

CHAPTER 8
Land Use

The purpose of this plan’s land use chapter is to compile an inventory of existing land use information, and establish the goals, objectives and policies which will be used to guide public and private actions concerning future land use and development. These goals, objectives and policies express ideas that are consistent with the desired character of the community and the other chapters of the Comprehensive Plan.

Section 8.1 Existing Land Use Within the Village of Franklin Grove

The Village of Franklin Grove consists of primarily single family homes. Commercial uses are located along Lincoln Highway (IL Route 38) and in the central downtown area located on S. Elm Street south of the Union Pacific Railroad. Industrial uses are located along Whitney Street, on N. State Street at the Union Pacific Railroad tracks, and on S. State Street between W. Hughes Street and W. Hillside Drive. Table 8.1 details existing land use within the Village of Franklin Grove. The map titled Existing Land Use, Village of Franklin Grove found in Appendix I graphically details existing land uses.

Table 8.1
Existing Land Use Within the Village of Franklin Grove

Land Use	Area (Acres)	% of Village
1-2 Family Residential	121.4	45.4
Multi-Family Residential	0.9	0.3
Central Business District	2.2	0.8
General Business	5.1	1.9
General Industrial	5.1	1.9
Public/Governmental	6.2	2.3
Institutional	28.4	10.6
Parks/Open Space	11.2	4.2
Vacant	26.1	9.8
Railroad R.O.W.	6.5	2.4
Street/Road R.O.W.	54.6	20.4
Total	267.7	100.0

Source: Michael Reibel, Village Planning Consultant

The following sections describe the different land use categories present within the Village.

A. Residential Land Use

Existing residential development within the Village is classified into two categories: 1-2 Family and Multi-family.

1. 1-2 Family is the largest residential category, accounting for 121.4 acres, or 45.4% of the Village land area.

2. Multi-Family includes structures that contain 3 or more units. The multi-family category accounts for 0.9 acres, or 0.3 % of Village land area.

B. Central Business District

The Central Business District accounts for 2.2 acres, or 0.8% of Village land area.

C. General Business

General Business land uses account for 5.1 acres, or 1.9% of Village land area.

D. General Industrial

General Industrial land uses account for 5.1 acres, or 1.9% of the Village land area.

E. Public/Government

Public/Governmental land uses include the Village Hall, sewage treatment facility, and other Village facilities; the Franklin Fire Protection District facility; and the Franklin Grove Public Library. These uses account for 6.2 acres, or 2.3% of Village land area.

F. Institutional

Institutional land uses include schools, churches, and the Franklin Grove Nursing Center and The Meadows. Institutional land uses account for 28.4 acres, or 10.6% of the Village land area.

G. Parks/Open Space

Total park/open space acreage in Franklin Grove is 11.2 acres, 4.2% of Village land area.

H. Vacant

26.1 acres within the Village, or 9.8% of the Village land area, are classified as vacant. “Vacant” lands have potential to be developed for urban uses in the future.

I. Street/Road Right-of-Way

This land use category includes public street and road right-of-way within the Village, which accounts for 65.6 acres, or 20.4% of the Village land area.

J. Railroad Right-of-Way

Railroad right-of-way accounts for 6.5 acres, or 2.4% of the Village land area.

Section 8.2 Existing Land Uses Within the Extra-territorial Planning Area

The Village of Franklin Grove’s 1.5 mile extra-territorial planning area encompasses approximately 9,384.7 acres exclusive of the area of the Village. Nearly 93% of the Village of Franklin Grove’s 1.5 mile extra-territorial planning area is in agricultural or agriculturally-related use. Approximately 3.9% of the 1.5 mile extra-territorial planning area is currently devoted to residential and residentially-related uses. Table 8.2, below, details existing land use within the Village of Franklin Grove’s 1.5 mile extra-territorial planning area. Refer to Appendix I for map titled “Existing Land Use Within 1.5 Miles of the Village of Franklin Grove”.

**Table 8.2
Existing Land Use Within 1.5 Miles of the Village of Franklin Grove**

Land Use	Area (Acres)	% of Area
Agriculture	8,705.9	92.8
Cemetery	8.8	0.1
Cultural	24.6	0.3
Residential	367.0	3.9
General Business	8.3	0.1
General Industrial	6.2	0.1
Open Space	219.2	2.3
ROW	44.7	0.5
Total	9,384.7	100.0

Source: Michael Reibel, Village Planning Consultant

Section 8.3 Land Use Trend Analysis and Projected Land Use

The Village of Franklin Grove is a community that is virtually unconstrained in its ability to expand its borders to accommodate any new development. Future development will consist of annexation of land adjacent to the Village, filling appropriate vacant parcels, and possibly through redevelopment of land currently developed.

A. Residential Land Use

The Village population increased between 1990 and 2000 by 8.7%; however, the Village population has been declining since 2000. The Village population is projected to grow slowly over the next 30 years (see Chapter 1, Issues and Opportunities for Planning). The number of housing units increased between 1990 and 2000 (see Chapter 2, Housing). Future demands for housing will require annexation of additional land to the Village, or development of the vacant land that is currently within the Village.

B. Commercial Land Use

To encourage commercial vitality within the Village of Franklin Grove it will be necessary to maintain and improve the appearance and quality of existing businesses, while encouraging high quality new commercial development and redevelopment of areas where needed.

C. Industrial Land Use

The limited industrial base of the Village is stable, and current industrial users are not anticipated to expand their current operational footprint to any large extent. The Village should encourage new industrial uses where identified as appropriate, and prepare its infrastructure to accommodate potential industrial uses.

Section 8.4 Land Use Conflicts

A. Existing land use conflicts:

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Section 8.5 Goals, Objectives, and Policies

A. Goal

1. Provide a balance of land uses to serve existing and future residents of the Village, as well as non-residents, that minimizes conflicts between adjacent land uses.

B. Objectives

1. Add to the commercial and industrial base of the Village.
2. Encourage re-development, as well as new development in buildable, vacant areas of the Village, that is consistent and compatible with surrounding areas.

C. Policies

1. Support land uses that primarily serve local community needs.
2. Encourage safe and attractive development; ensure that the development site is physically suited to the proposed use; apply sound design and landscape principles in the planning, layout and construction of new development.
3. Ensure that proposed uses are compatible with surrounding uses; give consideration to the opinions of neighboring landowners and interests of the Village in general.

Section 8.6 Future Land Use Recommendations

The map titled General Development Plan Map found in Appendix I illustrates the Future Land Use recommendations of the Village of Franklin Grove Comprehensive Plan, and identifies how development should proceed in the future to meet the Village's goal of encouraging a pattern of community growth and development that will provide a quality living environment. Future development and redevelopment should be encouraged in an orderly pattern adjacent to and compatible with existing development. Land Use recommendations include both immediate and long range planning recommendations to be implemented. Where differences exist, the long range Land Use Plan recommendations are not considered to be inconsistent or in conflict with the Village's existing zoning map because they will be implemented over a period of many years as development proposals and land use changes are presented to the Village for consideration.

A. Residential Land Use

Residential development may be 1-2 family residential or residential planned development.

1. 1-2 Family Residential includes one-unit residential structures as well as two-unit residential structures.
2. Residential Planned Development – mixed-residential projects consisting of single family, duplex, and multi-family structures, including condominium-type development, subject to site plan approval by the Franklin Grove Plan Commission and Village Board. Maximum allowable unit density will be established during the site plan review process.
3. Multi-Family includes structures that contain 3 or more units.

4. The following development guidelines should be considered when reviewing residential development proposals:
 - a. Balconies, porches, stoops, garden walls, varied building and facade setbacks, varied roof designs, bay windows and similar design features should be strongly encouraged. Long, monotonous building facades and boring, box-like buildings that detract from the visual quality of the community should be avoided.
 - b. The architectural design should be compatible with and fit the context of the surrounding neighborhood, and with the Village's historic character. This includes proper selection of building and facade materials, building height, building bulk, setbacks, window and door styles and placements, rood designs and colors.
 - c. In general, multi-family dwelling units should be designed to appear as a grouping of smaller residences. Parking lots and garages serving multi-family uses should abide by the following guidelines: (a) garage doors and parking lots should be located so that they are not the dominant visual element; (b) all outdoor parking areas should be partially screened from public view by peripheral hedges and ornamental trees; (c) large parking lots should be broken up with landscaped islands and similar features; (d) parking lots should be directly linked to building entrances by pedestrian walkways that are physically separated from vehicular movement areas; and (e) large, unarticulated parking garages are undesirable and should be avoided wherever possible. When such structures are necessary to meet parking requirements, the facades of the structures should be broken up with foundation landscaping, varied facade setbacks or projections, and recessed garage doors.
 - d. For multi-family uses, landscaping should be provided (a) along all public and private street frontages; (b) along the perimeter of all paved areas (parking lots, driveways); (c) along all building foundations; (d) along yards separating land uses which differ in intensity, density or character; (e) around all outdoor storage areas such as trash receptacles and recycling bins; (f) around all utility structures or mechanical structures that are visible from public right-of-ways or less intensive land uses; and (g) within open areas of the site.
 - e. On-site open space areas and age-appropriate recreational equipment should be provided to serve the needs of the development's residents.
 - f. Travel by pedestrians and bicyclists should be encouraged within and between neighborhoods through a comprehensive network of sidewalks, pedestrian paths, and bike routes.
 - g. Residential developments should be connected to other neighborhoods by a network of streets that discourage high travel speeds but still allow access to emergency and maintenance vehicles.

B. Traditional Neighborhood Development

Traditional Neighborhood Development (TND). The concept of TND encourages a planned mix of residential and non-residential uses, while maintaining the predominance of single-family residential uses based on the following guidelines:

1. Include a mixture of uses including single-family residential (minimum of 65% of dwelling units), two-family residential (maximum of 15% of dwelling units), multi-family residential (maximum of 20% of dwelling units), institutional, parks and open space, neighborhood office, and neighborhood commercial.
2. TND developments should be connected to other neighborhoods by a network of streets that discourage high travel speeds but still allow access to emergency and maintenance vehicles.
3. Travel by pedestrians and bicyclists should be encouraged within and between neighborhoods through a comprehensive network of sidewalks, pedestrian paths, and bike routes.

4. Urban design strategies should include the preservation and enhancement of vistas, neighborhood gathering places, and visual focal points.
5. Design elements commonly found in TND developments, and that should be encouraged, include:
 - Reduced building setbacks that create a distinct sense of place and charming human scale by bringing buildings close to the sidewalk and street.
 - Use of picket fences, wrought iron fences, masonry walls, or hedgerows to define the outdoor space between the home and the street and to create human-scale spaces.
 - Use of front porches and stoops to encourage social interaction between neighborhoods residents and to create visual interest in building facades.
 - Garages located behind the front facade of the home as much as possible or placing the garage in the rear yard of the home with access from an alley, lane or parking court.
 - Use of public plazas, greens, and squares to provide focal points for the neighborhood, create visual interest, and generate highly prominent building sites.

B. Commercial

Commercial land use includes small and large-scale retail and service establishments (i.e. stand-alone buildings and strip centers, etc.). Office land use includes doctors, lawyers, financial services, government agencies, etc.

1. The following design standards should be required in all new or expanded commercial uses through the Village zoning ordinance:
 - New driveways with adequate throat depths to allow for proper vehicle stacking.
 - Limited number of access drives along arterial and collector streets.
 - Common driveways serving more than one commercial use, wherever possible.
 - High quality landscaping treatment of buffer yards, street frontages, paved areas and building foundations.
 - Street shade trees along all public street frontages.
 - Parking lots heavily landscaped with perimeter landscaping and/or landscaped islands.
 - Screening (hedges, berms, trees, and decorative walls) to block the view of parking lots from public streets and adjacent residential uses.
 - Signage that is high quality and not excessive in height or total square footage.
 - Complete screening of loading docks, dumpsters, mechanical equipment, and outdoor storage areas through use of landscaping, walls, and architectural elements.
 - Location of loading docks, dumpsters, mechanical equipment, and outdoor storage areas behind buildings.
 - Provisions for safe, convenient, and separated pedestrian and bicycle access to the site, and from the parking areas to the buildings.
 - Site design features that allow pedestrians to walk parallel to moving cars.
 - Illumination from lighting confined on site, preferably through use of cut-off luminaries.
2. The following design features should be encouraged in all new or expanded commercial developments (through site plan review):
 - High quality building materials, such as brick, wood, stone, and tinted masonry.
 - Low reflectant, solid earth tone, and neutral building colors.
 - Canopies, awnings, trellises, bays and windows to add visual interest to facades.
 - Variations in building height and roof lines, including parapets, multi-planed, and pitched roofs.
 - Staggered building facades (variations in wall depth and/or direction).
 - Prominent entryways.
 - All building facades of similar quality as the front building facade.
 - Animating features on the building facade.

- Repeated elements fo architectural detail and color on the building.
 - Use of landscaping and architectural detailing along building foundations to soften the visual impact of large buildings.
 - Appropriate pedestrian connections to adjacent neighborhoods.
 - Central features which contribute to community character, such as patios, benches, and pedestrian areas.
 - Parking to the sides and rear of buildings, rather than having all parking in the front.
 - In multi-building commercial developments and adjacent commercial developments, link all buildings with safe pedestrian walkways that are separated from vehicular traffic areas.
3. The following design features should be avoided in new commercial developments (through site plan review):
- Large, blank, unarticulated walls on visible building facades.
 - Unpainted concrete block walls.
 - Metal siding.
 - Large, bulky, monotonous “box-like” structures.
 - Inappropriate mixtures of unrelated styles and materials.
 - Extra-deep building setbacks.
 - Excessive signage (e.g. height, square footage, color).
 - Unscreened outdoor storage, loading and equipment areas.
 - Poorly designed, unscreened parking lots.
 - An excessive number of driveway access points along arterial and collector streets.
 - Creation of inadequately designed driveways and entryways.

C. Industrial

Industrial land use includes processing and manufacturing operations as well as wholesale sales and establishments with large amounts of outside storage of materials. Industrial land uses may also include bio-tech/research facilities, research & development/technology-related facilities, and renewable resource technology-related facilities.

1. The following design standards should be required in all new or expanded industrial uses through the Village’s zoning ordinance:
- New driveways with adequate throat depths to allow for proper vehicle stacking.
 - Limited number of access drives along arterial and collector streets.
 - High quality landscaping treatment of buffer yards, street frontages, paved areas and building foundations.
 - Screening where industrial uses abut non-industrial uses, in the form of hedges, evergreen trees, berms, decorative fences or a combination.
 - Screening of parking lots from public rights-of-way and non-industrial uses.
 - Complete screening of all loading areas, outdoor storage areas, mechanical equipment, and dumpsters using berms, hedges, or decorative walls or fences.
 - Street trees along all public road frontages.
 - Location of loading areas at the rear of buildings.
 - Separation of pedestrian walkways from vehicular traffic and loading areas.
 - Design of parking and circulation areas so that vehicles servicing the site are able to move from one areas of the site to another without re-entering a public street.
 - Variable building setbacks and vegetation in strategic locations along foundations to break up building facades.

2. The following design features should be avoided in new industrial developments (through site plan review):

- Long, monotonous industrial building facades.
- Large, blank unarticulated wall surfaces.
- Non-architectural facade materials such as untreated exterior cement block walls and metal siding with exposed fasteners.
- “Pole barn” type metal or wood buildings.
- Large parking lots between the building and the public rights-of-way. Smaller parking lots (i.e. visitor parking lots) may be located in front of the building if well-screened.
- Use of public streets for truck parking, loading , or staging activities.
- Unscreened chain-link fences and barbed wire fencing.

D. Conservation/Open Space

Lands placed within this category include wetlands, lands that are designated by the Federal Emergency Management Agency as being subject to the Base Flood, or 100-year flood, for National Flood Insurance regulatory purposes, and non-designated flood plain, riparian corridors, natural area, groves, as well as other lands which are intended to remain in a natural state in order to provide a buffer between adjacent land uses with different intensities of use (industrial / residential, etc.).

F. Continued Agricultural Use

Land that is currently in agricultural or agriculturally-related use and should remain in agriculture or agriculturally-related use until precluded by the natural, orderly and logical development of the Village.