existing governmental agencies are supportive and willing to share their oversight of the Zone. Enterprise zones encourage economic growth and investment by offering tax advantages and incentives to businesses and industries locating within the zone boundaries. If the Zone is utilized properly, the tax base generated by future commercial and industrial development along Highway 173 will benefit the North Boone School District and other taxing bodies located along the corridor.

C. Corridor and Agricultural Preservation

Preservation of the existing 173 corridor and the continuation of agricultural activities in northern Boone County are closely linked to one another. Used in combination, the following recommendations will delay the need for a four-lane road and encourage an environment that supports agricultural uses. When it is necessary to expand the Highway, they will also ensure that it does not need to be six lanes for many years to come. Additionally, these recommendations, if implemented, will lead to a more attractive corridor that will be beneficial to local governments.

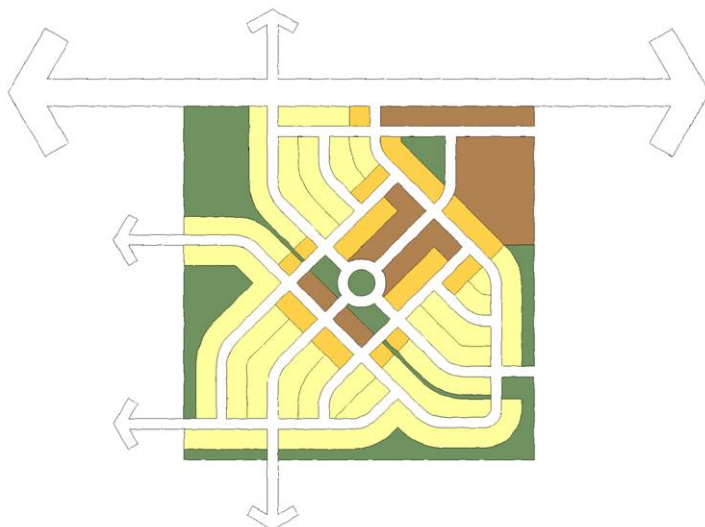
- Officially map wider right-of-way along the corridor
- Limit the location and spacing of driveways and intersections per state guidelines and depicted on the enclosed Plan map
- Require connections between adjoining neighborhood developments
- Require pedestrian connections between adjoining neighborhood and commercial development
- Require green space buffers between new residential development and the highway corridor
- Require new development including high quality design and materials
- Implement the conceptual collector street network depicted on Maps 3a, 3b, and 3c
- Reserve land for non-residential development adjacent to the corridor

D. Land Uses

The future land uses depicted in Maps 3a, 3b, and 3c use a set of categories that address both use and community character. Traditional land use classifications (e.g. agricultural, residential, and commercial) are combined with modern community character classifications (e.g. rural, planned, and neighborhood) to create a system of categories that initially provides for a higher level of description, and ultimately a more detailed level of recommendation. These categories include:

- *Developed/Developing Areas*: areas of current development or areas of proposed new development;
- *Agriculture/Rural*: agricultural uses, farmsteads, other open lands, and single-family residential at or below 1 dwelling per 40 acres;
- *Single-Family Residential*: sewerered single-family residential development at densities up to 5 dwelling units per acre;
- *Planned Neighborhood*: a carefully planned mixture of predominately single-family residential development (minimum 60 percent of all dwelling units), combined with one or more of the following land use categories: two-family residential, multi-family residential, neighborhood office, neighborhood business, institutional, and active recreation;
- *Neighborhood Office*: residential, institutional office, office-supporting commercial, and personal service uses which preserve the residential character through building scale, building appearance, landscaping, and signage;
- *Neighborhood Business*: residential, office, and neighborhood supporting institutional and commercial uses which

Figure 12: Conceptual Neighborhood Design



preserve the residential character through building scale, building appearance, landscaping and signage;

- *Planned Business*: high-quality indoor commercial, office, and institutional land uses with generous landscaping and limited signage;
- *General Industrial*: indoor industrial land uses and controlled outdoor storage areas with moderate landscaping and signage;
- *Parks and Open Space*: active and passive recreation facilities and natural open space areas.

In *Planned Neighborhood* areas, the exact development pattern will be determined at the time of development. However, participants in this planning process indicated their preferences for patterns similar to those shown in Figures 12 and 13. Figure 12 illustrates the concept of a “small-grained” pattern with small clusters of two-family and multi-family uses integrated into the development. Figure 13 depicts open space buffers breaking up new residential and commercial land uses along the corridor transitioning back to new single-family neighborhoods and multi-family development.

Caledonia – update for new (old) map

Map 3a Plan Recommendations – Caledonia Segment depicts future land uses and transportation improvements in the Village. This map is based on the Village’s 2003 Comprehensive Plan. New *Single-Family Residential* areas are proposed for the eastern side of the Village, with smaller areas along Caledonia Road. Non-residential land uses are proposed along Highway 173 including *Neighborhood Business*, *Neighborhood Office*, and *Planned Business*. These future land use categories are consistent with the Village’s small town character.

No local collectors are proposed north or south of Highway 173 as the Village wishes to retain its rural character. The grid pattern of local roads is proposed to continue on the east side of the Village and a proposed trail extension is depicted along the former railroad corridor to the edge of the County.

Poplar Grove

Map 3b Plan Recommendations – Poplar Grove Segment depicts future land uses and transportation improvements in the Village. This map is based on the Village’s 2008 Planned Land Use Map. Much of the Highway 173 corridor is developed or proposed for development with *Planned Business* uses adjacent to the Highway transitioning to *Planned Neighborhood*.

A local collector is proposed on the north and south sides of Highway 173 around the Village through existing and proposed developments. Careful and deliberate efforts should be made to ensure that as residential subdivisions and commercial areas develop, roads are aligned to provide connections between developments. This is especially a concern south of Highway 173 in the lands east and west of Highway 76. Additionally, the Village needs to be coordinating school site planning with the school districts.

Capron

Map 3c Plan Recommendations – Capron Segment depicts future land uses and transportation improvements in the Village. This map is largely based on Boone County’s 1999 Comprehensive Plan. The majority of lands are recommended for *Planned Neighborhood* land uses. An area of *General Business* is recommended for the lands south of Centerville Road adjacent to Highway 173. As depicted on Map 3c, development does not extend beyond the environmental corridor on the west side of the Village.

A local collector is proposed on the north and south sides of Highway 173 around the Village. This collector should be sensitive to topography and existing development and natural features. Future local roads should connect into existing development.

Winnebago County

As previously stated, Loves Park and Machesney Park currently have no intentions of additional annexations into Boone County. This *Plan* recommends that large scale development should be focused at the Tollway

interchange and along parallel roads to capitalize on location. The character of this development should include multi-story buildings at relatively compact development patterns, similar to Boone County's Flora Neighborhood Plan. Caledonia and other Boone County municipalities should not annex into Winnebago or McHenry Counties.

E. Transportation

The following section describes the transportation-related recommendations depicted in Maps 3a, 3b, and 3c, including intersections and access control, future roadway characters, new collector roads, and the Long Prairie Trail.

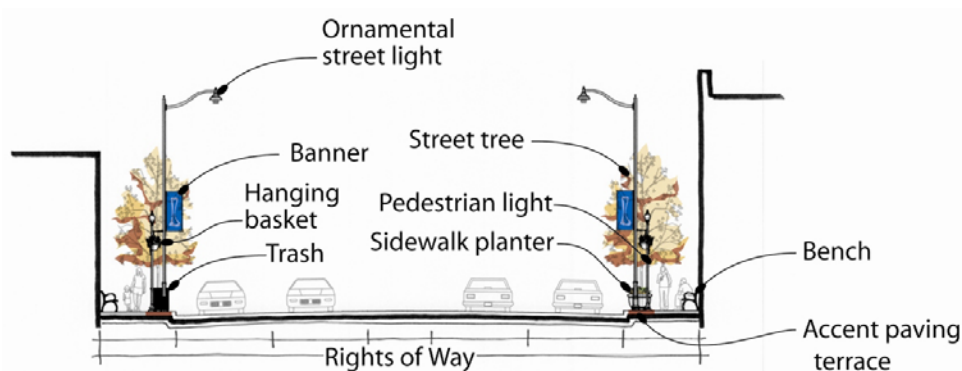
Intersections and Access Control

Existing intersection locations will remain where currently located. New intersections should meet the spacing requirements of the Illinois Department of Transportation. IDOT will determine the actual timing of these improvements. While IDOT has not yet begun a plan for the Boone County segment of Highway 173, intersection spacing requirements should be similar to the Winnebago County segment. The location of future access will be based on a minimum distance of a quarter mile for full access and an eighth mile for right-in, right-out access. Also, driveway access will be controlled within 300 feet north or south of Highway 173.

Village Character Segments

For segments of Highway 173 that travel through villages, this Plan recommends maintaining existing right-of-way widths and travel and parking lanes. Based on the results of the Open House in November of 2006, participants preferred extensive streetscape improvements depicted in Figure 14 including benches, pedestrian lighting, sidewalk planters, and community banners.

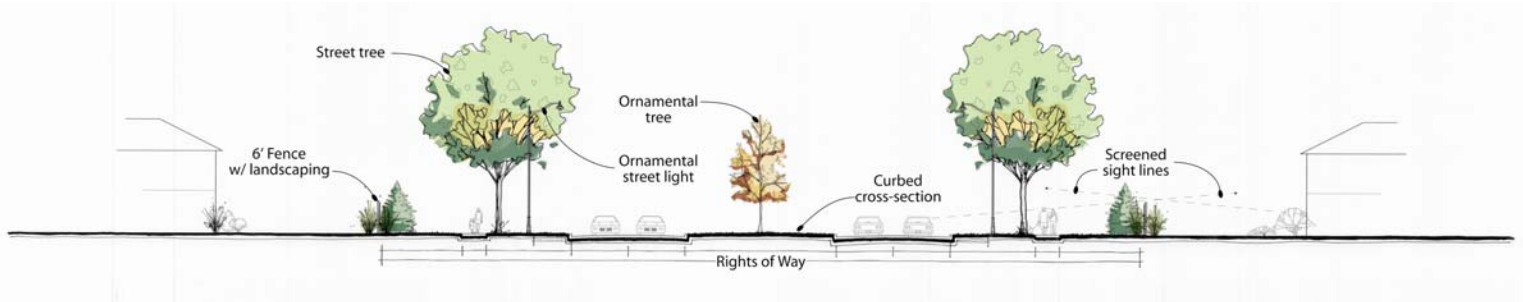
Figure 14: Preferred Streetscape Character for Village Cross Section



Suburban Character Segments

Suburban character segments are proposed for areas that are planned for future development (e.g. *Planned Neighborhood, Planned Business*). The roadway character recommendations should be considered in the future when the existing Highway has reached its capacity and it is determined that the road will be reconstructed. These segments should be characterized by four lanes finished with a curb separated by a generous median with an overall right-of-way between 120 and 200 feet. This road design will allow for a speed limit of 45 miles per hour. Based on the results of the Open House in November of 2006, participants preferred moderate streetscape improvements depicted in Figure 15 including sidewalks, decorative street lighting, street trees, and landscaping.

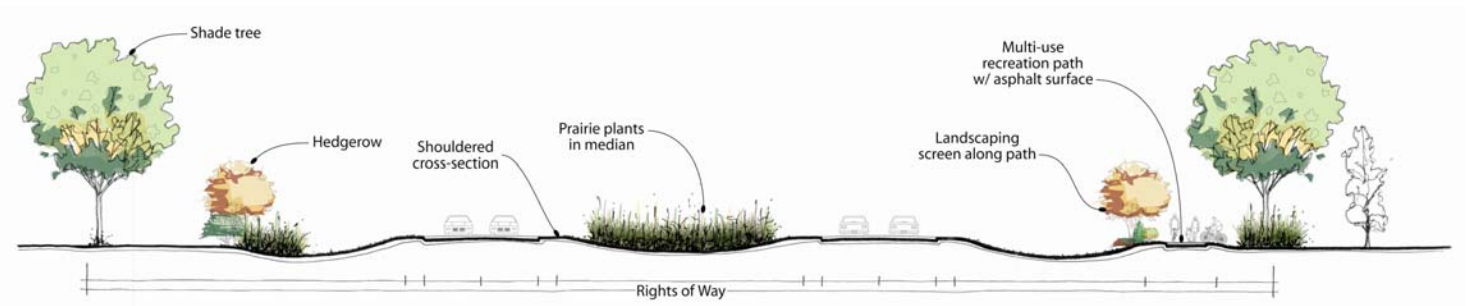
Figure 15: Preferred Streetscape Character for Suburban Cross Section



Rural Character Segments

Rural character segments are proposed for lengths of the corridor where *Agriculture/Rural* is the recommended future land use. The roadway character recommendations should be considered in the future when the existing Highway has reached its capacity and it is determined that the road will be reconstructed. These segments should be characterized by four lanes finished with a paved shoulder separated by a generous median with an overall right-of-way between 200 and 250 feet. The wider right-of-way will allow for a speed limit of 55 miles per hour. Based on the results of the Open House in November of 2006, participants preferred extensive streetscape improvements depicted in Figure 16 including a multi-use path, street trees, landscaping, and median plantings.

Figure 16: Preferred Streetscape Character for Rural Cross Section

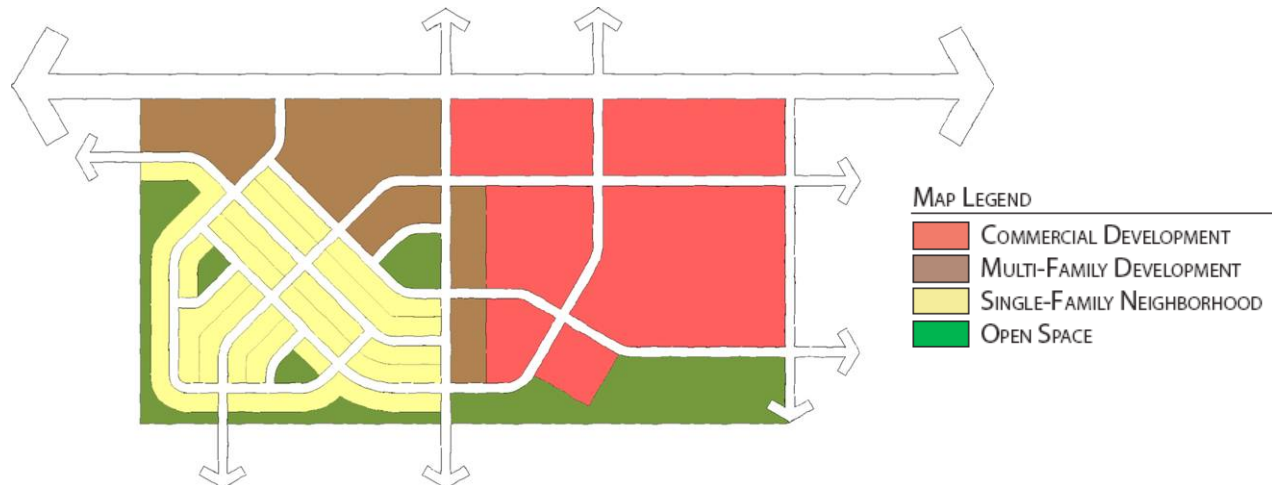


Appendix A includes conceptual roadway cross sections for each roadway character type with minimal, moderate, and extensive improvement options.

New Collector Road

In addition to recommendations for Highway 173, this *Plan* recommends an east-west collector road to run parallel to the Highway 173 corridor. Conceptual locations for these collectors are depicted in Maps 3b and 3c. The total right-of-way for these roads should be between 80 and 100 feet, depending on the character of the segment of the corridor and should include separate on-street bicycle lanes. These collectors will provide direct connections between adjacent residential and commercial areas, which would alleviate traffic on Highway 173. Figure 17 illustrates a conceptual design for such connections.

Figure 17: Conceptual Development Connections



Long Prairie Trail

The Long Prairie Trail extends through Boone County roughly parallel with and sometimes immediately adjacent to Highway 173. The trail was established in 1986 under the Rail Banking Act. Formerly in use by the Chicago & Northwestern Railroad company, the Boone County Conservation District became the “interim manager” of the railbed. Under the Rail Banking Act, the federal government, who oversees rail and other forms of transportation in the United States, may decide in the future that the right-of-way be returned to rail use. At this time, the Boone County Conservation District will return the property to the Chicago & Northwestern Railroad company.

Given the ownership and management status of the Long Prairie Trail, additional trail crossings are generally not recommended. Where additional trail crossings are needed to address the provision of emergency services, the requirements of the law must be followed. The resulting difficulties and expenses associated with obtaining additional crossings will direct more traffic onto the existing highways and roads that cross the trail. In the vicinity of the trail crossings along these roads, special attention should be placed on securing adequate rights-of-way for multi-lane roads including on-road or off-road bicycle and pedestrian facilities, and to providing appropriate vision triangles to ensure safe viewing of both roadway and trail users. Maps 3a, 3b, and 3c depict existing trail/road intersections that present challenges to crossing and should be improved.

At the time of writing, the Boone County Conservation District was initiating a process to identify potential future trail crossings in conjunction with the Villages and the County. This Plan should be updated to incorporate the results of that process as they are finalized.

Map 3a Plan Recommendations – Caledonia Segment

Map 3b Plan Recommendations – Poplar Grove Segment

Map 3c Plan Recommendations – Capron Segment

Chapter Five: Implementation

Few of the recommendations of this *Plan* will be automatically implemented. Specific follow-up action will be required for the *Plan* to become reality. This final chapter provides the County with a roadmap for these implementation actions. It includes a compilation of programs and specific actions to be completed in a stated sequence.

A. Plan Adoption

One of the objectives of this *Plan* was adoption by the County Board and Boone County Villages and Winnebago County jurisdiction adoption, if possible. Once the adoption process is complete, all communities can begin to focus on implementing the recommendations set forth in this *Plan*.

B. Implementation Recommendations

The following is a list of items that will work toward implementing this *Plan*:

Develop boundary agreements

One of the objectives of this *Plan* was to identify long-term municipal spheres of interest. One way to accomplish this objective is through intergovernmental boundary agreements. The commitment of Caledonia, Capron, and Poplar Grove, as well as Loves Park and Machesney Park, to remain true to the future growth areas proposed by this *Plan* continues to be crucial to the long-term future of the Highway 173 corridor. As previously mentioned, an agreement between Poplar Grove and Capron was drafted but never adopted.

Revisit Boone County Comprehensive Plan

Much has changed in the County since the adoption of the Comprehensive Plan nearly 10 years ago, including residents' opinions toward future growth. Amendments to the Plan are a key part of keeping it a useful decision making tool. The County should consider updating the Comprehensive Plan in light of increasing growth pressures.

Integrate the recommendations into local Comprehensive Plans and Official Maps

All Villages along the Highway 173 corridor should develop or update and adopt Official Maps to limit access and preserve new and expanded road rights-of-way and future community facilities, including those recommended in this *Plan*.

Adopt consistent development regulations

The design purposes of this *Plan* will be most effectively forwarded by a common set of zoning standards adopted in all jurisdictions along the corridor. This approach will ensure that jurisdictional "shopping" is minimized, and that the high quality of non-residential development and residential development advocated by all communities achieves a baseline level along the corridor. To accomplish this, the Villages along the corridor should consider the recently adopted City of Belvidere's zoning ordinance as a potential model for their communities, with appropriate modifications. Where zoning standards are used that are not intentionally designed to forward this *Plan's* objectives and recommendations, each new development project will tend to take the County and its communities away from the *Plan's* purpose.

Develop plans for utilities and public facilities

As the Village of Caledonia expands, increased development presents a need for urban services including water and sewage treatment. The high concentration of on-site wastewater treatment (septic) systems raise concerns about water quality and environmental contamination.

As the Villages along the corridor expand, so does the need for public facilities and services. Capron and Poplar Grove should update their public facilities plans such as public safety, well and water tower siting, and parks and recreation. Options for addressing residents' recreational needs include partnering with the Belvidere Park District, establishing a new multi-jurisdictional park district, or establishing local park districts.

Additionally, both communities should work with area School Districts on new facility siting.

Seek professional planning assistance

All the Villages along the corridor should seek a professional planner to advise them on technical issues. While Village officials are still the “experts” in their community, a professional planner can provide assistance on technical matters such as the development review process and zoning issues.

C. Funding

The Illinois Transportation Enhancement Program (ITEP) is a reimbursable program that is funded by a 10 percent set aside of the Federal Surface Transportation Program. The ITEP provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic, and environmental aspects of the transportation infrastructure. Project sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor. In order to qualify for funding, a project must include one of the 12 eligible activities listed below and relate to surface transportation.

- Pedestrian and bicycle facilities
- Historic preservation
- Rehabilitation of historic transportation facilities
- Landscaping and scenic beautification
- Scenic and historic highways scenic easements
- Transportation museums
- Outdoor advertising control
- Safety education for pedestrians and bicyclists
- Rails-to-trails corridor preservation
- Archeological planning and research
- Mitigation for roadway runoff and wildlife connectivity
- Scenic or historic highway programs

Appendix A: Streetscaping Cost Estimates

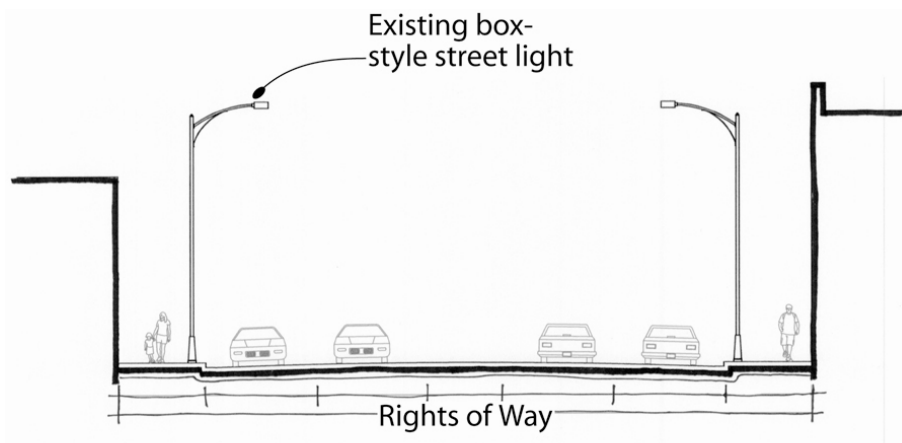
These cost estimates are for planning purposes only. Actual construction costs may vary.

A. Village Areas

Minimal Option

Item	Qty.	Units	Cost/unit	Minimal Option
Concrete sidewalk, 10' width	30,000	sf	6	\$180,000
Concrete sidewalk, paired w/ accent paving	12,400	sf	6	0
Concrete sidewalk, 5' width	12,500	sf	6	0
Accent paving, brick	16,000	sf	24	0
Streetlight, decorative roadway, corners	16	ea	6000	0
Streetlight, decorative roadway	32	ea	6000	0
Streetlight, decorative pedestrian	24	ea	5000	0
Streetlight, roadway, plain	32	ea	5000	160,000
Street tree w/ planter	24	ea	1000	0
Street tree	0	ea	1000	0
Metal bench	24	ea	1500	0
Trash receptacle	16	ea	800	0
Planter pots	160	ea	400	0
Bike rack	32	ea	500	0
Total Cost				\$340,000

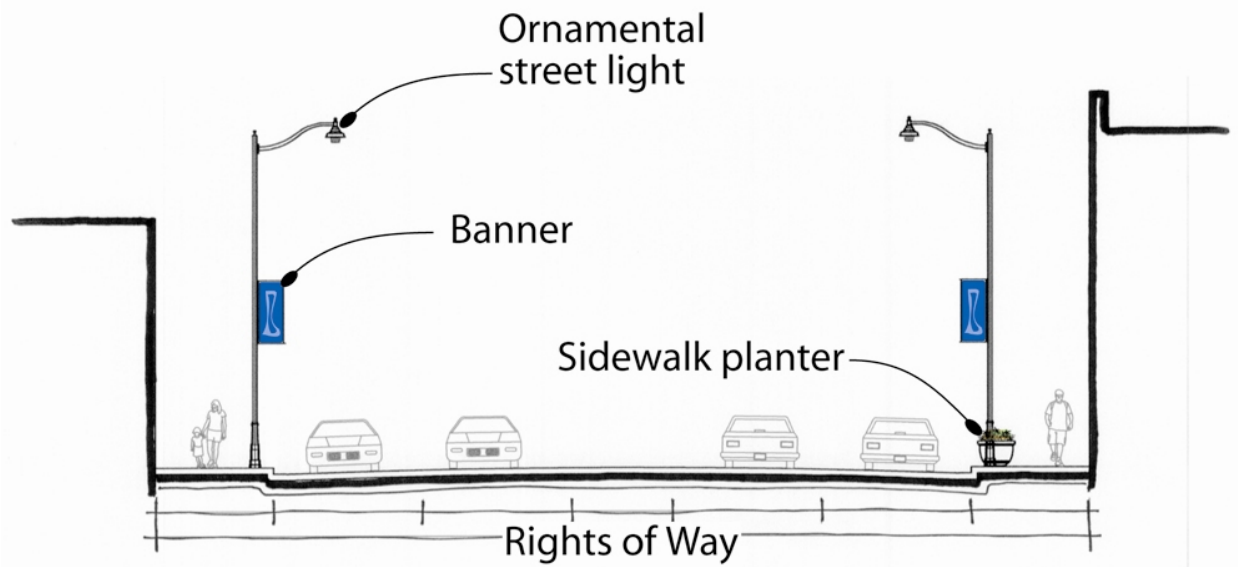
Figure 18: Minimal Village Streetscaping



Moderate Option

Item	Qty.	Units	Cost/unit	Moderate Option
Concrete sidewalk, 10' width	30,000	sf	6	\$180,000
Concrete sidewalk, paired w/ accent paving	12,400	sf	6	0
Concrete sidewalk, 5' width	12,500	sf	6	0
Accent paving, brick	16,000	sf	24	0
Streetlight, decorative roadway, corners	16	ea	6000	0
Streetlight, decorative roadway	32	ea	6000	192,000
Streetlight, decorative pedestrian	24	ea	5000	0
Streetlight, roadway, plain	32	ea	5000	0
Street tree w/ planter	24	ea	1000	0
Street tree	0	ea	1000	0
Metal bench	24	ea	1500	0
Trash receptacle	16	ea	800	0
Planter pots	160	ea	400	64,000
Bike rack	32	ea	500	0
Total Cost				\$436,000

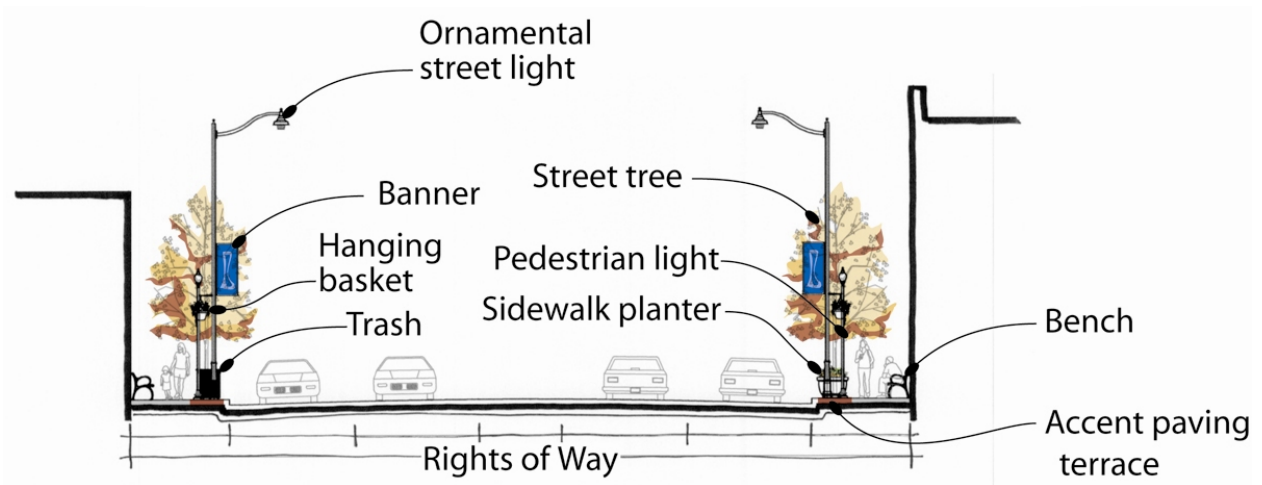
Figure 19: Moderate Village Streetscaping



Extensive Option

Item	Qty.	Units	Cost/unit	Extensive Option
Concrete sidewalk, 10' width	30,000	sf	6	0
Concrete sidewalk, paired w/ accent paving	12,400	sf	6	\$74,400
Concrete sidewalk, 5' width	12,500	sf	6	0
Accent paving, brick	16,000	sf	24	384,000
Streetlight, decorative roadway, corners	16	ea	6000	96,000
Streetlight, decorative roadway	32	ea	6000	0
Streetlight, decorative pedestrian	24	ea	5000	120,000
Streetlight, roadway, plain	32	ea	5000	0
Street tree w/ planter	24	ea	1000	24,000
Street tree	0	ea	1000	0
Metal bench	24	ea	1500	36,000
Trash receptacle	16	ea	800	12,800
Planter pots	160	ea	400	64,000
Bike rack	32	ea	500	16,000
Total Cost				\$827,200

Figure 20: Extensive Village Streetscaping

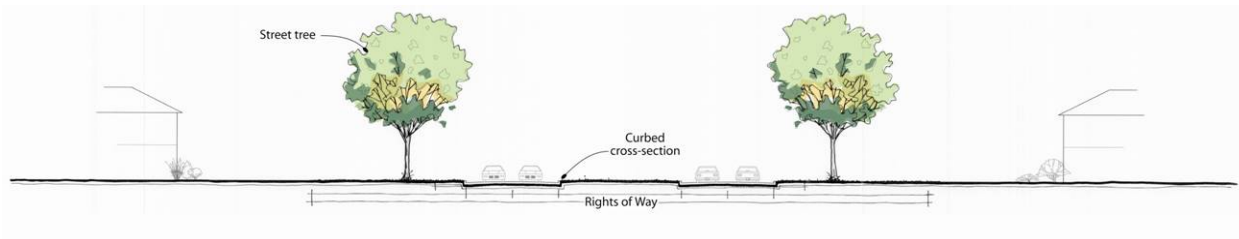


B. Suburban Areas

Minimal Option

Item	Qty.	Units	Cost/unit	Minimal Option
Concrete sidewalk, 5' width	12,500	sf	6	0
Berm, 4' avg. ht.	3,200	cy	40	0
Streetlight, decorative pedestrian	20	ea	5000	0
Streetlight, decorative roadway	24	ea	6000	0
Streetlight, roadway, plain	0	ea	5000	0
Street tree	62	ea	600	37,200
Buffer plantings, against fence	1	ea	25000	0
Buffer plantings, against fence, less depth	1	ea	16000	0
Meadow plantings	28,000	sf	0.5	0
Accent / shrub plantings	9,200	sf	4	0
Total Cost				\$37,200

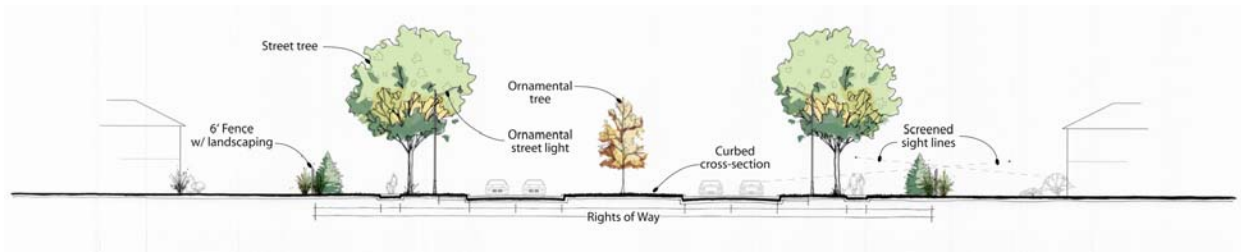
Figure 21: Minimal Suburban Streetscaping



Moderate Option

Item	Qty.	Units	Cost/unit	Moderate Option
Concrete sidewalk, 5' width	12,500	sf	6	\$75,000
Berm, 4' avg. ht.	3,200	cy	40	0
Streetlight, decorative pedestrian	20	ea	5000	0
Streetlight, decorative roadway	24	ea	6000	144,000
Streetlight, roadway, plain	0	ea	5000	0
Street tree	62	ea	600	37,200
Buffer plantings, against fence	1	ea	25000	0
Buffer plantings, against fence, less depth	1	ea	16000	16,000
Meadow plantings	28,000	sf	0.5	0
Accent / shrub plantings	9,200	sf	4	0
Total Cost				\$272,200

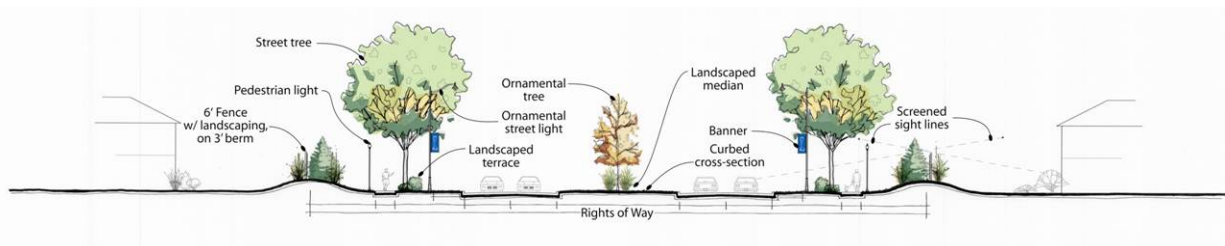
Figure 22: Moderate Suburban Streetscaping



Extensive Option

Item	Qty.	Units	Cost/unit	Extensive Option
Concrete sidewalk, 5' width	12,500	sf	6	\$75,000
Berm, 4' avg. ht.	3,200	cy	40	128,000
Streetlight, decorative pedestrian	20	ea	5000	100,000
Streetlight, decorative roadway	24	ea	6000	144,000
Streetlight, roadway, plain	0	ea	5000	0
Street tree	62	ea	600	37,200
Buffer plantings, against fence	1	ea	25000	25,000
Buffer plantings, against fence, less depth	1	ea	16000	0
Meadow plantings	28,000	sf	0.5	14,000
Accent / shrub plantings	9,200	sf	4	36,800
Total Cost				\$560,000

Figure 23: Extensive Suburban Streetscaping



C. Rural Areas

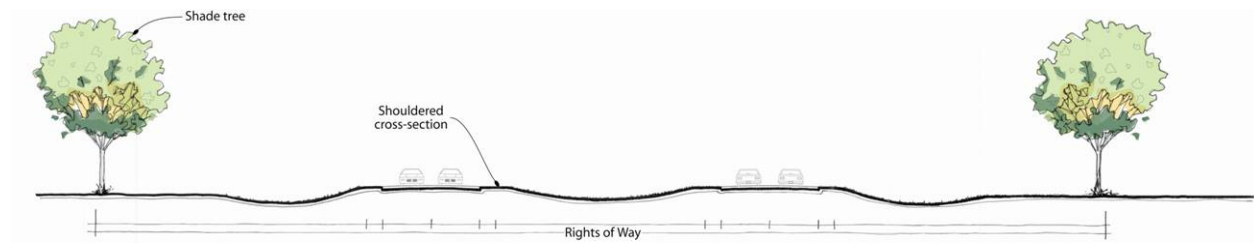
Minimal Option

Item	Qty.	Units	Cost/unit	Minimal Option
Asphalt multi-use path, 10' width	26,400	sf	4	0
Gravel path	26,400	sf	3	0
Street tree	26	ea	600	15,600
Ornamental tree	24	ea	400	0
Meadow plantings, median & edge	68,000	sf	0.5	0
Meadow plantings, median only	46,000	sf	0.5	0
Accent / shrub plantings	5,300	sf	4	0

Total Cost

\$15,600

Figure 24: Minimal Rural Streetscaping



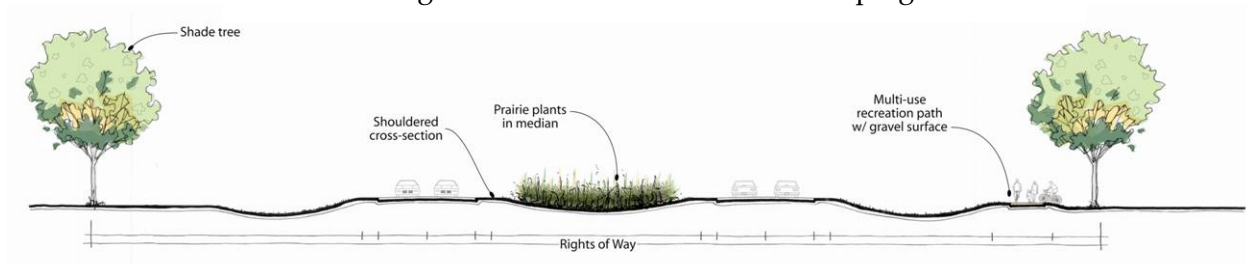
Moderate Option

Item	Qty.	Units	Cost/unit	Moderate Option
Asphalt multi-use path, 10' width	26,400	sf	4	
Gravel path	26,400	sf	3	79,200
Street tree	26	ea	600	15,600
Ornamental tree	24	ea	400	0
Meadow plantings, median & edge	68,000	sf	0.5	0
Meadow plantings, median only	46,000	sf	0.5	23,000
Accent / shrub plantings	5,300	sf	4	0

Total Cost

\$117,800

Figure 25: Moderate Rural Streetscaping



Extensive Option

Item	Qty.	Units	Cost/unit	Extensive Option
Asphalt multi-use path, 10' width	26,400	sf	4	\$105,600
Gravel path	26,400	sf	3	0
Street tree	26	ea	600	15,600
Ornamental tree	24	ea	400	9,600
Meadow plantings, median & edge	68,000	sf	0.5	34,000
Meadow plantings, median only	46,000	sf	0.5	0
Accent / shrub plantings	5,300	sf	4	21,200
Total Cost				\$186,000

Figure 26: Extensive Rural Streetscaping

