

Village of Gilberts

Village Hall: 87 Galligan Road, Gilberts, Illinois 60136

Ph. 847-428-2861 Fax: 847-428-2955

www.villageofgilberts.com

Special Meeting of the Village Plan Commission / ZBA Agenda

Wednesday, November 8, 2023 – 7:00 p.m. - Village Hall Board Room

ORDER OF BUSINESS

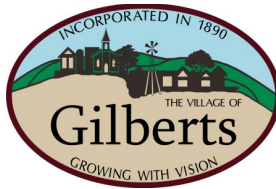
- 1. CALL TO ORDER**
- 2. ROLL CALL / ESTABLISH QUORUM**
- 3. PUBLIC COMMENT ***
- 4. ITEMS FOR APPROVAL**
 - A. A Motion to Approve Minutes from the July 12, 2023 Plan Commission Meeting
 - B. A Motion to Approve Minutes from the August 15, 2023 Special Joint Village Board and Plan Commission Meeting
- 5. PUBLIC HEARING AND RECOMMENDATION TO THE VILLAGE BOARD REGARDING THE VILLAGE OF GILBERTS REVISED COMPREHENSIVE PLAN**
- 6. NEW BUSINESS**
- 7. OTHER BUSINESS**
- 8. ADJOURNMENT**

The Village of Gilberts complies with the Americans Disabilities Act (ADA). For accessibility Assistance, please contact the Village Clerk at the Village Hall, telephone number is 847-428-2861. Assistive services will be provided upon request.

* Intended for public comment on issues not otherwise on the agenda.

Posted on November 3, 2023 at:

Village of Gilberts, 87 Galligan Road, Gilberts, IL 60136



**MINUTES FOR VILLAGE OF GILBERTS
PLAN COMMISSION/ZONING BOARD OF APPEALS MEETING
Village Hall: 87 Galligan Road, Gilberts, IL 60136
Meeting Minutes
Wednesday, July 12, 2023**

1. CALL TO ORDER

Chairman Mills called the meeting to order at 7:00 p.m.

2. ROLL CALL / ESTABLISH QUORUM

Village Administrator Brian Bourdeau called the roll. Roll call of Members present: Commissioners Page, Del Vecchio, Lateer, and Chairman Mills. Commissioners Borgardt, McHone, and Sullivan were absent. Others present were Management Analyst Riley Lynch, and Village Attorney Kurt Asprooth.

3. PUBLIC COMMENT

There were no public comments at this time.

4. ITEMS FOR APPROVAL

A. A Motion to Approve Minutes from the April 12, 2023 Plan Commission Meeting

A Motion to Approve Item 4.A. was made by Commissioner Del Vecchio and seconded by Commissioner Page. Roll call vote: Commissioners, Page, Del Vecchio, and Chairman Mills voted Aye (3). Nays (0). Commissioner Lateer Abstained (1). Absent (3).

5. PUBLIC HEARING AND RECOMMENDATION TO THE VILLAGE BOARD REGARDING VARIANCE REQUESTS FROM WALL SIGN RESTRICTIONS FOR SUB ZERO GROUP INC.

A Motion to Open the Public Hearing was made by Commissioner Lateer and seconded by Commissioner Page. Roll call vote: Commissioners, Page, Del Vecchio, Lateer, and Chairman Mills voted Aye (4). Nays (0). Absent (3).

Analyst Lynch provided the Commissioners with an overview of the request from Sub Zero Group. They are requesting variances from wall sign regulations for the purposes of installing a third branded sign along the south elevation of their building that faces the I-90 Tollway.

Commissioner Lateer asked if the signs would fall under the Village's wall sign size requirements. Analyst Lynch replied that they would since the Planned Unit Development (PUD) for the Prairie Business Park details that signs facing the I-90 Tollway are to be calculated separately instead of the gross surface area of all signs.

Jeff Adas, a representative from Sub Zero Group Inc., was sworn in and gave testimony about why Sub Zero is seeking zoning relief.

A Motion to Close the Public Hearing was made by Commissioner Lateer and seconded by Commissioner Del Vecchio. Roll call vote: Commissioners, Page, Del Vecchio, Lateer, and Chairman Mills voted Aye (4). Nays (0). Absent (3).

A Motion was made by Commissioner Lateer to Recommend Approval of the Variances for Red Barn Animal Hospital and seconded by Commissioner Page. Roll call vote: Commissioners, Page, Del Vecchio, Lateer, and Chairman Mills voted Aye (4). Nays (0). Absent (3).

6. NEW BUSINESS

Administrator Bourdeau reported that a joint meeting with the Village Board and Plan Commission is tentatively scheduled for August 15th to discuss the Village's Comprehensive Plan. He also asked for the Commissioners to let him know if they will be able to attend that meeting.

7. OTHER BUSINESS – None.

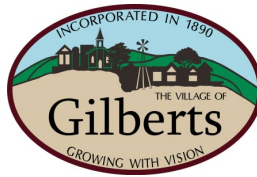
8. ADJOURNMENT

There being no further public business to discuss, *a Motion was made by Commissioner Lateer and seconded by Commissioner Del Vecchio to adjourn from the public meeting at 7:12 p.m. Voice vote of Aye carried unanimously (4). Motion carried.*

Respectfully submitted,

Riley Lynch

Riley Lynch, Management Analyst



VILLAGE OF GILBERTS
JOINT MEETING OF THE VILLAGE BOARD AND PLAN COMMISSION SPECIAL
MEETING MINUTES
TUESDAY, August 15, 2023
Village Hall: 87 Galligan Road, Gilberts, IL 60136

1. CALL TO ORDER / PLEDGE OF ALLEGIANCE

President Zambetti called the meeting to order at 7:06 p.m.

2. ROLL CALL / ESTABLISH QUORUM

Village Administrator Brian Bourdeau called roll. Roll call of Board members present: Trustees, Chapman, Vanni, Allen, Coats, Redfield, and Marino were present, as was President Zambetti. Also present was Finance Director Taunya Fischer and Management Analyst Riley Lynch.

Administrator Bourdeau called roll for the Plan Commission. Commissioners Borgardt, McHone, Page, Del Vecchio, and Cariman Mills were present. Commissioners Sullivan and Lateer were absent.

3. PUBLIC COMMENT – None.

4. ITEMS FOR DISCUSSION

- A. Presentation of Findings and Recommendations on the Village's Comprehensive Planning Process

Commissioner Lateer joined the meeting at 7:10 PM

Michael Blue and Carol Brobeck of Teska Associates Inc. introduced themselves and detailed that this presentation is to discuss the draft of the comprehensive plan. Mr. Blue proceeded to give an overview of how the draft was put together, and some key aspects of it including goals and subarea plans.

Mr. Blue went into detail about the specific subarea plans. He explained that the subarea plans are designed to be flexible, interchangeable with other subareas, and to be used as a general guideline for what the Village could realistically see there. Ms. Brobeck gave an overview of the goals and objectives that are detailed in the draft plan. She also discussed how the goals and objectives were developed.

President Zambetti, Trustees Marino, Vanni, Redfield and Commissioners Borgardt and Del Vecchio asked questions about the subareas and goals. They also gave additional feedback on the draft plan.

A member of the public, C. Surges, spoke during the presentation.

Administrator Bourdeau asked that if any members of the Board or Plan Commission have any additional feedback or questions about the Comprehensive Plan, to let him know by August 31st. He also noted that the next step is to finalize the draft based on the feedback received, and to prepare for a public hearing before the Plan Commission to begin the formal adoption process.

5. ADJOURNMENT

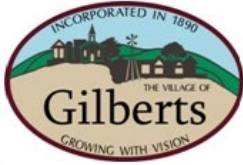
There being no further public business to discuss, a motion to adjourn from the public meeting was made by Trustee Chapman and seconded by Trustee Allen at 8:35 p.m. Voice vote carried unanimously, - Aye: (5) / Nay: 0 /Absent: (0) /Abstained: 0

(There being no further public business to discuss, a motion to adjourn from the public meeting was made by Commissioner Borgardt and seconded by Commissioner Del Vecchio at 8:55 p.m. Voice vote carried unanimously, Aye: (6) / Nay: 0 /Absent: (0) /Abstained: 0

Respectfully submitted,

Riley Lynch

Riley Lynch
Management Analyst



Village of Gilberts

Village Hall
87 Galligan Road, Gilberts, Illinois 60136
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To: Plan Commission
From: Riley Lynch, Management Analyst
Cc: Brian Bourdeau, Village Administrator
Date: November 8, 2023 Plan Commission Meeting
Re: Item 5 – Public Hearing and Recommendation to The Village Board Regarding the Village of Gilberts Revised Comprehensive Plan

Background:

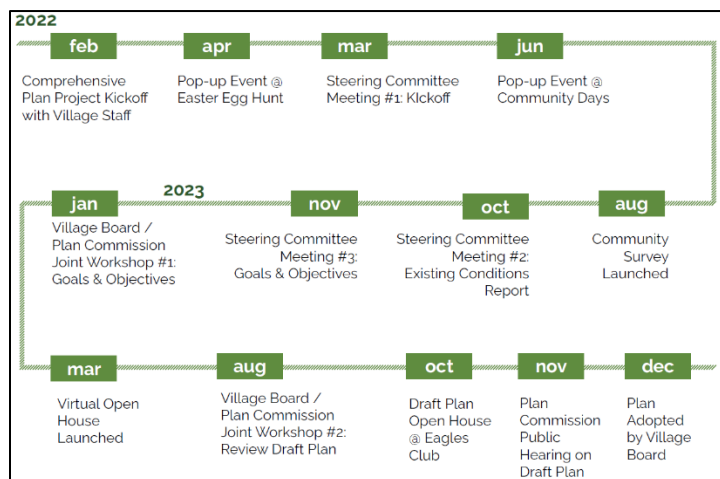
The Village of Gilberts uses a Comprehensive Plan as its official policy statement on the Village’s goals, objectives, and standards for its future. This in turn gives the Village the direction necessary to best guide development, redevelopment, and more so that those goals and objectives are met.



The last Comprehensive Plan was prepared in 2003 and then amended in 2008. Since then, many changes have occurred throughout the Village and many of the goals and objectives of the previous plan are outdated. To better approach the contemporary goals and challenges that the Village now faces, in December of 2021, the Village employed the services of Teska Associates Inc. for the development of an updated Comprehensive Plan. Subsequently, the formal process of updating the Plan began in February 2022. Since then, Village staff and consultants from Teska held Steering Committee meetings, spoke with various stakeholders, attended community events to talk to the public, and hosted public meetings to ensure that the updated plan would reflect the public’s goals for the Village. After this nearly two-year process, staff and Teska are pleased to present an updated Comprehensive Plan that we feel accurately captures the Village’s current goals and objectives.

This public hearing is the first stage of formally approving the Comprehensive Plan. If the Plan Commission passes a positive recommendation to the Village Board that this version of the Comprehensive Plan be approved, it will go before the Village Board for formal approval. After that, staff will begin implementing the various recommendations made within.

If anyone has any questions concerning the Plan, staff and Teska will be present at the meeting to address them.



Attachments:

- Exhibit 1 – Notice of Public Hearing
- Exhibit 2 – Gilberts Comprehensive Plan Public Hearing Draft

**VILLAGE OF GILBERTS
PUBLIC NOTICE
REGARDING A HEARING
ON A NEW OFFICIAL
COMPREHENSIVE PLAN
PUBLIC NOTICE IS
HEREBY GIVEN** that the
Gilberts Plan Commission
will conduct a public hear-
ing on Wednesday, Novem-
ber 8, 2023, at 7:00 p.m. at
the Gilberts Village Hall, 87
Galligan Road, Gilberts, Il-
linois, for the purpose of
hearing and considering tes-
timony relating to the adop-
tion of a new Official Com-
prehensive Plan for the
Village of Gilberts.

All persons interested in the
new Official Comprehensive
Plan should attend and will
be given an opportunity to
provide written and oral tes-
timony. Members of the
public can also submit writ-
ten comments via email at
info@villageofgilberts.com.
The draft of the new Official
Comprehensive Plan may
be accessed at [plangilberts-
future.com](http://plangilberts-
future.com). Additional in-
formation about the new Of-
ficial Comprehensive Plan
and the public hearing are
available from the Village of
Gilberts at (847) 428-2861.
The public hearing may be
continued from time to time
without further public no-
tice.

Gilberts Plan Commission
Village of Gilberts
Published in Daily Herald
October 25, 2023 (4607213)



VILLAGE OF GILBERTS

COMPREHENSIVE PLAN

PUBLIC HEARING DRAFT | NOVEMBER 1, 2023

THANK YOU

This update to the 2003 Gilberts Comprehensive Plan would not have been possible without the following people who provided insight, oversight and support throughout this process.

Steering Committee

Jeanne Allen, *Trustee*
Justin Redfield, *Trustee*
Nick Page, *Plan Commissioner*
Kevin McHone, *Plan Commissioner*
Megan Barnitz, *Community Member*
Frank Marino, *Community Member*

Plan Commission

Randall Mills, *Chairman*
Kenneth Lateer
Kevin McHone
Matt Sullivan
Robert Borgardt
Valerie del Vecchio
Nick Page

Village of Gilberts Staff

Brian Bourdeau, *Village Administrator*
Riley Lynch, *Management Analyst*

Village Board of Trustees

Mayor Guy Zambetti
Jeanne Allen
Robert Chapman
Robert Vanni
Brandon Coats
Justin Redfield
Frank Marino

Consultant Team

Michael Blue FAICP, *Principal + Project Manager*
Carol Brobeck AICP, *Senior Associate*
Danny O'Brian PLA, *Associate Principal*
Andrew Dunham, *Associate*

Photo and Graphic Sources:

Unless otherwise noted throughout, all photos and graphics have been provided either by the Village of Gilberts or taken or created by Teska Associates, Inc.

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Chapter 1

INTRODUCTION

This Comprehensive Plan updates the Village of Gilberts' 2003 Comprehensive Plan, amended in 2008. Within these past 20 years, much has changed locally and nationally. This update is reflective of, and responsive to, those changes and their impact on the Village of Gilberts.

This Plan is the product of insights gathered from:

- Factual Analysis – an assessment of data, physical factors, and community assets.
- Community Input – insights and objectives of the Gilberts' community from pop-up events, surveys and online tools, and public workshops.
- Opportunities to Build on – guidance and direction developed in the planning process.

WHY PLAN?

Planning helps communities remain organized in their development and better prepared for the future. To be sure, this can be a tall order for any community to undertake. However, being prepared for the future today means preparing for a full range of possibilities – ready for best-case scenarios and prepared to weather the rest.

A history of planning has helped Gilberts has also taken advantage of opportunities – new residential construction and new and expanding businesses. Community planning, and the preparation of long-range plans, such as comprehensive plans, has taken root worldwide as a best practice.

Recently, local, national and even global issues are to be considered. The Gilberts community has been impacted by national challenges – a housing market crash leading to an economic recession and a global pandemic leading to inflation, to name just two. In addition, the Midwest and the globe have experienced rising average temperatures, increased flooding and severe storm events, and the worst draught in 30 years.

This Comprehensive Plan will help guide the Village of Gilberts continue building a resilient community and taking advantage of opportunities. The Plan includes objectives and an implementation strategy to build resiliency in each topic area of the plan by addressing challenges and increasing preparedness to endure and recover from potentially difficult economic times and extreme weather.

USING THIS PLAN

This update to the 2003 Gilberts Comprehensive Plan has been specifically prepared with a range of users in mind.

How can Gilberts use this plan?

This Plan is a tool for the community. Not only does the Comprehensive Plan recommend community enhancements, but it is also a marketing tool. The Plan tells others what the Village is looking to do, which can help attract partners, developers, new businesses, and new residents. Also, comprehensive plans are often used as evidence of commitment for grants; they illustrate land use patterns for future development, and guide thinking for decision makers.

This Plan has been prepared specifically to balance local goals:

Enhance Financial Stability and Sustainability

Diversify the tax base, ensure a fiscally solvent government, and maintain an affordable quality of life for residents.

Maintain Residents' Quality of Life

Strike the right balance of land uses for Gilberts to remain semi-rural yet connected; maintain a small town, family-oriented character in the face of regional development pressures.

Increase Community Resiliency

Continue to provide access to quality and reliable utilities and services, expand bike and pedestrian networks for recreation / access / fitness, and encourage development that advances sustainable elements.

How can I use this plan?

Community Resident – the plan can help residents understand what the Village is working towards in the long term. The Plan does not include all possible actions, activities, or routes to reaching goals – community members are encouraged to become involved and engaged to support and direct implementation.

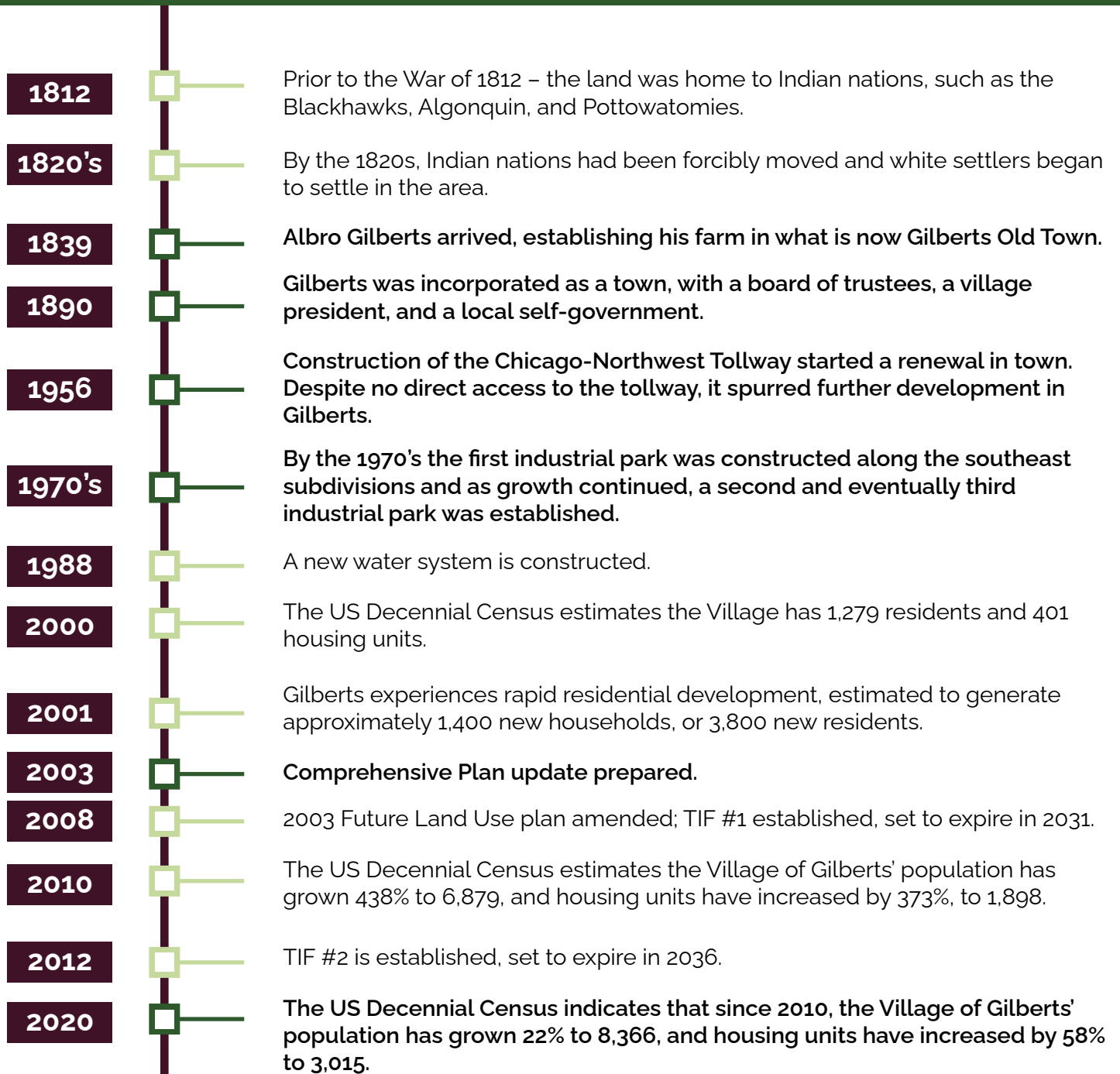
Business Owner – the plan can help business owners understand what the Village seeks to see in the area surrounding their business, including the vision for roadways providing access to business premises and/or customers.

Trustee / Commissioner – the plan is first and foremost a document which communicates the community's vision and desires for the future. Trustees and commissioners can apply the Plan as a guide when evaluating developments and decisions. In particular, the Future Land Use Plan is an important resource to guide land use decisions.

Village Staff – the Village's Comprehensive Plan is the primary means by which staff can understand the community's vision and communicate that vision to customers – potential developers, residents, and others.

Developers – those seeking to build in the Village can use this Plan to understand Village goals and expectations. By reflecting and respecting those goals, the development process can be most productive. Even if the Plan is not an exact match for a proposed development, it provides a place of common understanding of Village aims.

HISTORY OF DEVELOPMENT + PLANNING IN GILBERTS



Sources: Village of Gilberts; Bush Barnstorms In Gilberts Farm Country, Nenni, Pete; Daily Herald Transportation Writer: History's Alive In Gilberts, Mueller, Darlene; DuKane Valley Council The Cardinal Area "Together We Can Make A Difference" Gilberts, The First 100 Years, The Village of Gilberts; Gilberts: Then and Now, Jan Roth, Notes 'n' News, June 1990

HISTORY OF DEVELOPMENT + PLANNING IN GILBERTS

2003 Comprehensive Plan

The 2003 Plan was prepared during a period of rapid development in Gilberts; it was amended in 2008. The plan focused on preserving natural resources, open spaces, and vegetation; and balancing land uses and development to achieve high quality of life.

Recommendations set standards for future development, including:

- A vision for Old Town as a unified, mixed-use community focal point.
- An expectation that for each 1,000 residents there be 15 acres of parkland.
- Creation of a Village trail system which would connect to the Kane County Forest Preserves.

The planning process for this Plan confirmed that many of the ideas and recommendations from the 2003 plan remain relevant today. Examples include:

- Providing a variety of housing to accommodate the lifestyle needs of all residents.
- Creation of pedestrian trails and bike trail system unified with the county systems and Village trail system.
- Minimize conflicts between transportation modes – in particular, vehicular, bike and pedestrian use.

The following describes notable changes and events between 2003 and 2023 which are relevant to this Plan update.

*Village of Gilberts
2003 Future Land Use Map
See Appendix C to view full map.*

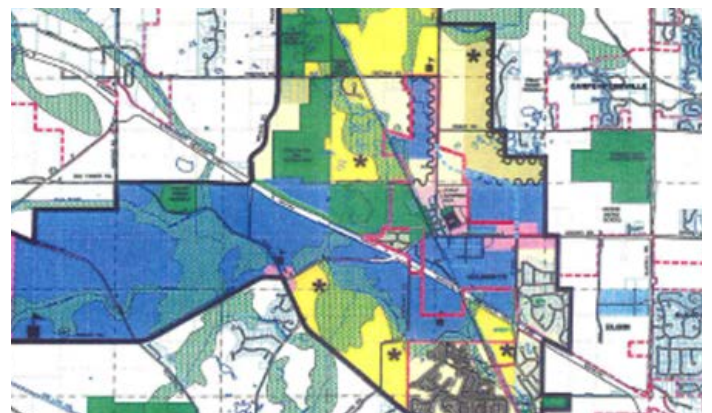
Residential Developments

Several significant residential developments added neighborhoods to Gilberts between 2000 and 2020: Town Center, Timber Glen, Timber Trails, Woodland Meadows, and The Conservancy.

An estimated 1,400 acres have been developed for residential use since 2000, increasing developed land by 28%. These developments created an estimated 2,614 housing units, including single-family detached homes, single-family attached homes, and townhomes. In total, approximately 7,087 residents were added to the Village population as a result, an increase of 554% between 2000 and 2020.

Such a significant increase in population and service demand in Gilberts necessitated expanded capacities in all service areas, ranging from water and sewer to emergency response personnel, to schools.

In 2020, the Conservancy residential development broke ground and construction is ongoing. The approved site plan includes a total of 1,197 units. An estimated 123 single-family homes have been developed to date, with 134 townhomes under construction in 2023. Once fully developed, the Conservancy will account for an estimated 40% increase in housing units.



HISTORY OF DEVELOPMENT + PLANNING IN GILBERTS

Annexation

In the late 1990s, 500 acres were annexed which would later develop as the Timber Trails and Timber Glen and Woodland Meadows neighborhoods. Since 2000, the Village has annexed an estimated 1,500 acres. The most significant annexation was the land where The Conservancy residential development is under construction. This annexation extended Village limits north of Freeman Road to Huntley Road between Tyrrell and the railroad.



2008 Planning Area Map | See Appendix D to view full map.

COVID Pandemic

The COVID-19 Pandemic created abrupt changes in daily life globally in early 2020. Acute effects of the pandemic began to affect Illinois communities including Gilberts with the state of emergency declared on March 9, 2020, and the stay-at-home order issued for Illinois residents on March 21, 2020.

The most notable national trends that accelerated during the pandemic include:

- Remote work and remote-only positions.
- Expansion of outdoor public places and spaces, including outdoor dining and bike lanes.
- An increase in e-commerce and home delivery service demand.
- Virtual communication, including videoconferencing.

Potential Long-Term Benefits of the acceleration of these trends for Gilberts:

- More employees may work from their homes in Gilberts instead of commuting; an increase in remote work in Gilberts could increase the daytime population.
- Stronger support for the construction of bike / pedestrian paths and outdoor dining space for restaurants in Gilberts.
- Increased wear and tear of roads due to sustained or increased home-delivery vehicles and very limited demand for new commercial space in Gilberts (sustained demand on commercial corridors and centers).
- Reliable access to high speed internet and cell service are basic requirements for residents and businesses alike.

2

Chapter 2 PLANNING PROCESS

This chapter provides an overview of this comprehensive planning process which included meetings with Village staff and the steering committee, community engagement activities, visioning and goal setting and drafting and refining the plan.

Plan Making Process:

2022



2023



Community Engagement

The Comprehensive Plan is reflective of insights and ideas gathered from community members and stakeholders and was guided by the Steering Committee, Village-staff, the Plan Commission, and the Village Board.

Approach to Engagement

Engaging the community throughout this planning process focused on taking the Plan to the people – either in-person at community events or online where residents could participate at their convenience and pace. This approach to engagement brought together a variety of important perspectives, and provided the opportunity to both think big and ground ideas.

Role of the Steering Committee

The Comprehensive Plan's Steering Committee served as representatives of the larger community. The Committee included residents, Village Board members, and Plan Commission members. This group met 3 times throughout the process to provide perspectives, insights, and feedback to shape the vision, guide topics, review draft goals and objectives, and ultimately confirm the relevancy, suitability, and validity of the Plan's direction.

Community Survey

See Appendix A to view results.

Pop-Up Events

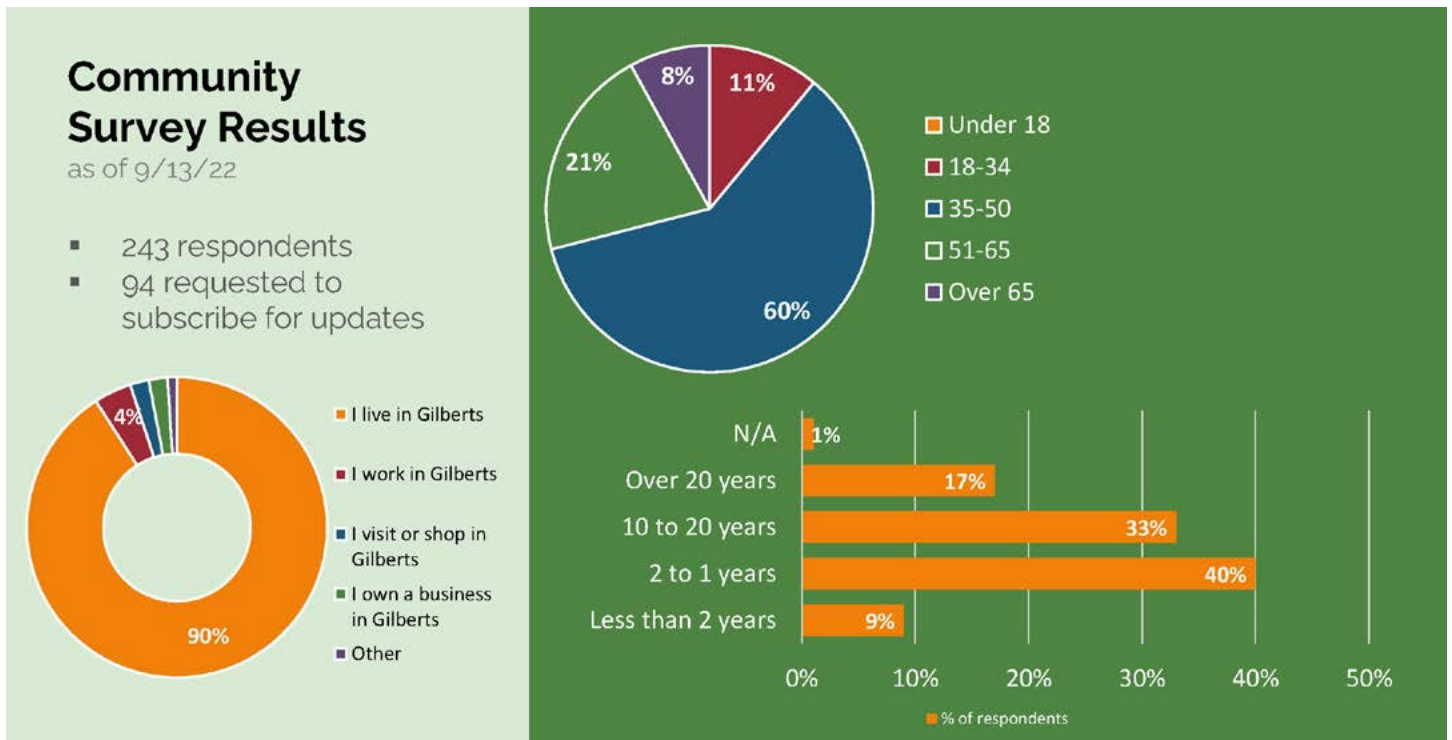
To kick off the update, the consultant team attended the Easter Egg Hunt in April 2022 and Community Days in June 2022 to get the word out about the planning process and gather initial ideas.

Community Survey Results

The survey launched August 19th, 2022, and closed on September 12th, 2022. There was a total of 243 respondents, of which 90% identified themselves as Gilberts residents. Nearly half of all respondents indicated they had lived in Gilberts for less than 10 years, and 17% indicated they had lived in the community for over 20 years.

Salient Findings:

- The top 3 reasons for moving to Gilberts: Cost of Housing Met Needs, Safe Community, and Small Town Feel / Character.
- The top 4 needs in Gilberts: 1) local shopping/dining options, 2) connectivity of sidewalks and bike trails, 3) recreational facilities, 4) youth programming.
- Respondents Agree: municipal services and open space/natural areas are "excellent" in the community.
- Respondents Agree: they go to Randall Road and other neighboring communities to shop and dine more often than they do in Gilberts.

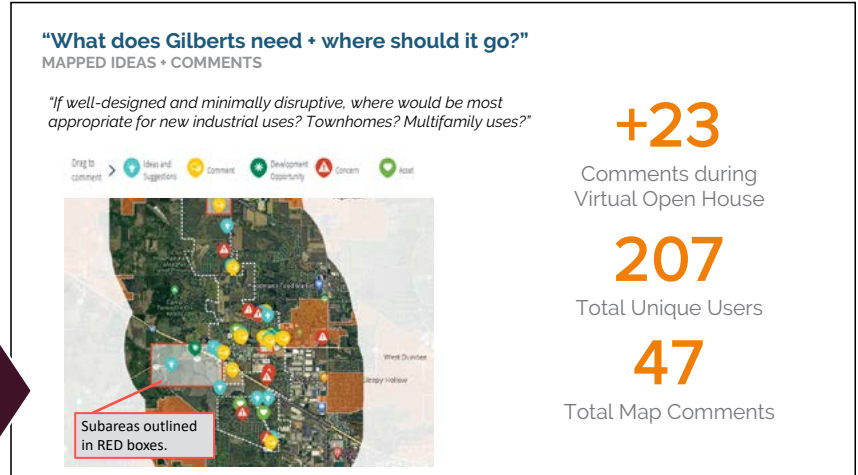


Project Website
 PlanGilbertsFuture.com

A dedicated website for the Comprehensive Plan update acted as a one-stop shop for information about the plan, ways to engage online, meeting summaries and project documents. The website included an option to subscribe for e-mail updates.

Comment Map

An online interactive comment map was available via the project website and highlighted in the Virtual Open House. The map provided the opportunity for the community to place a marker with their comments throughout the community. A total of 48 comments shared areas where development is desired, ideas for expanding bike / pedestrian paths, and ideas for the future.

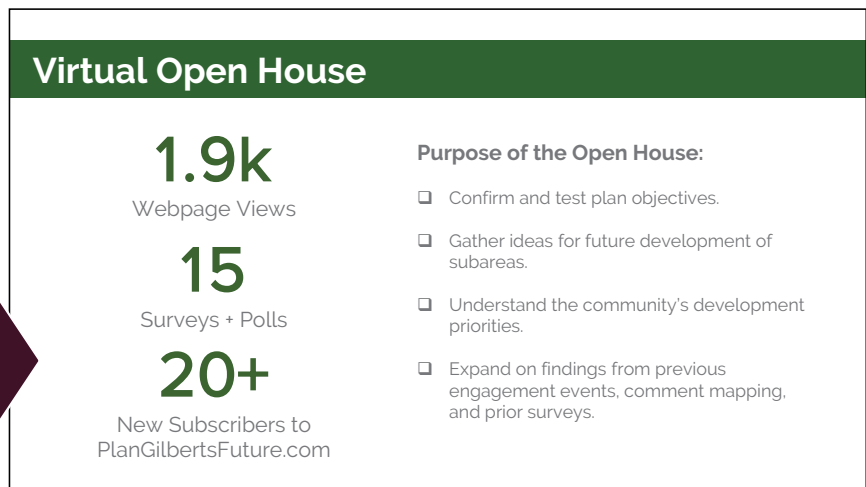


2023 Village Calendar

To encourage residents to share ideas about the community, a page of the Village calendar was devoted to advertising the Plan and the Virtual Open House.

Virtual Open House

A Virtual Open House was hosted on the website in March 2023 to gather additional insights to guide plan goals, objectives, and recommendations. See Appendix C for a summary of findings from the Virtual Open House.



Draft Plan Open House

A community open house was held in October 2023 at the Eagle's Club to provide an opportunity to ask questions and share thoughts about the draft plan directly with the consultant team, staff, and locally elected officials.



3

Chapter 3 GILBERTS TODAY

This chapter provides an overview of existing conditions and trends with Gilberts community demographics.

Gilbert's population increased significantly in the last 20 years.

According to US Decennial Census counts, the population of Gilberts was 1,279 in 2000 -- grew to 6,879 by 2010 – and then to 8,366 by 2020. During the same time period, housing units increased from 401 total units in 2000 – to 1,898 by 2010 and to 3,015 by 2020.

Gilberts has had an influx of young families.

There are an estimated 2,655 households in Gilberts today, and the average household size is 2.99 which is higher than the national average of 2.6. The following chart compares Gilberts to Kane County, Illinois, and the nation in terms of the age by generations. Gilberts has a higher proportion of the Gen Z generation, which translates to those aged 7 – 24 in 2023; and has a lower proportion of Baby Boomers and the Silent Generation, which translates to 59 or older in 2023. This data is indicative of a strong influx of young families in the Village.

Figure 3.1

DEMOGRAPHIC TRENDS IN GILBERTS, 2000 – 2020



Source: U.S. Decennial Census 2000, 2010, 2020



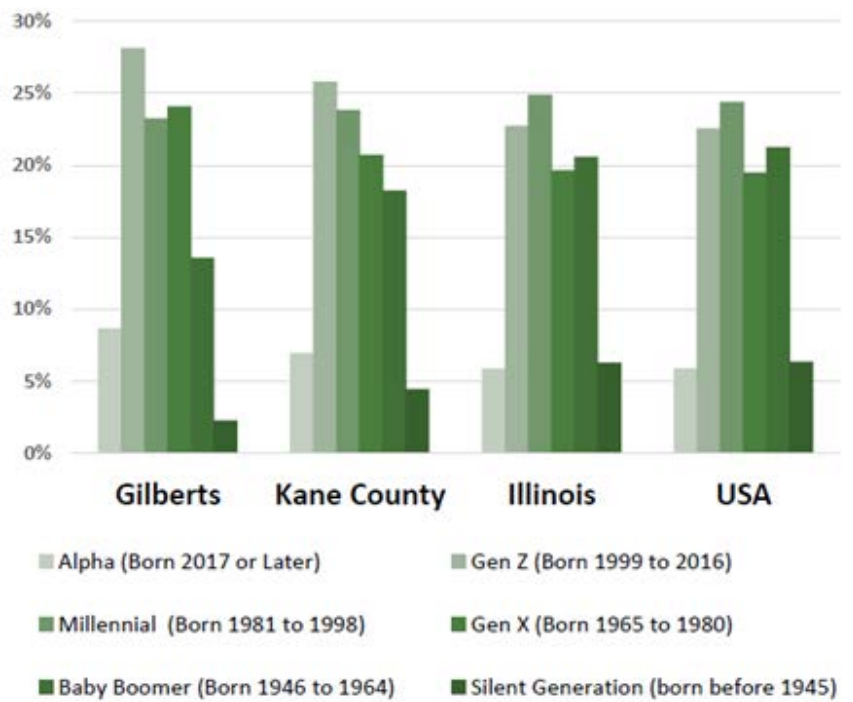
For the first time, schoolchildren in Gilberts will be split into two school districts.

Historically, Gilberts' residential areas were contained within School District 300. However, the Conservancy is located in the Huntley School District, so some Gilberts' schoolchildren will be located within that District. Discussion with School District 300 about the potential for residential growth in Gilberts indicated that the district is monitoring capacities and preparing for additional school facilities to accommodate growth in Gilberts and the region. The Village will need to continue discussions with District 300 and the Huntley School District to manage enrollment and school capacities.

The proportion of residents over 60 in Gilberts is lower than the County, the state, and the nation.

This could be due to several factors, but what is most important is to recognize that if current residents raising children remain after their children become adults, there may be need to consider how residents will be able to age in place, or to remain in Gilberts in a residential housing option for seniors (there currently are none). Another consideration would be services and programs that support senior needs, such as home maintenance support, access to transit or paratransit services, snow shoveling services, etc.

Figure 3.2
AGE COHORTS BY GENERATION, 2020



Source: ESRI Business Analyst, 2022 Estimates



New housing units freshly constructed as part of The Conservancy

Gilberts has become more racially and ethnically diverse.

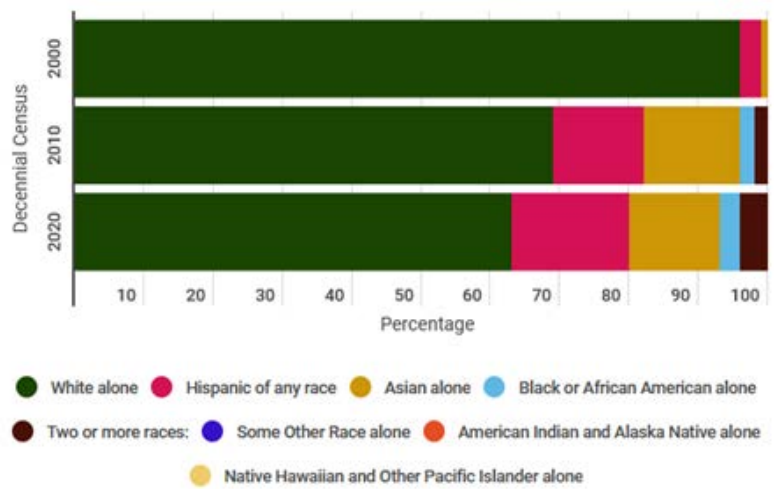
The 2000 US Decennial Census indicated that 95% of the population was white non-Hispanic. In 2010, that proportion decreased to 69%, and then to 63% by 2020. Analysis of 2000, 2010, and 2020 Decennial Census counts indicate that the proportion of residents who are Hispanic, Asian, Black, or multiracial increased in Gilberts.

Median Household Income in Gilberts is on par with neighbor communities.

Household income is an indicator of economic standing but is also used to determine economic spending power. The median household income for Gilberts in 2022 is estimated to be just over \$100,000, which is higher than Elgin, Kane County, and the nation (ESRI). This indicates that half the community earns over \$100K. Income is one factor considered by businesses looking to locate in communities like Gilberts.

Figure 3.3

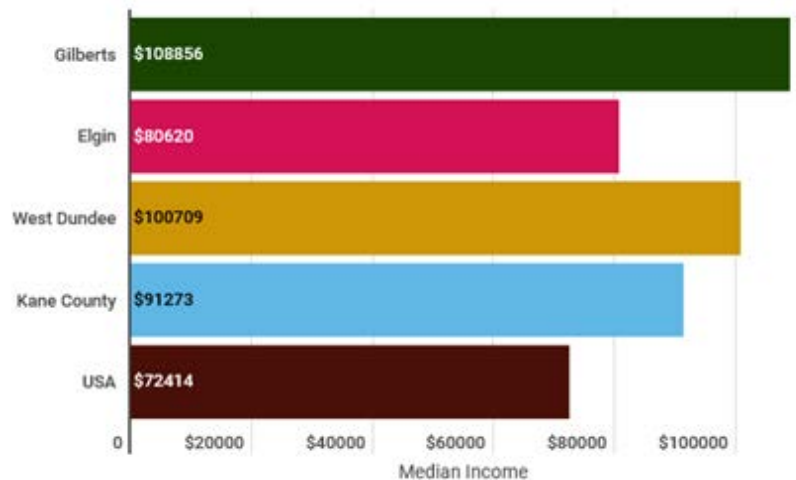
RACE & ETHNICITY, 2000-2020



Source: U.S. Decennial Census 2000, 2010, 2020

Figure 3.4

MEDIAN HOUSEHOLD INCOME, 2022



Source: ESRI Business Analyst, 2022 Estimates



Chapter 4

VISION, GOALS & OBJECTIVES

A comprehensive plan establishes a vision for the future of the community. It sets goals and objectives intended to help the community progress towards that vision. The plan functions as a guide which helps Village staff, trustees, and commission members consider development and make decisions for the benefit of the whole community. Gilberts' vision is encapsulated in the following statement:

Vision Statement

The Village of Gilberts is a place to call home – a peaceful, affordable community for families; a supportive environment for entrepreneurs and growing businesses; a place that strives for balance and harmony between natural and human habitats. Gilberts is a sanctuary of tranquility - a community that values privacy, independence, and connectivity. Quality of life in Gilberts is achieved by meeting and supporting residents' social, recreational, and economic needs.

How this Plan is Organized

This Plan is organized by thematic chapters reflective of the Vision Statement. Each chapter discusses current conditions or trends, considerations brought before the community, and includes theme-specific goals and objectives. The Implementation chapter details action items to carry goals and objectives forward. These are accompanied by potential partners, funding sources, an anticipated timeline and the priority level or timeframe.

What is the difference between Goals + Objectives?

Goals and objectives outline policies, programs, and further planning the Village looks to conduct in implementing this Comprehensive Plan. These statements reflect past planning efforts of the Village, community input to this plan, stakeholder input, and assessment of community conditions.

Goals are aspirational statements of ambitions for the future. They are not measurable and may not ultimately be fully achievable – but they spell out what the Village seeks to preserve, change, and become.

Objectives are the actions or policies to be followed in pursuit of goals. Some are broad, some more specific. They do not come with a firm timeline and may be changed in their ultimate implementation. They likely require more thought, deliberation, and refinement as they are brought to fruition. But that is the model for how plans come about - the desired outcomes generally remain, the environment in which they may become reality is dynamic and the plan must be applied accordingly.



Chapter 5

COMMUNITY RESILIENCY

Preparedness to bounce back from challenges impacting the community.

The Importance of Bouncing Back

Community resiliency is the ability to bounce back quickly from seen and unforeseen challenges. A resilient community is prepared to endure and recover from both difficult economic times and extreme weather events. Communities build resiliency over time, through targeted actions to strengthen known weaknesses, and by embedding consideration for long-term economic and environmental impacts into decision-making processes.

This Plan recognizes that economic and environmental resiliency enables communities to provide a high quality of life, attract and retain businesses, and be better prepared to weather unforeseen challenges. This chapter discusses how the building blocks of economic and environmental resiliency work together and describes strategies and actions the Village of Gilberts can use to increase resiliency over time.

KNOWN CHALLENGES + OPPORTUNITIES

1. Economic trends accelerated in the region in the aftermath of the COVID-19 pandemic. While recent and future changes in the national and global economies are beyond the control of any one Village, they do trickle down, and need to be considered as Gilberts plans for the future. Notably, where, and how people worked shifted dramatically, stemming from sudden sickness and mandated quarantines, which disrupted daily routines, traffic and transit ridership, and demand for goods. Rather immediate shifts in consumer and business needs created domino effects in the world economy, which trickled down to local economies. These dramatic shifts were a challenge for some and an opportunity for others. For example, performing arts venues and tourism-based businesses lost audiences and tourists overnight, while videoconferencing platforms and grocery delivery services just as rapidly faced unprecedented demand.

2. Sustained demand for e-commerce and delivery services have kept industrial warehousing and logistics space demand high. In the US, the resulting steep inflation led to increases in interest rates. The rising prices of goods in high demand and staffing challenges in shipping and logistics quickly escalated a supply imbalance which continues to restabilize. This is especially evident just outside of Gilberts, where new warehousing and logistics space have recently been built. The Village has also been approached by developers looking for space along Route 72. Ultimately, this development interest is an economic opportunity for Gilberts.

3. Industries are facing very different employment challenges and opportunities. Many workers in customer-facing positions in service industries left their jobs in the pandemic due to increased health risks. While some returned, others left the workforce altogether or pivoted to another industry, leaving a glut of unfilled positions and short-staffed restaurants, retail stores, transit agencies, etc. In early 2023, significant layoffs occurred in the tech industry due to technological advances and shifting priorities post-pandemic.

HOW DO LAND USE AND ZONING IMPACT ENERGY?

Small Houses use less energy.

Compact Land Use are more efficient and distribution of energy is more economical & less energy is needed for transportation.

Sustainable Development Codes create opportunities for renewable energy and energy efficient buildings.



Images Source: Kane County's 2012 Quality of Kane 2040 Plan

4. Environmental trends in the Midwest inform anticipated climate changes, environmental challenges, and opportunities to increase resiliency and sustainability in communities. Severe thunderstorms and stormwater-induced flooding events have become more frequent, causing property destruction, harming the tree canopy, and creating flash flooding events. Communities and regions have responded by preparing plans and strategies to mitigate the impacts of severe weather events, addressing infrastructure needs and encouraging permeable surfaces and green infrastructure.

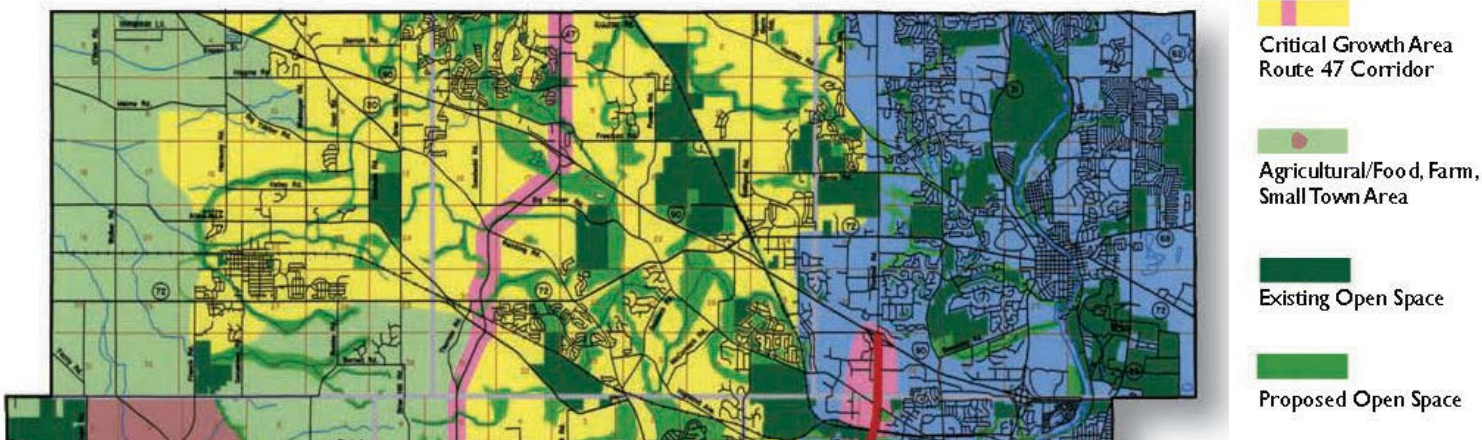
There's no doubt about it, Midwest summers continue to trend warmer and the growing season in Illinois is slowly shifting, creating new challenges for farmers and agriculture production. The Midwest is currently experiencing the worst drought in nearly 30 years, and while Illinois communities have plentiful access to drinking water, ensuring access and safety long-term is critical to serve a growing population.

5. Gilberts' residents are also looking to enhance walking and biking trails and connections. Residents are looking to improve access to recreational areas, but also to improve their ability to skip the car to visit friends and parks in Gilberts. The ongoing shift to renewable energy systems and electric vehicles also means that Gilberts will need to keep ordinances up to date and consider appropriate locations for public EV charging.

Figure 5.1

2040 KANE COUNTY CONCEPTUAL LAND USE STRATEGY

Adopted in 2010, this plan identified the areas between the Randall Road and I-47 corridors as Critical Growth Areas within the county and identified proposed open space.



Source: Kane County 2040 Conceptual Land Use Strategy Map

Regional Resiliency Planning

Kane County has been proactive in land use planning, preparing for a future inherently less agricultural and more urban future since the early 2000s. The *Quality of Kane* initiative exemplifies the County's mission to "maintain and enhance an exceptional Kane County with Healthy People, Healthy Living and Health Communities."

The 2040 Plan advocates for a future where:

- The built environment promotes, rather than restricts, physical activity and mobility for residents of all ages.
- All residents have convenient access to safe public parks, active recreation opportunities and open space areas.
- Access to healthy food choices and a safe water supply is not restricted because of where people live or social/economic factors.
- Planning for healthy living is a part of our local culture and current trends in obesity and diseases have been reversed.
- Kane County's residents are the healthiest people in Illinois.

Historically, planning for Land Use, Transportation and Community Health & Reinvestment have been separate processes, but that changed with their integration into one policy document in the *Kane County 2040 Plan*, adopted in 2012. The 2040 Plan is truly based in community resiliency and was built on the success of the county's 2030 plans which identified transportation, water resources, and housing as critical challenges to be faced. The 2040 Conceptual Land Use Strategy adopted in 2010 drew upon smart growth principles. Kane County has shown commitment to working closely with municipalities to plan for resiliency.

Transportation

In addition to I-90 and other interstates passing through Kane County, the primary roadways are IL-47 and Randall Road (each of which connects to I-90). Randall Road in particular has long been planned as a future Bus Rapid Transit (BRT) corridor and one where multi-modal infrastructure is appropriate and needed. The corridor continues to be successful in attracting commercial and employment uses, making the areas around them, including Gilberts, extremely attractive due to proximity.

Transportation continued

The challenge for Gilberts, and the County at large, is to balance vehicular traffic with infrastructure to support active transportation and enhanced transit access. Electric vehicle options have expanded and become more affordable, however, this transition to electric personal vehicles requires additional energy and widespread charging infrastructure. Expanding transportation options is linked to positive health outcomes, improved air quality, and less traffic.

See the Mobility + Connectivity Chapter 9 for more information about ongoing planning efforts and how Gilberts can partner with Kane County.

Energy Planning

The Kane County 2040 Energy Plan adopted in 2011 was the basis for the Sustainability and Energy chapter of the 2040 Plan. The Energy Plan discusses how land use and zoning impact energy use and makes recommendations to reduce energy consumption by increasing energy efficiency. Development and population growth will increase demand, but the extent of demand will be determined by energy efficiency and consumption.

The following graphic comes from the 2040 Plan, identifying the linkages between Land Use, Zoning and Energy. The need for a County energy policy was introduced in the 2020 Land Resource Management Plan. The updated 2030 Land Resource Management Plan expanded energy discussions, recommending setting standards for green buildings and reducing dependence on the automobile through land use planning and smart growth principles.

Figure 5.2

KANE COUNTY 2040 GREEN INFRASTRUCTURE PLAN



Source: Kane County 2040 Green Infrastructure Plan

Natural Hazards Mitigation Planning

Kane County communities are no stranger to storms, flooding, and tornados. After receiving ten federal disaster declarations since 1990, the County prepared a Natural Hazards Mitigation Plan in 2015 to address preparedness for major natural hazards, including severe thunderstorms, floods, severe winter storms, earthquakes, and tornados. The most common natural hazards have historically been flooding, blizzards and tornados.

Kane County 2040 Green Infrastructure Plan

In 2013, Kane County adopted the 2040 Green Infrastructure Plan which complemented and expanded upon the Open Space and Green Infrastructure Chapter of the 2040 Plan. The goals of the plan were to lay the groundwork for green infrastructure planning and projects at all levels – regional, community, neighborhood, and site – to address issues of water resource management, biodiversity, conservation, water supply, public health, climate change and economic development.

With technological advances, opportunities to increase monetary savings through green infrastructure use have increased and environmental, ecological benefits have been proven to be cost-effective while also enhancing quality of life and preserving natural resources. The plan developed a map of natural assets and environmental resources area buffers to protect them. Many of these areas are located within Gilberts and within the subareas defined in this plan for future development.

It is the intent of this Comprehensive Plan to encourage conservation and preservation of these areas while providing local bike and pedestrian connections to them for the community to enjoy them.

See a larger version of the Kane County 2040 Green Infrastructure Map and read the Plan at <https://www.countyofkane.org/documents/quality%20of%20kane/2040%20plan/default.htm>

GOALS & OBJECTIVES

GOALS + OBJECTIVES

The following Goals and Objectives relate to Community Resiliency. Some Objectives may be reflective of current policies and programs, whereas others describe steps to implement this Plan.

Goals are aspirational statements of ambitions for the future. **Objectives** are the actions or policies to be followed in pursuit of goals.

GOAL 1: The Village of Gilberts is a resilient community, ready to face seen and unforeseen challenges.

Objectives:

1. Encourage low-impact development (LID) design in new residential development to preserve the natural environment, habitats, soil health, and maintain highly pervious neighborhoods through natural stormwater retention. ***Short Term goal, see Chapter 13 Implementation to learn more.*
2. Encourage residential development that includes shared open spaces, internal walkways/connectivity, and access to surrounding open spaces, including environmentally sensitive areas.
3. Better connect every household to a park, trail, forest preserve or other open space.
4. Pursue development designs and Village services that preserve and enhance safety for residents and visitors.

GOAL 2: Utility infrastructure (water, sewer, stormwater) is of the highest quality and has adequate capacity and to provide for current and future residents and businesses.

Objectives:

1. Conduct an assessment of Village water + sewer systems to establish a baseline and inform capital improvements plans. **Near Term goal, see Chapter 13 Implementation to learn more.*
2. Conduct a transportation assessment of roadways within the Village.

GOAL 3: Village priorities and regulations for alternative energy systems are clear and approval processes are efficient for residents and developers.

Objectives:

1. Review and refine the UDO to clearly communicate the Gilberts' regulations and approval processes for alternative energy systems, solar, wind, geothermal, and EV charging. **Near Term goal, see Chapter 13 Implementation to learn more.*
2. Communicate community benefits and opportunities of alternative energy systems.

MICROGRIDS FOR INDUSTRIAL PARKS & BEYOND

The term “microgrid” refers to small, independent energy grids which provide energy locally. They can produce and distribute energy entirely independently, or in concert with “macrogrids” (typical energy grids run by a utility which covers a broad geographic area).

Microgrids have historically been created for campus settings, like a hospital or university. However, they are increasingly sought out as an opportunity to create more resilient energy systems due to their ability to reduce electricity loss by cutting the transmission distances, increase the economic feasibility of using heat produced by systems as a means of energy generation, and to increase reliability of grids, especially when faced with extreme weather conditions. Power disruptions for commercial and industrial clusters have a significant impact on operations and downtime is costly.

In 2023, there are roughly 692 microgrids installed across the US with a total capacity of 4.4 gigawatts. In Illinois and across the nation, the number and use of microgrids continue to expand – microgrids are an increasingly popular concept for industrial and manufacturing users and are being deployed in neighborhoods and rural communities, where energy distribution has been difficult or faced persistent issues with reliability.

See the Center for Climate and Energy Solutions guide for more information:
<https://www.c2es.org/wp-content/uploads/2017/06/microgrids-what-every-city-should-know.pdf>

STRATEGIES

Build a Local Economy which Supports a Resilient Future.

Economic shifts cause acute impacts for everyone – businesses, families, and governments. Local economic resiliency is the notion that the Village, residents, and businesses are prepared to bounce back from economic shocks. Building economic resiliency is less about being disaffected and more about having a plan of action in place. Key ongoing actions which build and strengthen resiliency include:

- Maintain relationships with regional partners who provide social support services to promote stability during economic shocks (home repair, first-time home buyer programs, food pantries.)
- Prepare a Capital Improvements Program to ensure preparedness for significant investments in infrastructure (including roadway capacities), equipment and personnel needs.
- Attract businesses and industries which support a circular economy, such as Elgin Recycling, or other green or clean energy industries.

Support and Encourage Low-Impact Residential Development.

By encouraging low-impact development (LID) design, especially in terms of residential development, Gilberts will be able to preserve more of the natural environment (habitats, soil health) and maintain highly pervious neighborhoods that naturally retain higher amounts of stormwater. LID is not one single type or design of development, rather it guides the design of development to preserve natural topography, trees, and other natural features when feasible due to their instrumental role in stormwater capture capacity.



Gilberts hosts a range of annual events which bring the community together such as the Fall Bonfire.

Review and refine UDO regulations to encourage the installation of alternative energy systems.

Review and refine UDO regulations and approval processes for alternative energy systems, solar, wind, geothermal, and EV charging. Ensure regulations are clear, efficient, and up to date so they can best support resiliency through renewable energy production.

Continue to Work with Partners to Retrofit and Maintain a Healthy Environment.

The healthier the natural environment, the healthier and higher quality of life Gilberts residents are likely to experience. Building environmental health requires resilient environmental assets (watersheds, soil health) and technologies (electricity) which aid in resiliency.

Gilberts will continue to partner with other local jurisdictions, such as Kane County and Rutland Township, on initiatives to support and maintain the health of local watersheds and stormwater management.

Continue to partner with Kane County Forest Preserves, Kane County Department of Transportation, and neighboring communities to install trails, paths, and regional connections to expand recreation opportunities and provide options for non-motorized transportation.

Strengthen Social Ties to Build Resiliency.

When challenges face a community, the strength of relationships and social ties become more apparent than ever. Gilberts residents consistently reflected on their sense of community and ties to neighbors as great strengths of the community. This Plan places emphasis on connections – physical, social, and environmental. The quality of life of Gilberts and its residents is intertwined with the strength of those connections. Key ongoing actions which build and strengthen resiliency include:

1. Continue to host community-wide events which reinforce connections and community character (being family-friendly, semi-rural lifestyle, close to nature).
2. Host a local Solar Tour wherein homeowners and businesses invite the community to view their homes / buildings to learn about using solar energy (could also be expanded to alternative energy systems).
3. Promote residential development designs which focus on common open space and multi-use paths to promote community and relationship building.



Chapter 6

FUTURE LAND USE PLAN

Guiding future land use and development in the Village.

Purpose of Future Land Use Planning

The **Future Land Use (FLU) Plan** illustrates the community's vision for the use of land both within municipal boundaries and that which could become part of the community via annexation in the future. Land use designations, distinct from zoning districts, describe the intended land use that advances Village goals (e.g., commercial, or residential), rather than specifying regulations of how a property can be developed and used.

The FLU Plan is used by the Village to evaluate development proposals and may be updated independently of the larger Comprehensive Plan.

The FLU Plan is a means of communicating the vision of the Comprehensive Plan; it illustrates where existing uses should remain, where existing uses should change, and recommended use for undeveloped areas. Recommended land use or zoning changes and future uses are based on their benefits to the Village and are responsive to market trends.

This section includes the village-wide Future Land Use Plan and Subarea Plans for three (3) areas for future development: Route 72 & Tyrrell Road; Route 72 & Big Timber Road; and the southwest corner at Galligan Road & Huntley Road.

GILBERTS' DEVELOPMENT PATTERN

The historical beginnings of Gilberts lie in Old Town, a walkable grid of streets parallel to the Union Pacific (C&NW) railroad. Then as now, Old Town remains a mixed-use district, home to Village Hall, the Post Office, and Gilberts Police Department. Since WWII the rise of automobile use, roadway access (and paving) drove development interest more than rail. In Gilberts, further development was spurred first by the paving of the east-west Route 72 in 1930, and in the mid-1950s when the Chicago-Northwest Tollway (now I-90) was constructed.

In the mid-1960s, the Gilberts Industrial Park was established on either side of the Union Pacific railroad, with direct access to Route 72 and I-90. The Prairie Business Park came next at the southwest corner of Route 72 and Tyrrell Road. Both the industrial and business park structures are made up of small-scale buildings with grass swales.

Industrial and business uses in these locations benefit from nearby access to the interstate and other regional roadways.

Owing to its past as a primarily rural, agricultural area, residential development in Gilberts occurred as land became available and demand increased. Over time, demand for residential construction continued to expand further and further west of Chicago, causing once rural communities like Gilberts to develop more of their former agricultural land and become suburban in character.

Gilberts remains an attractive community to households looking for a more rural, small town feel. The slow transition from large rural tracts of land to residential subdivisions has positioned Gilberts to offer residents a unique lifestyle in the region with proximity to conveniences. However, similar to many suburban communities, Gilberts is most efficiently and safely navigated via car.

THE COVID-19 PANDEMIC ACCELERATED ONGOING TRENDS

Remote work and remote-only positions were slowly on the rise but accelerated during the pandemic. These included either an employee working from home some days and the office on others (the hybrid model), or an expansion of remote jobs where the employee is able to telecommute fully.

Communities rethought public spaces. With social distancing mandates, outdoor spaces offered respite from private residences. Outdoor dining became a popular request due to its increased safety. More people began to use bikes and scooters to get around and for recreation, renewing interest in bike lanes and pedestrian-only areas. With more people working from home, foot traffic decreased in downtowns and commercial districts saw fewer customers.

The rising reliance on e-commerce and delivery of goods certainly increased, but more importantly transformed from largely being a convenience service to a necessity and a means of protection. In particular, grocery delivery and pickup were available prior to the pandemic, but neither had been widely adopted. Goods shortages around the nation placed a greater importance on e-commerce platforms and businesses, which ship directly to the customer.

School districts transitioned to virtual classrooms, conducted entirely remote education for all ages. This coincided with a widespread shift to heavy reliance on digital and virtual communication, especially videoconferencing replacing meetings, educational programs, and even friendly meetups. Older generations less familiar with technology like video calling soon learned out of necessity in order to keep in touch with family near and far.

Engagement with the community in preparing this plan showed that residents are looking to change that, with strong interest in expanding bike paths, trails, and sidewalks along primary corridors in town. Land use recommendations in this plan are the result of grappling with the pros and cons of the existing development pattern, the realities of market demand, and how land use decisions can achieve community goals.

Existing Land Uses

The Village of Gilberts has a range of land uses which are generally separated due to zoning regulations. The following land uses exist within the Village today. Figure 6.1 on the following page illustrates the locations of these uses.

Residential – land used for residential purposes, including:

- Single-family Detached dwelling units
- Attached dwelling units (duplexes, townhomes)

Commercial – land used to conduct business, including retail, restaurant, or service.

Institutional – land used for governmental, educational, religious, or other non-commercial services.

Industrial – land used for non-commercial business uses, including warehousing, logistics, manufacturing, assembly, or other similar uses.

Utilities + Stormwater – land used for utility equipment and management or preserved for stormwater management such as a detention or retention pond or other similar use.

Agriculture – land actively used for agriculture activities.

Open Space – land preserved as open space or parkland.

Vacant – undeveloped land not targeted for agricultural activities or preserved as open space, including platted property.

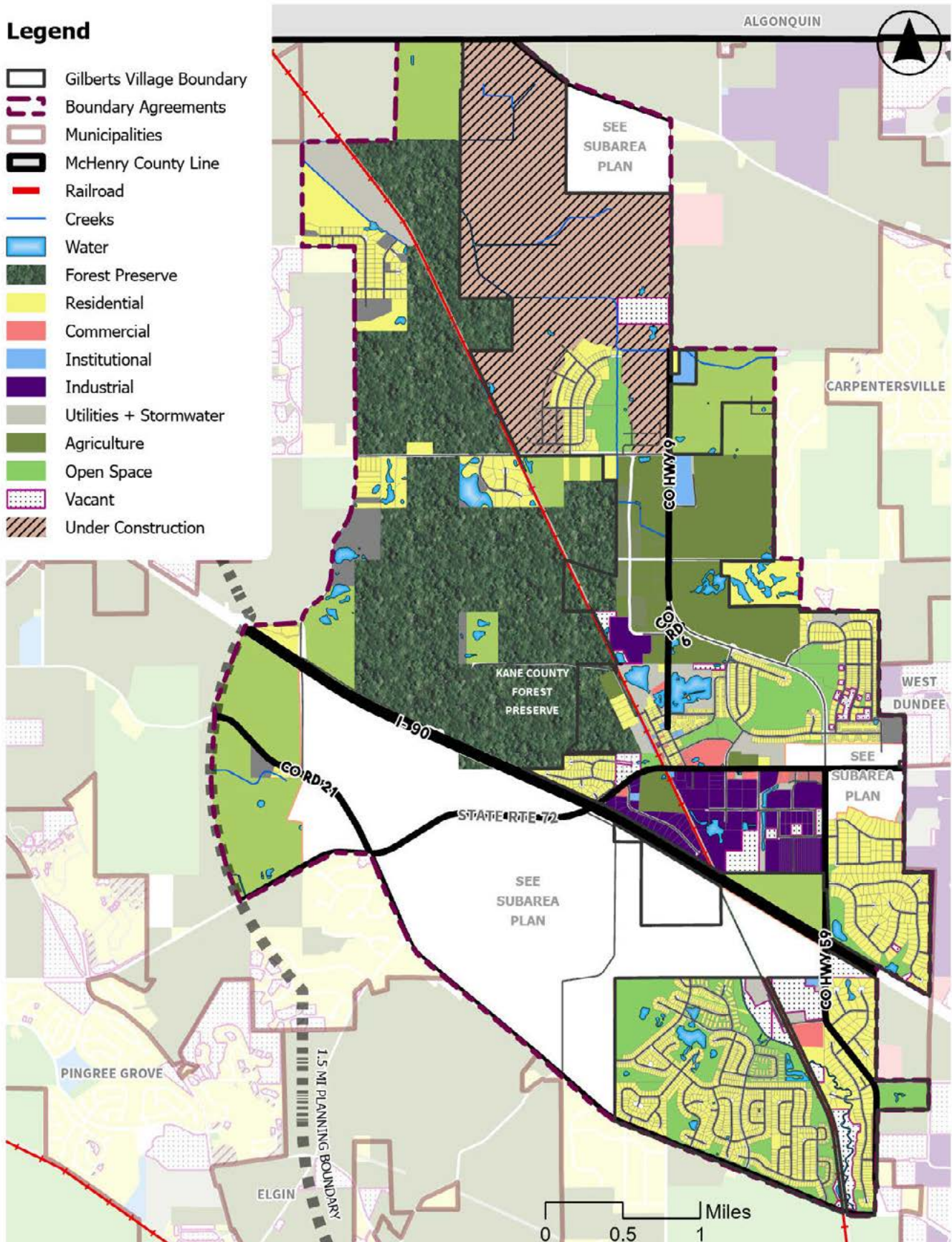
***Under Construction** – the Existing Land Use Map identifies land where construction activities are currently taking place or where a site plan for forthcoming construction has been approved.

Figure 6.1

EXISTING LAND USE MAP

Legend

-  Gilberts Village Boundary
-  Boundary Agreements
-  Municipalities
-  McHenry County Line
-  Railroad
-  Creeks
-  Water
-  Forest Preserve
-  Residential
-  Commercial
-  Institutional
-  Industrial
-  Utilities + Stormwater
-  Agriculture
-  Open Space
-  Vacant
-  Under Construction

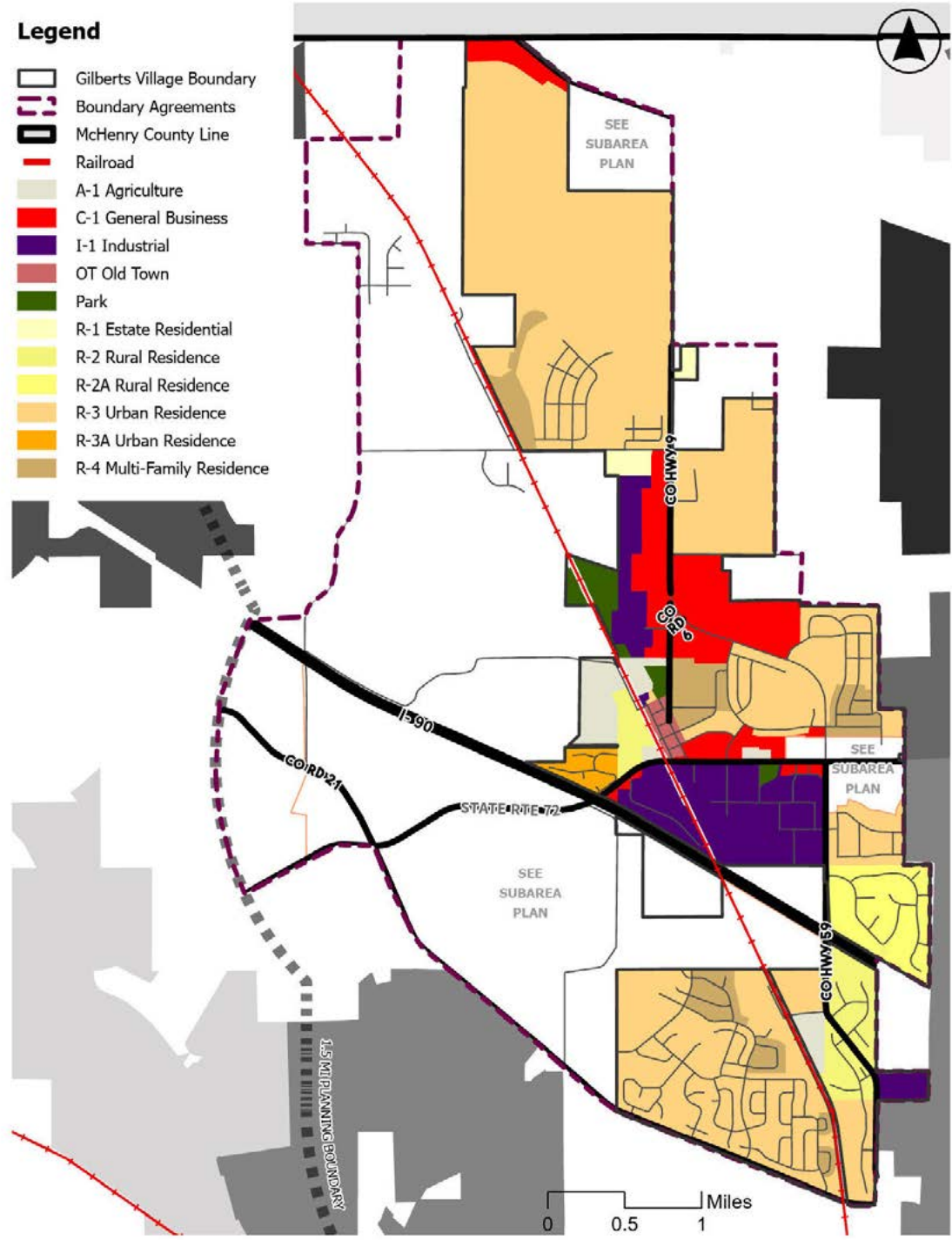


Zoning Land in Gilberts

The regulation of land use is carried out through zoning in the Village. Gilberts has adopted a Unified Development Ordinance (UDO), which includes zoning and subdivision regulations. Zoning regulations and the number and type of zoning districts typically change over time to accommodate modern development standards and permit novel uses. Figure 6.2 below illustrates current zoning districts and their locations. The map identifies the subareas which are included within this plan.

Figure 6.2

EXISTING ZONING MAP



GOALS & OBJECTIVES

GOALS + OBJECTIVES

The following Goals and Objectives relate to the Future Land Use Plan. Some Objectives may be reflective of current policies and programs, whereas other describe steps to take to implement this Plan.

Goals are aspirational statements of ambitions for the future. **Objectives** are the actions or policies to be followed in pursuit of goals.

GOAL: A community with balanced land uses that meet the needs of all residents and other stakeholders.

Objectives:

- Pursue a development pattern which respects, supports, and protects existing residential development of the Village.
- Ensure that new development is interconnected with existing parts of the Village by trails, sidewalks, and roads. ***Short Term goal, see Chapter 13 Implementation to learn more.*
- Ensure that new, residential development is well buffered from adjacent nonresidential uses, and conversely that any new nonresidential development is well buffered from existing or anticipated future residential uses.
- Review current UDO to identify ways to enhance current development and development review practices. **Near Term goal, see Chapter 13 Implementation to learn more.*

GOAL: Connect residents conveniently and safely to the northern portions of the Village and recreational and community destinations.

Objectives:

- Ensure that ongoing development of The Conservancy continues to meet proposed connectivity within and beyond the development.
- Incorporate pedestrian and bicycle trails within and beyond future developments in this area. ***Short Term goal, see Chapter 13 Implementation to learn more.*
- Ensure that development along Galligan and Freeman Roads is walkable, allowing for safe and efficient pedestrian and bike movement between residential neighborhoods, commercial, and institutional uses.

FUTURE LAND USE PLAN

The Future Land Use (FLU) Plan (*see Figure 6.4*) is a visual guide. It illustrates a logical pattern of where existing uses should remain, where existing uses should transition, and where future development is appropriate. The plan is prepared by considering a range of factors – opportunities for annexation, opportunities for future development, redevelopment opportunities, and market trends. It reflects recommendations for both land uses within current Village boundaries and within areas that Village could annex in the future. The Plan is aspirational in looking for optimal outcomes for the Village, but also acknowledges externalities that drive development markets.

The following sections describe how and why unincorporated land areas are designated, why sites are targeted for future development, considerations based on market trends, and where land use changes are foreseen.

Future Annexation Areas

The Illinois State Statutes empower municipalities to plan future land uses within a one and one-half mile radius outside their actual municipal boundaries, known as the planning jurisdiction. This planning area allows a municipality to identify desired future land uses, review plans for unincorporated areas, and preserve public sites and open space corridors.

As is the case for many communities, Gilberts' planning area overlaps with those of neighboring municipalities. In such instances, communities often enter into boundary agreements which establish jurisdictional limits that both municipalities agree not to plan or annex beyond. Gilberts has agreements with neighboring communities and continues to coordinate updates to the agreements as needed.

Figure 6.3 on the following page depicts the future land use planning area. Areas highlighted in dark magenta include land which is currently unincorporated and could annex into the Village in the future. Gilberts' planning area include:

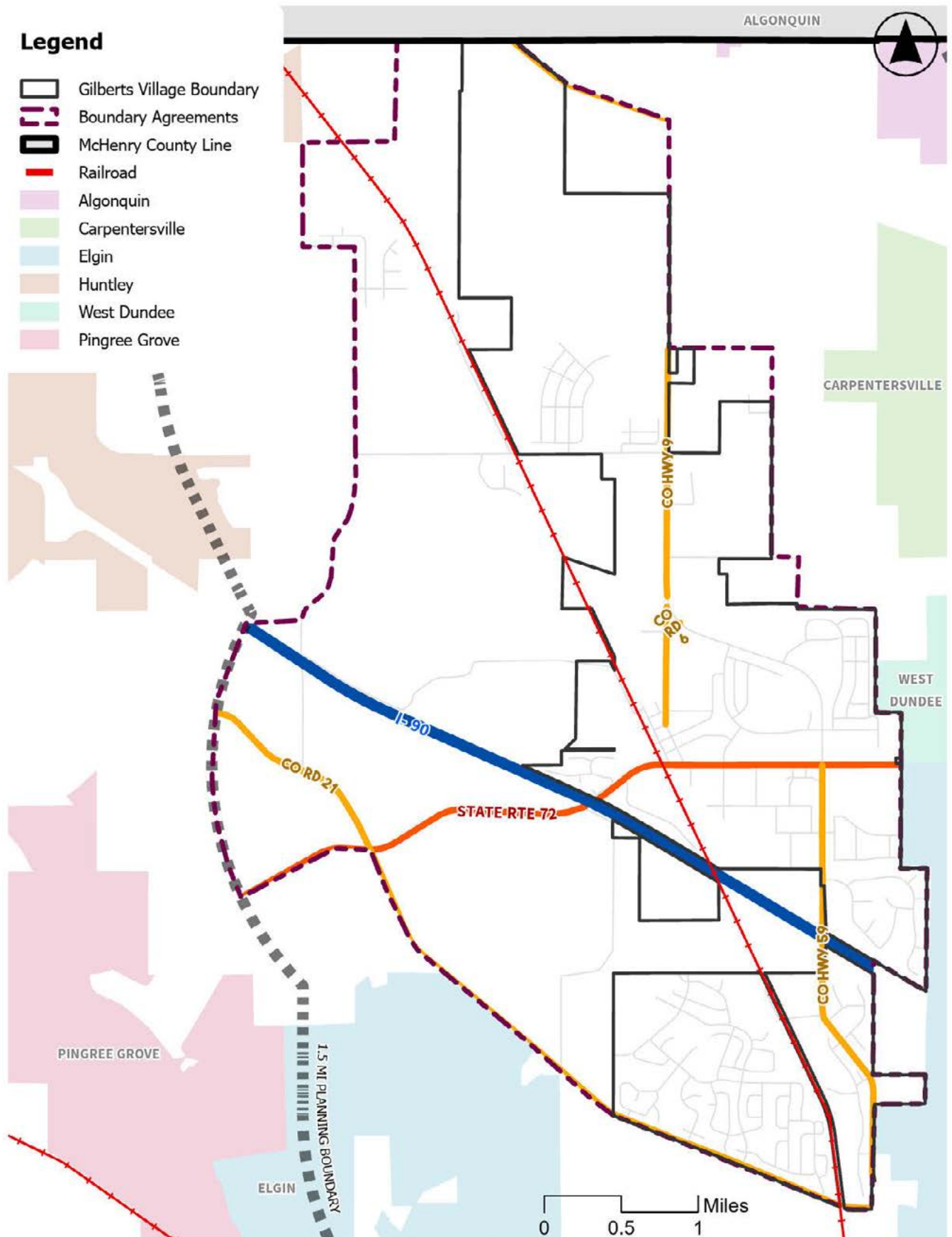
- territory within the Village's corporate limits;
- unincorporated territory of Kane and McHenry Counties located within the Village's 1.5-mile extraterritorial jurisdictional planning area, which is the extent beyond municipal limits that a community can plan for (within the black dotted line); and
- territory designated for incorporation into the Village per active intergovernmental boundary agreements with neighboring communities (within the dark magenta area, excluding Kane County Forest Preserves).

Future Development Sites

The planning area encompasses future development sites, both incorporated and unincorporated. Future land use recommendations for undeveloped sites largely include territory which is adjacent developed areas and/or is of rural character and design. Recommendations for these sites were informed by their physical context, geographical location, adjacent uses, community priorities, and market trends.

Figure 6.3

PLANNING AREA



HORIZONTAL MIXED-USE IN THE SUBURBS

In Glenview, IL, the triangular area west of I-294 at Willow Road is the former home of Culligan International. Today, it is an example of a horizontal mixed-use development.



Here's how that transition happened:

GlenStar Properties LLC purchased the former Culligan International property.

OFFICE: GlenStar sold a portion to *Astellas Pharma* which built US headquarters in 2013.

RESIDENTIAL: GlenStar partnered with Lennar Corp to develop *Arrive Glenview* yielding 290 luxury apartments in four-story buildings with direct access and walking connections to other uses on site. Includes studio, 1- and 2-bedroom units.

RETAIL: GlenStar developed *The Shops at Glen Pointe*, a 12-acre shopping center (143,451 sf), with a 90,000 s.f. Mariano's grocery store and a mix of convenience commercial uses – fitness center (LA Fitness), quick food and beverage (Starbucks, Chipotle), a bank (PNC), and a preschool.

Image Source: NearMap

Recent Market Trends

Future Land Use recommendations are informed by observed market trends within the region and local community preferences, described below:

- **Industrial** – industrial space demand, especially for warehousing and logistics uses, remains high in the greater Chicago region. Demand ranges from existing small industrial space to brand new large (300,000+ sq ft) spec construction.
- **Commercial** – commercial space demand is in a state of fluctuation, with the redevelopment of many regional malls, the reduction in floor area needs of many large format retailers, and the ongoing recovery and reorganization of smaller business districts and shopping centers impacted by the pandemic.
- **Flex Space** – the pandemic has changed demand for the amount and type of office uses. This is still needed for office space (personal services, medical, professional uses, etc.) but in Gilberts such uses are not expected to be large or plentiful. To best fit market demand, flexible space that accommodates offices and also some commercial or modest manufacturing activity is becoming more common.
- **Residential** – residential demand varies by product in the greater Chicago region. Apartments and townhomes continue to be strong segments of the residential market.
- **Mixed-Use** – a mix of compatible and mutually beneficial uses, co-located either vertically (most common in urban areas) or horizontally (most common in suburban communities). In the greater Chicago region, horizontal mixed-use examples typically include apartments or townhomes incorporated into or adjacent commercial uses, e.g., Melody Farms in Vernon Hills, Arrive Glenview Apartments in Glenview (see left).



New housing duplex units freshly constructed as part of The Conservancy

Considerations for Future Development

Future development areas in Gilberts are appropriate for a variety of these uses, with the following Village-wide considerations:

Additional residential uses are under construction in Gilberts today, and more have been proposed, indicating market demand for additional units. Gilberts at its heart is a residential community, with excellent regional access, a strong housing market, and a welcoming and caring community. This plan recognizes that there is a market for a variety of household types and a need for a mix of housing types in all communities.

Housing options accommodate households at different life stages: young adults early in their careers returning to the community; seniors looking for maintenance free homes; the elderly who have family in the community but need independent/assisted living facilities. Gilberts has space to grow (via incorporated and unincorporated areas) and in keeping with Gilberts rural, small town feel, much of that growth will be through new residential development. The community will guide the character and location of that development, and ultimately benefit from the increase in "rooftops" which can support existing and future local businesses.

Light industrial uses, warehousing, and logistics

are a very strong part of the current real estate market – supporting businesses trying to meet consumer demands. These uses create jobs, bring more people into the community, and yield tax revenue. While industrial uses can create additional traffic that must be managed, developments today are well-landscaped, have almost exclusively internal operations, and are carefully located and buffered to minimize their impacts on residents' quality of life.

The **Future Land Use Plan** (see Figure 6.4) identifies locations for future industrial uses where they meet one of three conditions: within existing industrial areas, adjacent to I-90, or at the periphery of Gilberts, especially where there are adjacent industrial uses in neighboring jurisdictions. A major community concern surrounding industrial developments in Gilberts is their design and impact on residential areas. This concern is valid and is addressed in the Community Character chapter which recommends establishing design guidelines.




Additional commercial retail (shopping and restaurants) uses are highly desired by the Gilberts community, but the local market for these uses is limited. Demand for commercial retail is heavily dependent on average daily traffic (ADT) counts along roadways – the commonly applied threshold is 20,000 cars per day. The highest ADT count in Gilberts is along Route 72 between I-90 and Randall Road, making this stretch the most likely to see new commercial development. More significant is the Village's proximity to Randall Road, a major corridor which provides retail and dining options to multiple communities. From a market perspective, Randall Road is a magnet, and locating in Gilberts away from Randall Road is less desirable for retail, dining, and service establishments.

The Future Land Use Plan identifies locations for future commercial retail uses where they meet the following conditions: intersections with major roadways, potential to co-locate with other commercial or compatible uses, and potential to co-locate with residential uses. Several areas of the Village currently zoned C-1 for commercial uses are not identified as locations for future commercial uses because they do not meet these conditions and therefore have limited potential for commercial development. Future commercial development is most likely at intersections with Route 72.

Land Use Changes

The Future Land Use Plan does not include specific recommendations to change active land uses within current Village boundaries. The Plan includes recommendations for future development in adjacent future annexation areas. These locations primarily include existing rural residential uses and agricultural land. While residential uses are largely anticipated to remain within the lifetime of this Plan, agricultural land may develop.

Land use recommendations for future development are illustrated with colored hatches as follows:

-  Future Residential – areas appropriate for consideration of townhome or multi-unit residential development are highlighted in the plan subareas.
-  Future Commercial – a mix of general commercial uses such as retail, service, dining, and office are appropriate for these areas.
-  Future Industrial – the impact of industrial development related to truck traffic and community aesthetics suggests the need to focus these uses as the most appropriate opportunities in the Village.

The Subarea Plans include additional future land uses which are discussed in the following sections devoted to each subarea.

See 6a: Route 72 & Tyrrell



See 6b: Route 72 & Big Timber

See 6c: Galligan & Huntley Road



Figure 6.4

FUTURE LAND USE PLAN

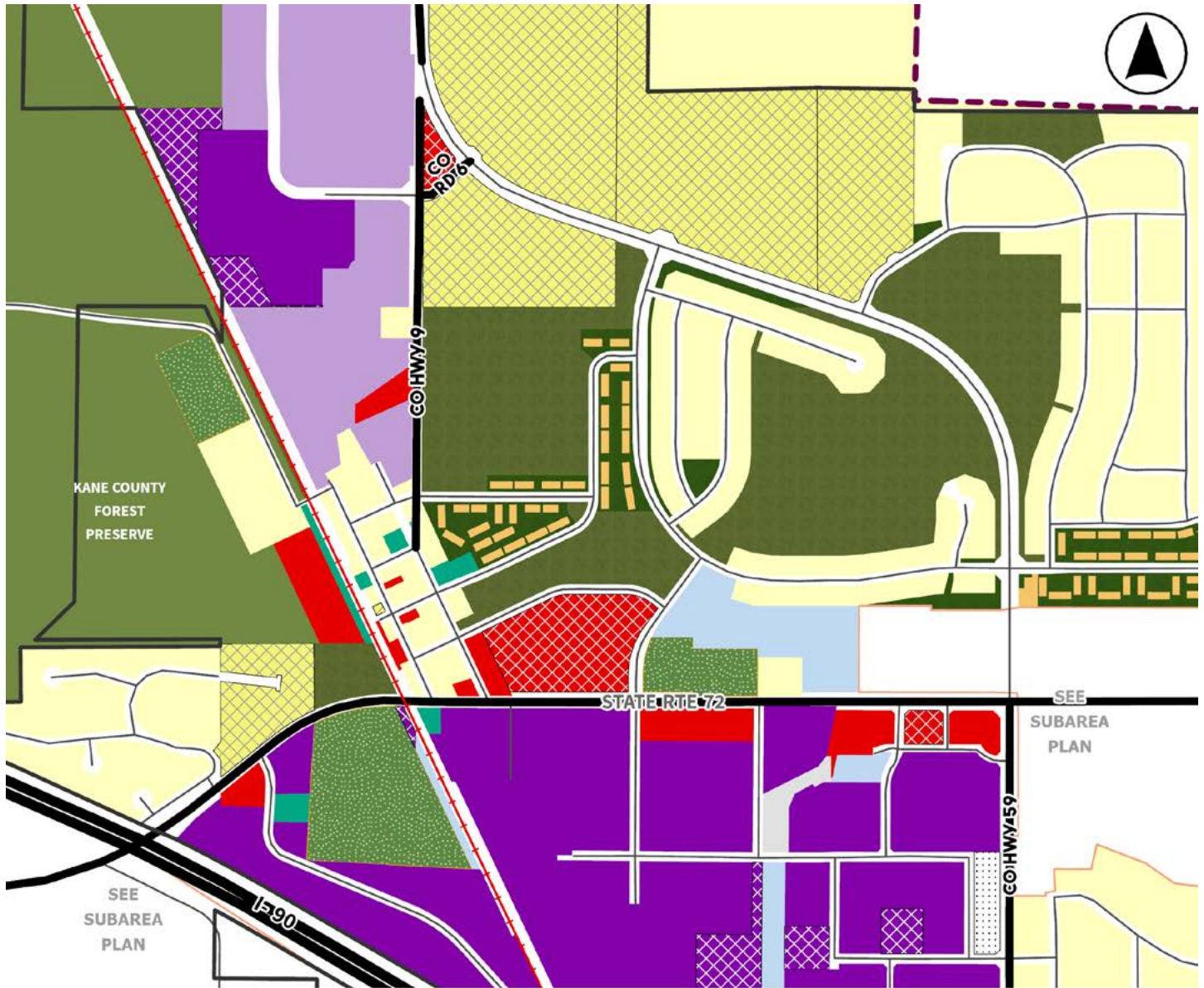
Legend

-  Gilberts Village Boundary
-  Boundary Agreements
-  McHenry County Line
-  Railroad
-  Forest Preserve
-  Single-Family Attached
-  Single-Family Detached
-  Residential Under Construction
-  Institutional
-  Commercial
-  Mixed-Use
-  Business Tech Flex
-  Industrial
-  Agriculture
-  Open Space
-  Residential Common
-  Stormwater
-  Utilities
-  Future Residential
-  Future Commercial
-  Future Industrial
-  Vacant
-  Airport



Figure 6.5

ROUTE 72 FUTURE LAND USE



Legend

- | | | |
|---------------------------|--------------------|--------------------|
| Gilberts Village Boundary | Commercial | Stormwater |
| Boundary Agreements | Mixed-Use | Utilities |
| Railroad | Business Tech Flex | Future Residential |
| Forest Preserve | Industrial | Future Commercial |
| Single-Family Attached | Agriculture | Future Industrial |
| Single-Family Detached | Open Space | Vacant |
| Institutional | Residential Common | |

STRATEGIES

Set Expectations to Manage Growth.

The FLU Plan sets expectations which manage where and how, or if, the community grows. The map effectively communicates opportunities and constraints.

Opportunities can include areas recommended for future development, including currently unincorporated land which could annex into the Village.

Constraints can include the extents of municipal boundary agreements and sensitive development areas, which are important considerations for developers and Village administration.

The map also considers how to address locations where nonresidential uses may impact residential living. It is not necessary to completely separate uses, but buffers, traffic and designs should be considered and addressed in the UDO and development review process.

Developments that differ from the specific land use designations can be considered, but the reasons for such changes should be weighed thoughtfully and thoroughly in light of the overall goals of this Plan.

Protect Sensitive Development Areas.

Sensitive development areas (see Figure 6.7) are a consideration for development. Acute development concerns in the region are heavily focused on stormwater management and flooding. However, protected, and endangered habitats, such as wetlands and box turtle migratory area, are also significant considerations.

The map at right illustrates FEMA designated 100- and 500-year flood zones. These areas pose significant flooding threats to new development and must comprehensively address stormwater management and water quality impacts.

These areas, especially where open water bodies and creeks remain, are the best suited areas to incorporate green infrastructure buffers to simultaneously manage stormwater and create accessible green space.

Smart Growth Approach

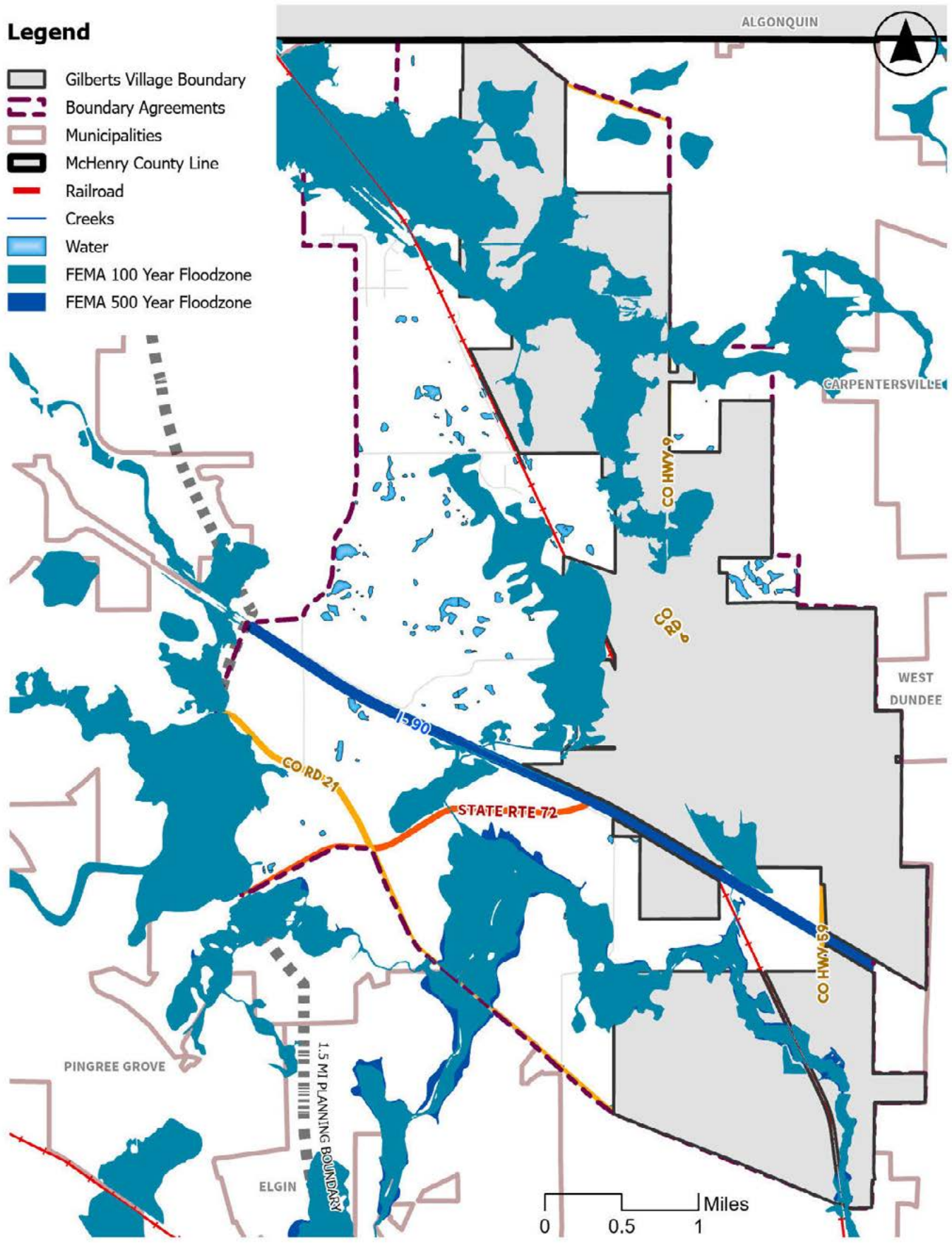
Smart Growth is "... that which supports choice and opportunity by promoting efficient and sustainable land development, incorporates redevelopment patterns that optimize prior infrastructure investments, and consumes less land that is otherwise available for agriculture, open space, natural systems, and rural lifestyles." - American Planning Association

In the context of Gilberts, a smart growth approach includes evaluating development proposals for:

- their economic and environmental sustainability;
- optimization with prior infrastructure investments;
- their impact on available open space within the community;
- their connection and accessibility to transportation networks other than roadways.

Figure 6.7

SENSITIVE DEVELOPMENT AREAS



Revision and Modernization of UDO.

Periodic updates to zoning ordinances, or in Gilberts the *unified development ordinance (UDO)*, address targeted issues but can miss related details and do not provide more global updates which keep the ordinance modern. The Gilberts UDO was last revised in 2011 and a comprehensive review and update of the UDO is recommended to ensure legal compliance, to reflect the vision outlined in this Plan, and to accomplish needed updates to the overall organization, structure, and language.

Modernizing the UDO is more than revising language and removing outdated terms – it is also about ensuring the UDO is in step with best practices and reflects in regulations and policy the type of development desired in the future. Modernization of the UDO allows removal of irrelevancies, the addition of visual aids to make complicated regulations more understandable and provides an efficient opportunity to ensure legal competence and defensibility.

There are several users of the UDO – Village staff, developers, property owners, etc. While some users are more familiar with interpreting a UDO, others users such as property owners may not have much technical knowledge of experience, and yet are also required to follow the regulations and seek required permits.

Revisiting and updating the UDO is needed to facilitate future desired development. Certain elements of the UDO are out of sync with current best practices.

Some items to revisit are:

- A limited number of residential zoning districts are included in the UDO, which is not necessarily an issue. However, the districts require relatively large lots, minimum dwelling sizes, and design requirements for townhomes, which limit flexibility of housing types and impact affordability.
- The residential districts include standards for specific subdivisions, and the zoning shows a dependence on using PUDs for development. These factors can be an indication that the underlying code requirements do not match current markets or housing goals of the Village.
- One district each is provided for commercial, office, and industrial uses. This limits the ability for the village to distinguish between different types of users within each of these categories. The extent to which this has served to attract, review, and manage development can be reviewed to see if the districts match current development trends and goals.
- The Old Town district is specific to a past vision of that area and should be revisited to ensure it is consistent with current goals. Permitted and Special uses lists include long laundry lists of uses – this is no longer a best practice and use categories can be considered to ensure the code stays current in being applicable to modern uses.
- The zoning map includes large areas of commercial development that are unlikely to become commercial use, given current markets, the limited traffic on adjacent roads, and the location in the Village. Redesignating these areas can be considered in light of plan recommendations. In addition, concurrence with this plan will need to be incorporated into future development reviews.

HOW TO USE SUBAREA PLANS

The following Subarea Plans identify areas of opportunity for Gilberts provide examples of how these areas could develop.

Why were these areas chosen?

These subareas reflect opportunity areas in and near Gilberts. As the community continues to grow, these areas provide opportunity for advantageous development. Each plan describes a set of development considerations, the goal and objectives for the area, and a conceptual land use plan. Potential land uses are recommendations based on site characteristics, locational context, market realities and adjacent uses.

These Subareas look to further the overarching goals of this Plan:

Enhance Financial Stability and Sustainability

Diversify the tax base, ensure a fiscally solvent government, and maintain an affordable quality of life for residents.

Maintain Residents' Quality of Life

Strike the right balance of land uses for Gilberts to remain semi-rural yet connected; maintain a small town, family-oriented character in the face of regional development pressures.

Increase Community Resiliency

Continue to provide access to quality and reliable utilities and services, expand bike and pedestrian networks for recreation / access / fitness, and encourage development that advances sustainable elements.

How can I use these subarea plans?

Community Resident – community members are encouraged to become involved and engaged to support and direct development of these areas over time.

Business Owner – these subarea plans illustrate the overall vision for development, including the types of uses and connectivity what the Village seeks.

Trustee / Commissioner – the same at the larger Plan, these subarea plans communicate the community's vision and desires for the future. Trustees and commissioners can apply these subarea plans as a guide when evaluating developments and decisions. In particular, the Development Considerations are an important resource to guide land use decisions.

Village Staff – the subarea plans are the primary means by which staff can understand the community's vision and communicate that vision to customers – potential developers, residents, and others.

Developers – those seeking to build in the Village can use these plans to understand Village goals and expectations for these areas. By reflecting and respecting those goals, the development process can be most productive. Even if the Plan is not an exact match for a proposed development, it provides a place of common understanding of Village aims.



Chapter 6a

ROUTE 72 / TYRRELL ROAD SUBAREA PLAN

This chapter describes important development considerations, goals and objectives, and potential land uses for the Route 72 and Tyrrell Road subarea.

Development Considerations

- Existing industrial uses to the east add development pressure to sites in the Village for the same.
- Buffer between existing residential uses to the north.
- Outlot commercial development is more successful in current markets than strip center development.
- Buffer industrial and logistics uses when adjacent to residential uses.
- Preserve open space along floodways for public use and protect development from flooding.
- Create an internal trail network and inter-neighborhood connections to foster mobility.
- Minimize truck traffic through residential portions to minimize impacts.
- Create additional regional destination uses to attract a wider customer base.
- Integrate commercial opportunities at intersections to take advantage of multidirectional traffic.

Goals + Objectives

GOAL: As the eastern gateway into Gilberts, the intersection draws in visitors and provides shopping and dining opportunities for residents.

Objectives:

1. Consider proposals for nonretail commercial or industrial development along Higgins Road away from key intersections, where traffic counts are relatively low.
2. Consider proposals for development of townhome/apartment uses at the northeast quadrant of the intersection.
3. Encourage commercial development at the northwest and southeast quadrants of the intersection.

Subarea Plan

The subarea plan for the intersection of Route 72 and Tyrrell Road reflects a range of uses which are appropriate for this site. The concept plan below is an example of how these uses could be arranged and work together.

Proposed Land Uses

- Medical, Senior Living or Business Flex – flexible use space for professional services such as medical practice, business office, or possibly independent and/or assisted senior living.
- Professional Commercial Flex – flexible use space for professional services (office) or commercial.
- Business Flex – flexible space for a variety of small users, including retail, service, office or industrial allowing complementary uses to locate near each other.

- Courtyard Townhomes – townhome development built around common courtyards to match existing development to the north (Town Center Blvd).
- Mixed-Use – rental residential over ground floor retail
- Logistics Distribution Center – storage of goods and coordination of their distribution.
- Stacked Flats Rental Apartments
- Podium Rental Apartments with Structure Parking, Clubhouse and Pool
- Corner Anchor Retail Commercial

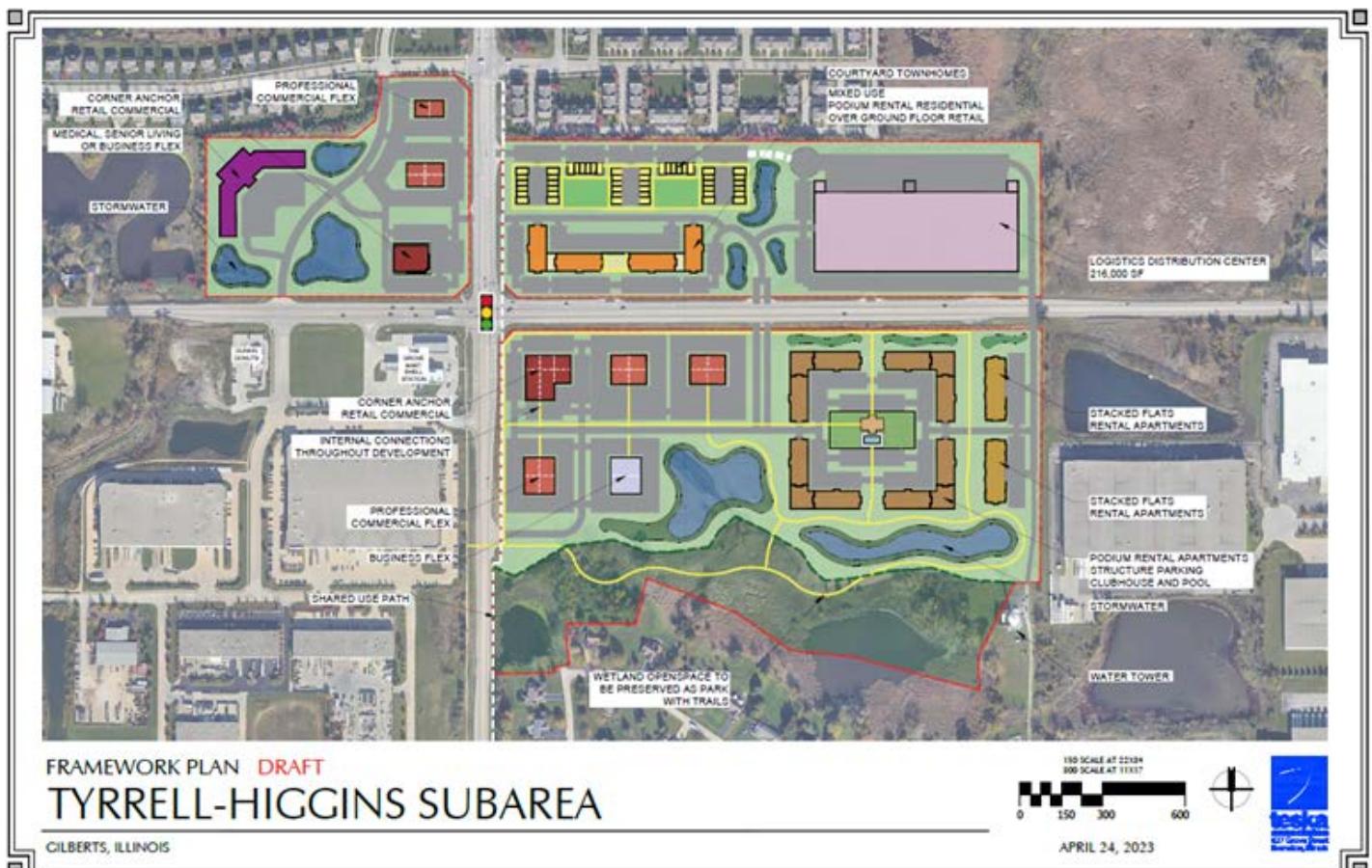


*Stacked Flats Example:
The Sixteen30 in Plainfield, IL*

For more information, visit <https://www.wingspandev.com/sixteen30>

Figure 6.8

ROUTE 72 / TYRRELL ROAD SUBAREA PLAN





Chapter 6b

ROUTE 72 / BIG TIMBER ROAD SUBAREA PLAN

This chapter describes important development considerations, goals and objectives, and potential land uses for the Route 72 and Big Timber Road subarea.

Development Considerations

- Preserve open space along floodways for public use and protect development from flooding.
- Minimize truck traffic through residential portions to minimize impacts.
- Create an internal trail network and inter-neighborhood connections to enhance mobility and reduce automobile use.
- Integrate commercial opportunities into intersections to take advantage of multidirectional traffic.
- Consider proposals for a regional destination uses to attract a wider customer base.
- Buffer industrial and logistics uses when adjacent to residential uses to minimize impacts.
- Develop higher intensity uses near the interstate to take advantage of easy access from I-90 and reserve quieter areas for lower intensity uses.

Goals + Objectives

GOAL: A development area that has a unique character and is connected to the balance of the Village.

Objectives:

1. Ensure that new residential development in the Higgins Road and Big Timber area (south of I-90) is interconnected via trails and sidewalks and well connected to nearby destinations such that automobile use is not required. ***Short Term goal, see Chapter 13 Implementation to learn more.*
2. Ensure that new development in the Higgins Road and Big Timber area (south of I-90) is accessible to and from existing portions of the Village.
3. Consider unique subdivision development in the area that attracts new types of development, such as estate residential homes, "agrihoods", or low impact development (LID) that naturally manages stormwater. ***Short Term goal, see Chapter 13 Implementation to learn more.*

Subarea Plan

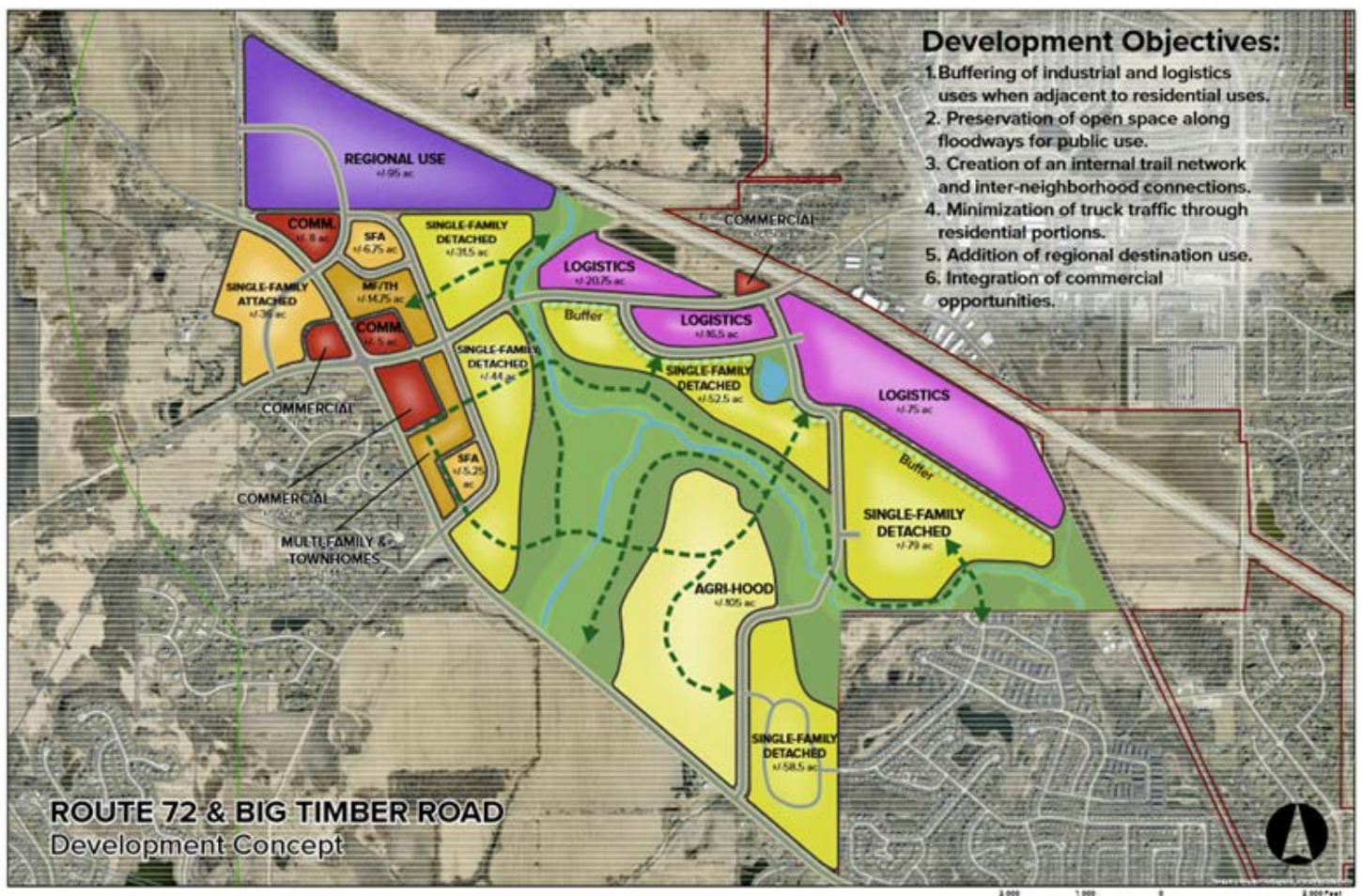
The subarea plan for the Route 72 and Big Timber Road subarea reflects a range of uses which are appropriate for this site. The concept plan below is an example of how these uses could be arranged and work together.

Proposed Land Uses

- Regional Use: This could include entertainment, sports, or other use(s) serving the region.
- Logistics: Industrial uses that are primarily geared toward the storage and movement of goods.
- Single-Unit Attached (SFA): Residential units which are attached such as duplexes and fourplexes or townhomes.
- Single-Unit Detached (SFD): Residential units which are entirely detached.
- Agrihood: A form of Low-Impact Development (LID); residential neighborhood built around agricultural or other uses which naturally manages stormwater.
- Commercial: Commercial services, retail and restaurant uses.
- Multifamily / Townhome (MF/TH): Multiple unit buildings or townhome residences

Figure 6.9

ROUTE 72 / TYRRELL ROAD SUBAREA PLAN





Chapter 6c

GALLIGAN / HUNTLEY SOUTHWEST QUADRANT SUBAREA PLAN

This chapter describes important development considerations, goals and objectives, and potential land uses for the Huntley Road and Galligan Road subarea.

Development Considerations

- Integrate commercial opportunities at the intersection to take advantage of multidirectional, regional traffic.
- Outlot commercial development is more successful in current markets than strip center development.
- Place residential uses behind retail both to buffer planned residential uses and to increase customer base.
- Locate moderate density housing near roadways to create easy access and reduce traffic in lower density residential areas.

Goals + Objectives

GOAL: A northern gateway to the community that advances development and economic development needs of the Village.

Objectives:

1. Zone for commercial or mixed-use development near the intersection of Galligan and Huntley Roads, accessible from both Huntley Road (for regional retail uses) and walkable for nearby residential neighborhoods (for local residents' needs).
2. Allow for more intensive development near the intersection of Huntley and Galligan Roads, acknowledging that Huntley Road is becoming a more significant thoroughfare.

Subarea Plan

The subarea plan for the southwestern quadrant at the intersection of Huntley Road and Galligan Road reflects a range of uses which are appropriate for this site. The concept plan below is an example of how these uses could be arranged and work together.

Proposed Land Uses

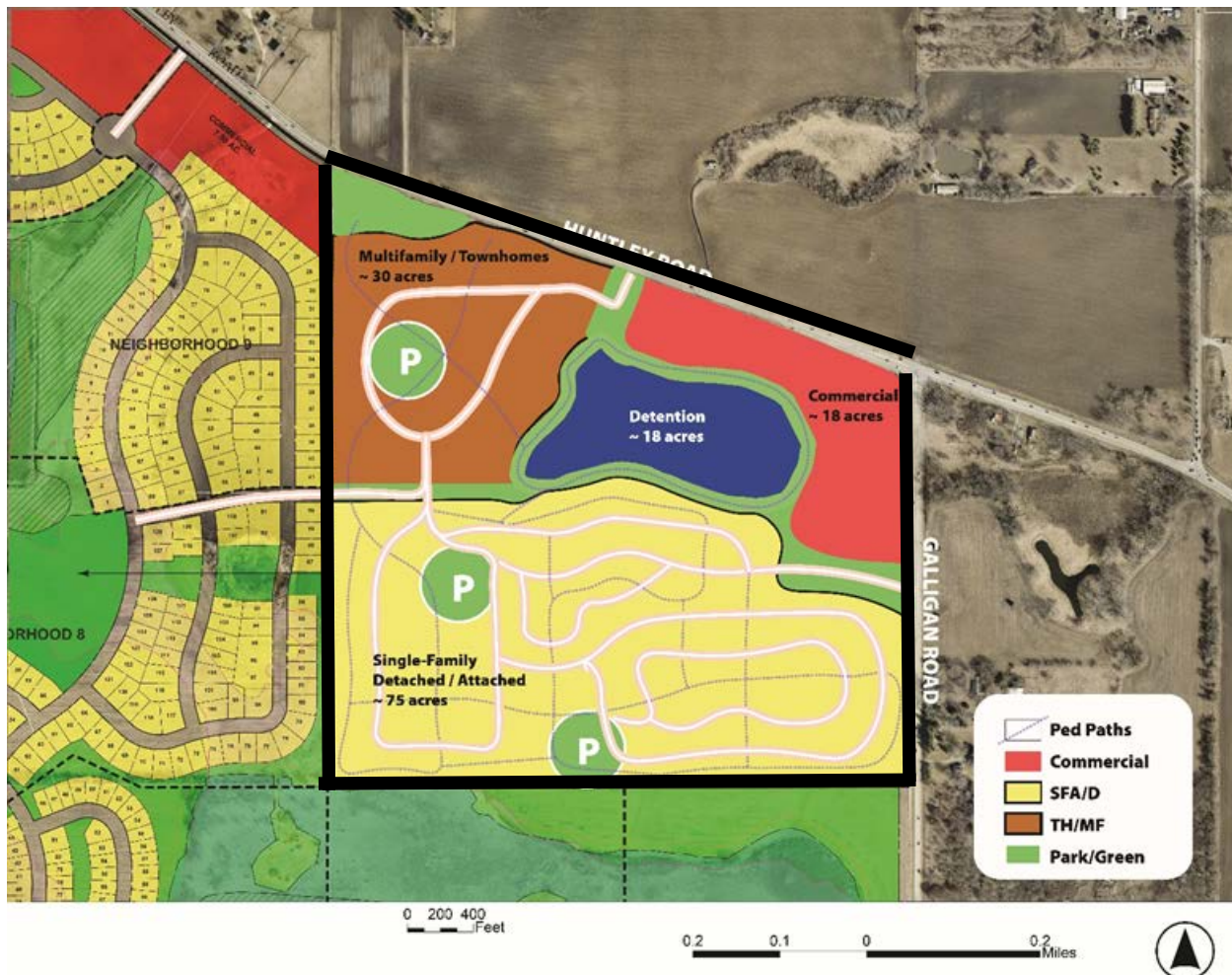
- Commercial: Commercial services, retail and restaurant uses.
- Single-Unit Attached (SFA): Residential units which are attached such as duplexes and fourplexes or townhomes.
- Single-Unit Detached (SFD): Residential units which are entirely detached.
- Multifamily / Townhome (MF/TH): Multiple unit buildings or townhome residences.

Intergovernmental Planning

- Revisit / Reestablish Boundary Agreements with Huntley and Carpentersville
- Requires utilities expansion planning

Figure 6.10

GALLIGAN / HUNTLEY SW QUADRANT SUBAREA PLAN





Chapter 7

COMMUNITY CHARACTER

Making Gilberts and wonderful place to be.

What is meant by community character?

"Why did you originally move to Gilberts?"

This was the first question in the community survey as part of the comprehensive planning process. Respondents could choose up to three reasons out of a total of eight options and what rose to the top were "cost of housing met my needs", "safe community" and "small town feel / character".

Community character is not a few big things, but rather a large collection of little things that provide a sense of comfort and delight. This collection of little things is what makes up our memory of places, and while we might remember a funky or beautiful building, we certainly remember the journey to get there.

Positioned between major commuting routes and an interstate, Gilberts feels a bit like a hideaway, or an escape from the hustle and bustle. This Plan recognizes that the balance of convenience and quiet is delicate. This chapter discusses how Gilberts aims to protect the small town feel and character which attracted residents in the first place, and ways the Village can manage development to benefit the community.





Existing Character

Since the 1960s, the Village has continued to develop through the construction of separate residential subdivisions. These developments tend to evoke the time in history in which they were developed, both in terms of architectural and infrastructural character.

- Old Town is organized as a grid, with a mix of uses parallel to the Union Pacific (C&NW) railroad.
- In the mid-1960s, the Gilberts Industrial Park was established on either side of the Union Pacific railroad, with direct access to Route 72 and I-90. The Prairie Business Park came next at the southwest corner of Routes 72 and 59. Both the industrial and business park structures tend to be small-scale with grass swales instead of curb & gutter, and no sidewalks.
- Residential development began to expand beyond Old Town in earnest after the 1960s, with the construction of four subdivisions: Windmill Meadows (1970s), Gilberts Glen (1980s), Indian Trails (1990s), Dunhill Estates (1980s). In general, these earlier subdivisions were built without a sidewalk network, are of a single housing type, and have larger, deeper lots.
- Several additional residential subdivisions have been built since 2000: Town Center and Timber Glen (mid 2000s), Timber Trails (mid 2010s), and Woodland Meadows, and The Conservancy (ongoing, construction started in 2015) reflect modern architectural styles, include a mix of unit types on smaller lots, and have internal sidewalks, parks, and green spaces.

Culture is also a component of character. Community events take on a different meaning when attendees know everybody versus just a few neighbors. Local experiences, such as visiting the Deep Roots Farm Stand, or horse riding in the forest preserves can also create that sense of belonging and shared experience among community members, creating a sense of cohesion.

Through this planning process, it became clear that while social ties are especially strong in Gilberts, there is a desire to create greater physical cohesivity and connectivity across the community. Engagement with the Gilberts' community highlighted how strongly the community feels about preserving open space and the small-town feel. With the community, there are a number of privately owned undeveloped properties within the Village which presently act as open space, however, their eventual development will be a marked shift in the experience of moving through Gilberts.

This Plan aims to set in motion actions to enhance community character, both in the design of development and in the ways that residents and visitors alike experience the community.

Community Character

GOALS & OBJECTIVES

GOALS + OBJECTIVES

The following Goals and Objectives relate to Community Character. Some Objectives may be reflective of current policies and programs, whereas other describe steps to take to implement this Plan.

Goals are aspirational statements of ambitions for the future. **Objectives** are the actions or policies to be followed in pursuit of goals.

GOAL: Gilberts' character reflects its unique positioning as the middle ground between urban and rural communities.

Objectives:

1. Use placemaking strategies, such as consistent lighting posts and signage, to give Gilberts a recognizable community character to unify the community visually.
2. Emphasize small town character in terms of development, community activities, and level of commercial development.

GOAL: New development complements Gilberts' small-town character.

Objectives:

1. Adopt Design Guidelines for light industrial, commercial, and other employment uses. **Near Term goal, see Chapter 13 Implementation to learn more.*

STRATEGIES

Create a Network of Signage to Enhance Wayfinding

The 'Welcome to Gilbert's' gateway signs are the first means of communication about the community. Their design – size, color, branding, etc. – reflects community values and character and simultaneously indicates arrival in Gilbert. Current gateway signs are highly readable, but low profile monument signs. As the branding of the community changes, replacement of these signs to reflect current branding is recommended. Additionally, the scale of gateway signage and features should be considered. Gateway signs can be coupled with attention grabbing features, such as a sculpture, water feature or branding on a water tower, a branded archway. An estimated 15,800 vehicles use Route 72 every day and investments in gateways and wayfinding signage could help attract more of those vehicles to local businesses.



Gateway + Wayfinding Signage



Respondents of the Virtual Open House indicated strong support for enhanced gateway & wayfinding signage

Gilbert's has some wayfinding signage which communicates navigational information – for example, St. Mary Church has a sign east-bound on Route 72 indicating its location "3 blocks north" on Galligan Road. Wayfinding signage can go a long way to welcome and direct visitors to local points of interest, institutions, parks, and other attractions. Wayfinding signage needs to be prominent and highly visible and is coordinated by the Village rather than private entities. Signs and features should also relate to the Village's branding and can identify special areas within the Village, such as the Old Town or an historic district.

Establish Design Guidelines

Design guidelines communicate design preferences for new development. Engagement through the community survey and virtual open house showed a high level of consensus and agreement on design preferences. Similar to branding, design guidelines are a suite of principles that when followed enhance cohesivity while avoiding monotony. Guidelines are different for each community but focus primarily on architectural features and styles and site designs such as a mix of façade materials, building scale, landscaping, roof styles and more.

Adopted design guidelines are a resource for future developments. There may be specific guidelines for land uses, and / or community-wide guidelines. Existing development and property owners would be referred to the design guidelines when seeking building permits as well. In contrast to design standards, guidelines provide flexibility while still communicating preferences and are an effective tool to facilitate conversations about design before development starts. In Gilbert's, design guidelines would be best used for larger-scale developments (other than single-family homes).

The Virtual Open House sought to better understand design preferences and development character among the Gilbert's community. Respondents voted for their preferred designs of multiple land uses, including Industrial, Multifamily and Townhome developments. The following descriptions of the most highly preferred designs should be taken into consideration when drafting design guidelines.

LUXURY SUBURBAN LIVING: RESERVE RANDALL ROAD

Reserve Randall Road is depicted in the second photo below. As part of the Virtual Open House, this photo was chosen as the most appropriate design for Gilberts among four example of multifamily housing.

Reserve Randall Road was developed in 2019 and includes 380 apartment units across 19 buildings. The community was developed in two phases, with 300 units completed in 2021 and the remaining 80 in 2022. Amenities include a clubhouse, fitness center, pool, grilling station, dog park and entertainment lounges. Reserve Randall Road is located on Randall Road, with the nearest residential buildings setback around 400 ft and is adjacent Dundee Middle School and Randall Oaks Recreation Center. The community website describes the community as Luxury Suburban Living.

Industrial Design:

The preferred design depicted the Bystronic Americas headquarters in Hoffman Estates (2200 W Central Road) which include a landscape setback from the roadway, an articulated façade and a significant proportion of glass used for the entrance and the street-facing façade.

Multifamily Design:

The preferred design depicted Reserve Randall Road in nearby West Dundee (400 Randall Road). The buildings are two stories, with pitched roofs and a mix of façade materials surrounded by attractive landscaping.

Townhome Design:

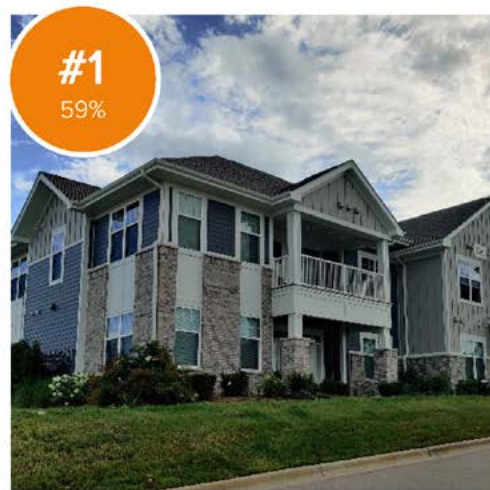
While respondents could vote for four options, two designs received a combined total of 66% of the vote. The preferred designs depicted Gilberts Town Center and Cambridge Lakes in Pingree Grove. Both communities include two-story buildings, with pitched roofs and a mix of façade materials surrounded by attractive landscaping. Gilberts Town Center townhomes feature a sidewalk leading to the front door facing the street with garages located in the back. The Cambridge Lakes townhomes have garages facing the street and are visually similar to detached single-family homes.

"Which design do you feel is most appropriate for Gilberts?"

RANKED QUICK POLL RESPONSES



INDUSTRIAL
Preferred Style



MULTIFAMILY
Preferred Style



TOWNHOME
Preferred Styles



Chapter 8

OPEN SPACE & RECREATION

Protecting and enhance spaces and places to recreate.

Why plan for open space & recreation?

The Gilberts community has a strong affinity for open space, trails and values living close to nature. This Open Space + Recreation chapter focuses on the health and wellness of the land and the people. The community also benefits from maintaining natural landscapes – from mitigation of stormwater flooding to the mental + physical benefits of living closer to nature.

This Plan reflects discussions with stakeholders in the community and other jurisdictions about the desire to preserve open space and provide ample opportunities for recreation. This chapter discusses how Gilberts aims to protect current open space and recreation areas and enhance and strengthen connections to the natural environment. Gilberts Community Says: Open space and bike paths and trails that connect to parks, forest preserves, and other parts of town are top priorities.

The **Community Survey** indicated that residents truly value access to open space and want to be able to move around town safely by active means of transportation – walking and biking.

While respondents rated “open space and natural areas” as excellent, “bike/pedestrian access + connectivity” was rated as “needs improvement”.

The top 3 greatest needs in Gilberts according to residents included “connectivity of sidewalks and bike trails” and “recreational facilities”.

The **Virtual Open House** asked the community to indicate their support for a variety of activities in Gilberts. 98% of respondents voted in favor of “Multi-use Paths and Bike Trails”.

All-Ages Outdoor Recreation / Nature Play
>> 97% of respondents voted in favor of All-Ages Outdoor Recreation



All-Ages Outdoor Recreation

Multi-Use Paths and Bike Trails


97%

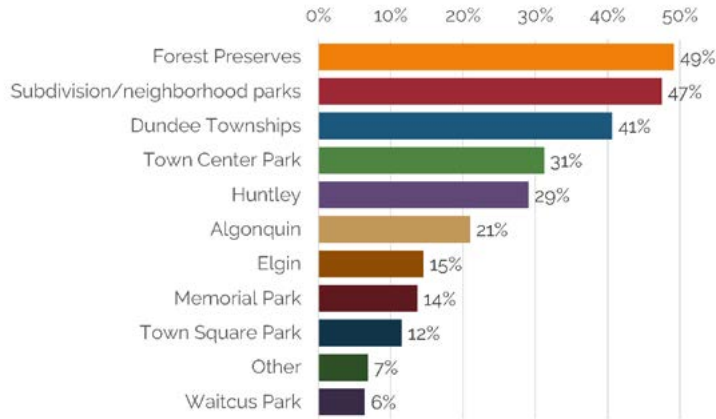

98%

Respondents of the Virtual Open House indicated very strong interest and support for all-ages outdoor recreation and multi-use paths and bike trails.

WHERE DO GILBERTS HOUSEHOLDS RECREATE?

"Where does your household recreate?"

RANKED QUICK POLL RESPONSES



Feedback from the Virtual Open House revealed that many Gilberts residents recreate most in Forest Preserves, in subdivision and neighborhood parks, and in Dundee Township parks and facilities.

Parks

Gilberts currently does not have a municipal parks department or a park district. The creation of a district requires a referendum and would create a new taxing district. The most recent referendum did not pass and consensus throughout this planning process indicated that while a local park district is desired at some point in the future, this is not the right time to add another taxing body to residents' tax bills. Proximity to neighboring park districts, Kane County Forest Preserves, and other recreational opportunities provide an array of options to Gilberts residents, which many currently use.

The Village UDO requires dedicated park areas in new subdivisions and provides recreational opportunities throughout the community. This has resulted in the creation of many of the most conveniently located parks to residential areas. These parks are owned by the HOAs but maintained by the Village.

The Village owns and manages Waitcus, Town Center, Town Square, and Memorial Parks. The Dundee Township Park District owns and operates around 40 parks and facilities and provides seasonal programs, all of which Gilberts residents have the option to use regardless of whether they live within Dundee Township. One of the closest facilities is the Randall Oaks Recreation Center.

Table 8.1

VILLAGE OF GILBERTS PARKS

Village Parks	Location	Size	Facilities
Memorial Park	355 Tyrrell Road	14.6 ac	Baseball diamond, basketball court, playground, pond, picnic pavilion
Town Center Park	301 Columbia Lane	17.5 ac	playground, splash pool, baseball diamond and open space
Town Square Park	195 Jackson Street	6.3 ac	playground, gazebo, a pond, and open space
Waitcus Park	Rt. 72 and Railroad Street	3.6 ac	baseball diamond, basketball 1/2 court, playground, and a picnic pavilion



Recreational Open Space

Gilberts has excellent access to recreational open space in Kane County Forest Preserves. The following areas share a border with the Village and provide opportunities for the community to use trails, camp, bird-watch, and more.

Freeman Kame - Meagher Forest Preserve

This preserve is one of the highest risk natural areas and also considered one of the most picturesque. It offers multi-use trails, picnic areas, and dedicated bike paths. There is also a horseback riding area and model aircraft field. For a map of the area, visit <https://kaneforest.com/upload/FKM-ModelAirFieldMap.pdf>.

Camp Tomo-Chi-Chi Knolls

This 206-acre area is devoted to youth group camping and recreation and is available for organized youth groups such as scouts, churches, and schools. It includes tent and lodge camping. For more details, visit <https://kaneforest.com/location/camp-tomo-chi-chi-knolls>.

Burnidge Forest Preserve/ Paul Wolff Campground

At 600 acres, this is one of the largest preserves in Kane County. It includes 9 miles of hiking trails, including a 2.25-mile multipurpose trail for hiking, biking, or equestrian use. The preserve includes areas for fishing, picnic shelters and the Paul Wolff Campground.

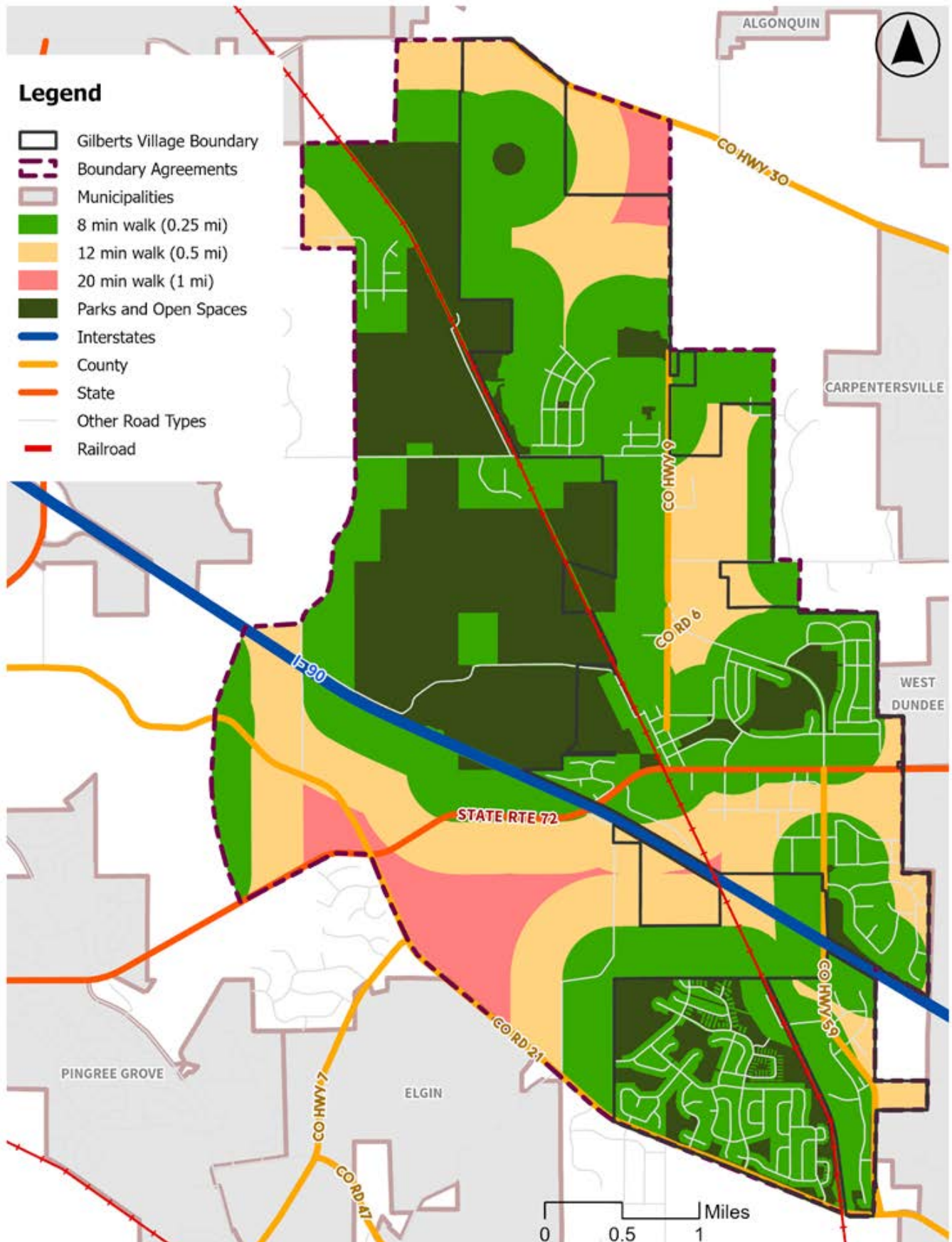
Parks and Open Space Access

The map on the following page indicates the location of all parks within the Village and forest preserves within the planning area. The vast majority of the Village has access within a quarter or half mile (equivalent to an 8- or 12-minute walk where there are sidewalks or direct connections. Planned parks within The Conservancy development have been added in their approximate location and size.

Areas where the Village can focus efforts to expand or improve parks and access are represented in red. These areas are between 0.5 – 1 mile away from a green space or park. At present, these areas remain mostly undeveloped. These include areas within two subareas: the Huntley Road / Galligan Road subarea and the Big Timber / Higgins Road subarea.

Figure 8.1

OPEN SPACE & PARKS ACCESS MAP



GOALS & OBJECTIVES

GOALS + OBJECTIVES

The following Goals and Objectives relate to Open Space + Recreation. Some Objectives may be reflective of current policies and programs, whereas other describe steps to take to implement this Plan.

Goals are aspirational statements of ambitions for the future. **Objectives** are the actions or policies to be followed in pursuit of goals.

GOAL: Gilberts is a community rich in parkland, open space, and opportunities to interact with the natural environment.

Objectives:

- Enhance safety and connectivity to parkland and open spaces by planning safe routes to parks in all new developments and identifying opportunities to add paths in existing developments.
- Create / enhance trail connections to local / neighboring parkland and conservation areas, such as Kane County Forest Preserves. ***Short Term goal, see Chapter 13 Implementation to learn more.*
- Close sidewalk gaps between residential neighborhoods and between residential areas and main roads.

GOAL: A trail system within Gilberts provides a safe, alternative way to get around for recreation and transportation.

Objectives:

- Identify roadways/routes for future trails, key sidewalk connections, and funding sources to create a pedestrian/bike network. ***Short Term goal, see Chapter 13 Implementation to learn more.*
- Create visual cues to identify bicycle routes (markings, sharrows, signage, etc.)
- Host community rides to enhance knowledge of the routes and create familiarity to enhance comfort. **Near Term goal, see Chapter 13 Implementation to learn more.*

Strategies

Create a Recreation Facilities + Activities Task Force.

Throughout this planning process, it became clear that the community welcomes a more in-depth evaluation of Village-owned and managed recreational facilities and activities. Creating a task force is a first step in evaluating the needs of the community, today and in the future, and how those needs can be effectively met.

Prepare a Parks + Recreation Plan

A Parks and Recreation Plan would establish standards for the community and build on discussions by the Task Force. The plan would identify strategies and action steps to meet or exceed those standards (short, medium, and long-term) and may identify metrics to measure success over time. Accessibility and connections should be top of mind to reduce inequities and increase mobility throughout the community. Such a planning process would include relevant stake holders, which could range from neighboring park districts to youth sports organizations, etc.

Create a Unified, Connected Trail System

While trails create recreational opportunities for walking and biking, when they connect directly to destinations (schools, parks, shopping, etc.) they can help make walking and biking feasible for more everyday trips. As the region continues to work towards more connected regional trails, partnerships with multiple levels of government, developers, and transportation agencies are needed to bring ideas to fruition through planning and securing funding. Locally, Gilberts will need to work closely with Kane County Forest Preserves, developers, and neighboring communities to work facilitate connections, build new routes, and prepare for enhanced connectivity to create an internally connected trail system in town.

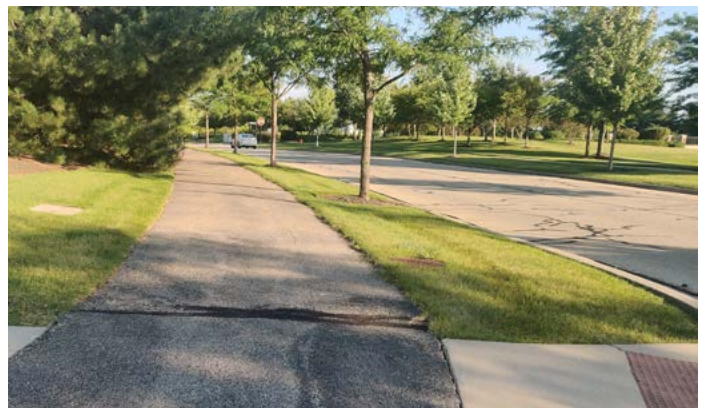
Off-street bike paths or trails, along main roadways where feasible, are preferred because they are buffered from vehicles, increasing safety. The primary routes within Gilberts where parallel bike paths or trails are recommended for further consideration include Tyrrell Road (including the bridge across I-90), Galligan Road, Higgins Road (including the bridge across I-90), Freeman Road. In addition, Big Timber Road and Powers Road would also be appropriate for bike paths or trails to serve future development areas.

LOCAL EXAMPLES OF MULTI-USE PATHS

This Plan advocates for the expansion and connection of multi-use paths in Gilberts to enhance connectivity within the community - between neighborhoods and across I-90. Learn more about multi-use paths and other recommendations to improve connectivity in Chapter 9.



Path located in The Conservancy.



Path located in Town Center.

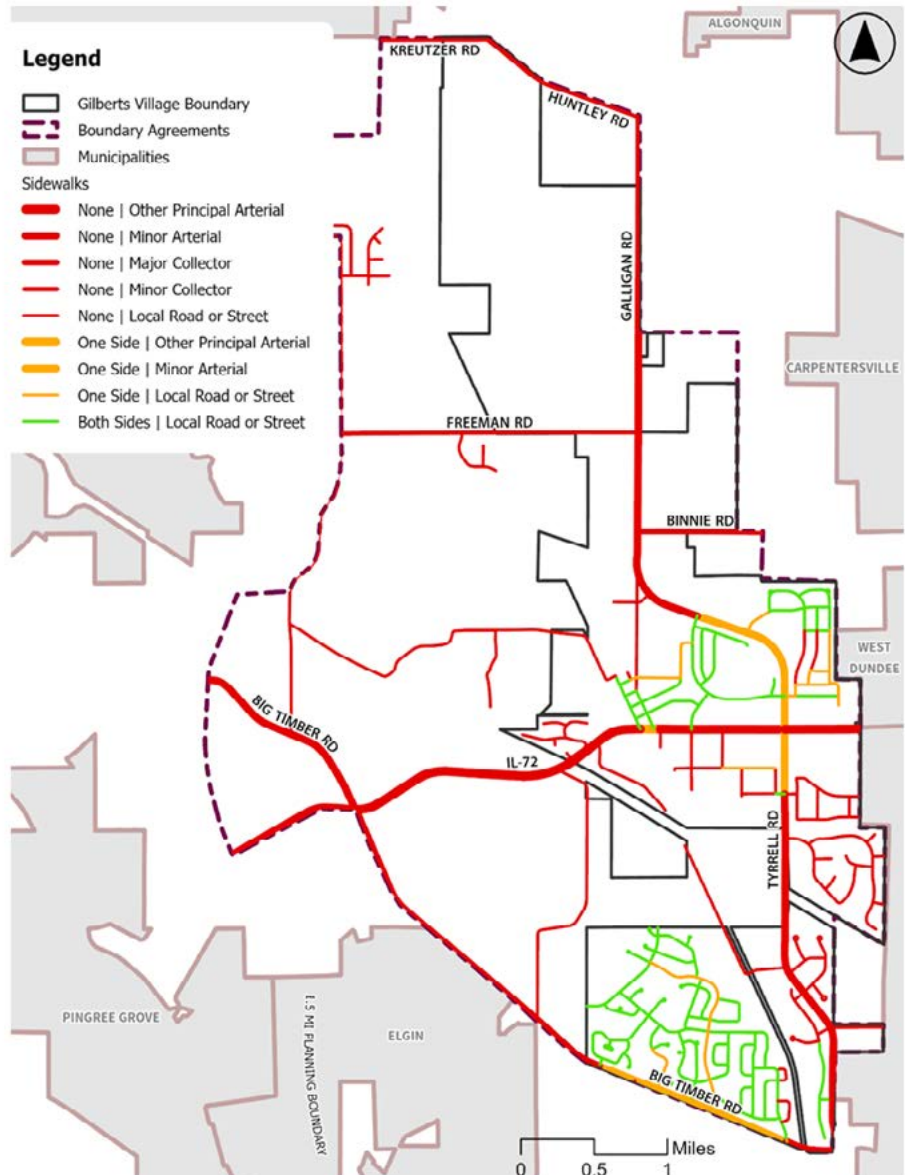
Complete the Sidewalk Network

While sidewalks create safer recreational networks for walking, they can also help reduce vehicle trips when they connect directly to community institutions, recreation and more. The following map indicates the presence of sidewalks along roadways within the Village. The thicker the line, the greater amount of traffic the roadway carries due to connections to other roadways. Roadways in red have no existing sidewalks, those in orange have a sidewalk on only one side, and those in green have sidewalks on both sides of the streets. Arterials and Collectors without a sidewalk on at least one side should be High Priority segments for closing gaps because they have the greatest potential to enhance connectivity.

Many of the main streets and regional corridors are not connected to sidewalks in residential areas. Priority areas to install sidewalks are on collector roads, such as Freeman Road which collects traffic from neighborhoods and businesses leading to more intensive roadways such as Randall Road and I-90. Closing gaps in the sidewalk network in the community will help enhance walkability and can also increase safety for bikes.

Reducing sidewalk gaps in residential areas is also important to creating a more complete network in town. While newer subdivisions in Gilberts tend to have complete sidewalk networks, older neighborhoods generally do not and engagement with residents indicated that some prefer not to have sidewalks installed.

Figure 8.2
SIDEWALK GAP PRIORITIES MAP





Chapter 9

MOBILITY & CONNECTIVITY

Ensuring safe and efficient networks and connections.

Planning for Mobility & Connectivity

The Gilberts community values being close to conveniences and benefits from being well-connected to the region, but access and connectivity remains primarily safe and efficient only by car. Feedback throughout the planning process indicated that there is room for improvements which can strengthen connectivity by expanding planning for mobility. Gilberts is a community of families which values the ability for everyone, especially children, to safely move about the community independently.

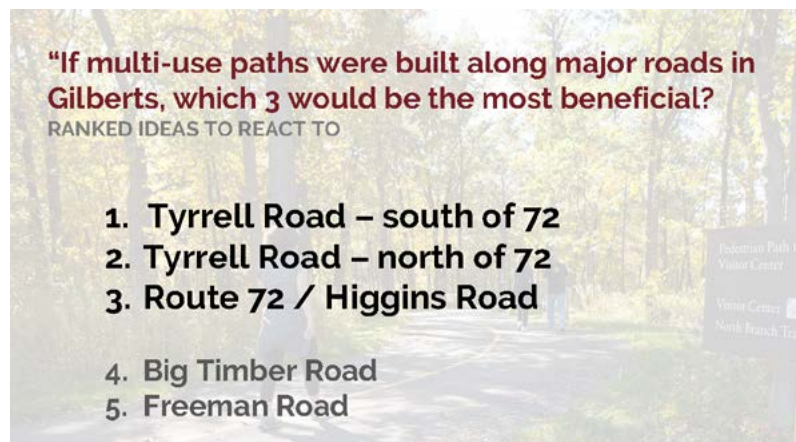
This Plan provides guidance and recommendations based on community feedback and insights related to opportunities for improved mobility and connectivity. This chapter evaluates multiple transportation networks (vehicle, bike, pedestrian) and describes strategies to improve connectivity going forward.

The **Community Survey** asked respondents' to rate their level of satisfaction with the quality and availability of various elements in Gilberts. "Bike/pedestrian access + connectivity" was rated as "Needs Improvement".

The **Virtual Open House** asked the community to indicate their support for a variety of activities in Gilberts. 98% of respondents voted in favor of "Multi-use Paths and Bike Trails" and 97% in favor of All-Ages Outdoor Recreation (see full summary in Appendix).

Based on these findings, this chapter describes opportunities to create better connections to destinations - including other parts of Gilberts - which will reduce the need to drive in town.

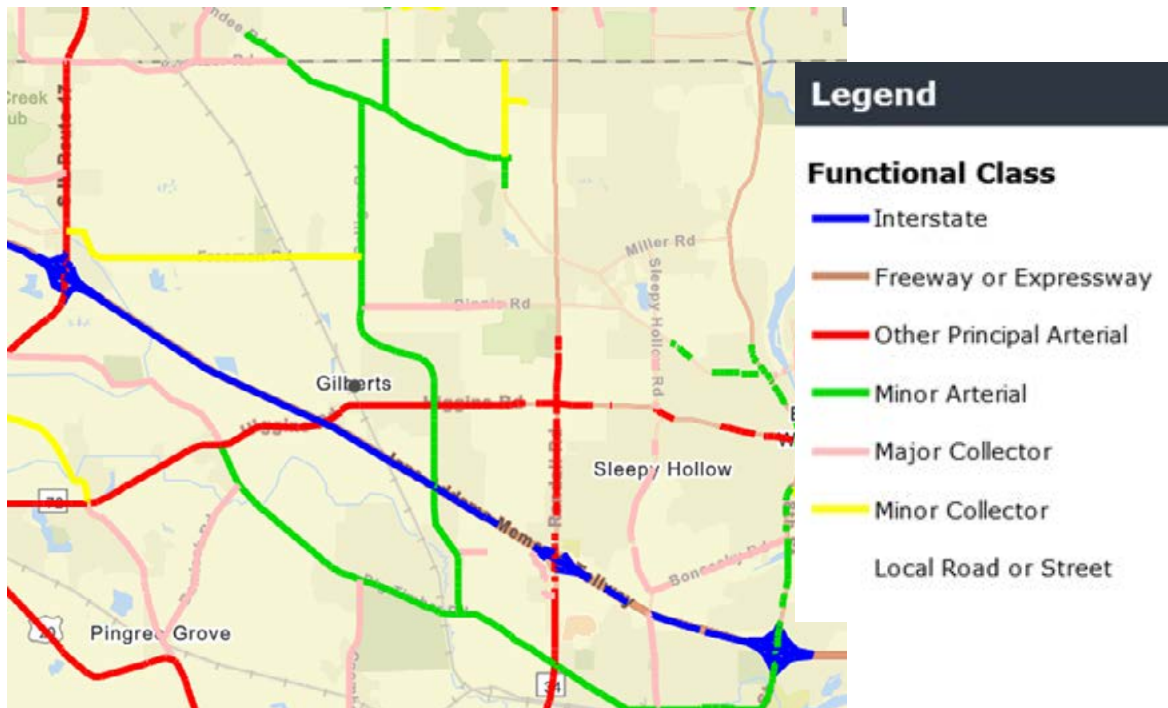
98% of Virtual Open House respondents indicated support for Multi-Use Paths and Bike Trails



See the full Virtual Open House Summary in the Appendix B

Figure 9.1

IDOT ROADWAY FUNCTIONAL CLASSIFICATION MAP



Source: IDOT Interactive Functional Classification Map, June 2023.

Roadway Classification + Maintenance

Gilberts is served by a system of roadways classified by their function and capacities. These roadway classifications are described below (depicted in Figure 9.1), beginning with the least capacity roadways to the highest capacity roadways.

Local Roads streets providing access in and between neighborhoods and nearby destinations. They connect with collectors and arterials. Local jurisdiction, either municipal, township or county owned and maintained.

Major and Minor Collectors used to collect and distribute medium volume traffic between other collectors and local roads and abutting property. Examples in Gilberts are Freeman Road (minor collector) and Binnie Road (major collector).

Minor Arterials provide access for trips of moderate length and offer connectivity to other arterials or expressways. Examples in Gilberts are Tyrrell Road and Big Timber Road.

Major/Principal Arterials serve major development centers and provide a higher capacity at relatively lower speeds. Arterials collect or distribute traffic to collectors and to expressways and interstates. Examples in and near Gilberts are Route 72/Higgins Road and Randall Road.

Freeways / Expressways, Intestates: these are the highest capacity and fastest moving roadways which connect to each other to provide efficient access to other cities and states. Interstate 90 is the nearest accessible interstate to Gilberts, which connects to Interstate 39 near Rockford, crosses into Wisconsin and connects with Interstate 43, and to Interstates 290, 294 and 55.

Over 26 miles of local roads within Gilberts are maintained by the Village Public Works Department. However, many of the primary roadways within Gilberts are under the jurisdiction of the Illinois Department of Transportation (IDOT), the Kane County Division of Transportation (KDOT) or Rutland Township, meaning that improvements and regulations are controlled by those governments.

Under IDOT Jurisdiction: Route 72 / Higgins Road, Route 47, Huntley Road

Under Kane County Jurisdiction: Tyrrell Road, Big Timber Road

Under Township Jurisdiction: McCornack Road, Tower Hill Road (west of railroad), Powers Road

IDOT, KDOT and Rutland Township plan improvements for these roads (and intersections with connecting roadways) with the assistance of adjacent communities. At present, there are no programmed improvements for these roadways.

Current Conditions in Gilberts

Roadway Conditions

The condition of roadways is impacted by weather, daily traffic, and the weight of vehicles using the roadways regularly. For local roads, the Public Works Department programs and performs maintenance for streets within the corporate boundaries. This includes sealing cracks and programming funding and resources for resurfacing.

Roadways under IDOT jurisdiction carry more traffic and are often truck routes, which causes more wear and tear. Additionally, these roadways are often the first to experience increased traffic as an area develops or redevelops with more intense uses. These changes can necessitate widening roadways and/or significant improvements to intersections. These roadways also require additional coordination and approvals for other modifications, such as installing on or off-street bike paths, or gateway and wayfinding signage.

This Plan anticipates that Route 72 (IDOT jurisdiction) may be widened in the future to accommodate traffic demand originating in Gilberts or elsewhere along the route.

Truck / Cargo Van Traffic

Designated truck routes are designated based on their connections to major roadways and interstates and, more importantly, their ability to accommodate wide, heavy vehicles. There are currently no designated truck routes within Village limits, though Route 47 and Randall Road are nearby.

The designation of truck routes has formalized where large and heavy vehicles are permitted, which has the added benefit of reducing the wear and tear on lower capacity roadways. However, the movement of goods is no longer exclusively performed by truck trailers / semis. Vans are increasingly used to complete home delivery services for a range of goods and services – from clothing to packages to food deliveries. These vehicles are not restricted to truck routes, and prudent roadway planning must now take them into account.

An Amazon Fulfillment Center opened in November 2022, at 11500 Freeman Road in the Village of Huntley. Coinciding with the opening of the new facility is a roadway expansion of Route 47 to the west, which connects to I-90. KDOT is currently studying the intersection of Freeman Road and Tyrrell Road for needed improvements to cope with additional traffic (cargo and vehicular).

Non-vehicular Mobility

There are limited ways of getting around town outside of a car and off roadways at present. This limits mobility for children, the elderly who may not drive, and anyone who would need or prefer to get around outside a car. Without non-vehicular networks and connections, kids can't safely visit friends in other neighborhoods, seniors have limited independence, and driving is reinforced even for short trips because there are no viable alternatives.

Sidewalks are the primary and most widespread infrastructure in Gilberts, but many of the early residential developments do not have an internal sidewalk network, and many collectors and arterials have incomplete sidewalks as well.

Neighboring forest preserves and communities have bike trails and paths, but there are no direct connections to Gilberts and no local trail system. The primary transit service in the area is Pace Bus, though there are no routes that currently connect in or move through Gilberts. The nearest Metra commuter rail service connection is the Big Timber Station in Elgin (Big Timber and Randall Roads).

Kane County Bicycle & Pedestrian Plan

Kane County recently adopted a Bicycle & Pedestrian Plan in June of 2023. The plan is an extensive compilation of recommendations, ideas, and solutions, and includes findings from community engagement. Primary objectives of this recently adopted plan are to Improve Connectivity and Foster Partnerships. The plan notes the connectivity improvements include filling critical network gaps, proposing design solutions to improve safety, and expanding networks west. Fostering partnerships includes creating guidance for municipalities to enhance on-street bike networks and serve as a source of technical assistance for municipalities.

KANE COUNTY BICYCLE & PEDESTRIAN PLAN

ROAD/TRAIL CROSSING GUIDANCE

EXISTING FACILITY TYPES
There are ten facility types currently present within Kane County. Detailed descriptions on the facility types can be found in the Bicycle Facilities section.

PROPOSED ROADWAY CROSSING FACILITIES

Off-Set/Staggered Mid-Block Crossings
A staggered crosswalk is a crosswalk on a road with four or more lanes that has a pedestrian refuge island dividing it into two halves that are offset from each other. This type of crosswalk is ideal for mid-block areas with low to medium pedestrian volumes and medium vehicular volumes.

School Zone Improvements
A variety of roadway improvements may be used to enhance the safety or mobility of children in school zones, including school advance warning signs, clearly-marked areas for student drop-offs, adding sidewalks or separated walkways and paths, and parking prohibitions near intersections and crosswalks.

Parking Lot & On-Street Parking Improvements
Often overlooked in roadway and travelway crossings are pedestrians crossing parking lots and roadways after parking vehicles. Studies show that one in four crashes occur in parking lots. Parking lot safety can be improved by providing drivers and pedestrians reasonable parking aisles. Two-way parking aisles causes drivers to drive at slower speeds, increasing pedestrian safety. Changing angle parking to parallel parking allows drivers to drive forward to leave the parking space with a clearer view of traffic. Having raised islands at the end of parking rows is preferable to striped end islands, as it opens sight lines. When parking aisles are parallel to building, marked crosswalks and openings are recommended to avoid pedestrians from having to snake through parked vehicles.

RANDALL ROAD MULTI-MODAL CORRIDOR STUDY

Randall Road serves between 35,000 and 50,000 vehicles daily. The corridor is home to a variety of busy commercial centers, recreational facilities and residential areas. To better meet the needs of this changing area, the Kane County Division of Transportation (KDOT) is working to enhance Randall Road and create a more accessible roadway for bicyclists, pedestrians and transit riders alike.

Identified issues include: too few sidewalks and pedestrian crosswalk signals at intersections, low levels of safety and comfort for bicyclists, and limited infrastructure at bus stops.

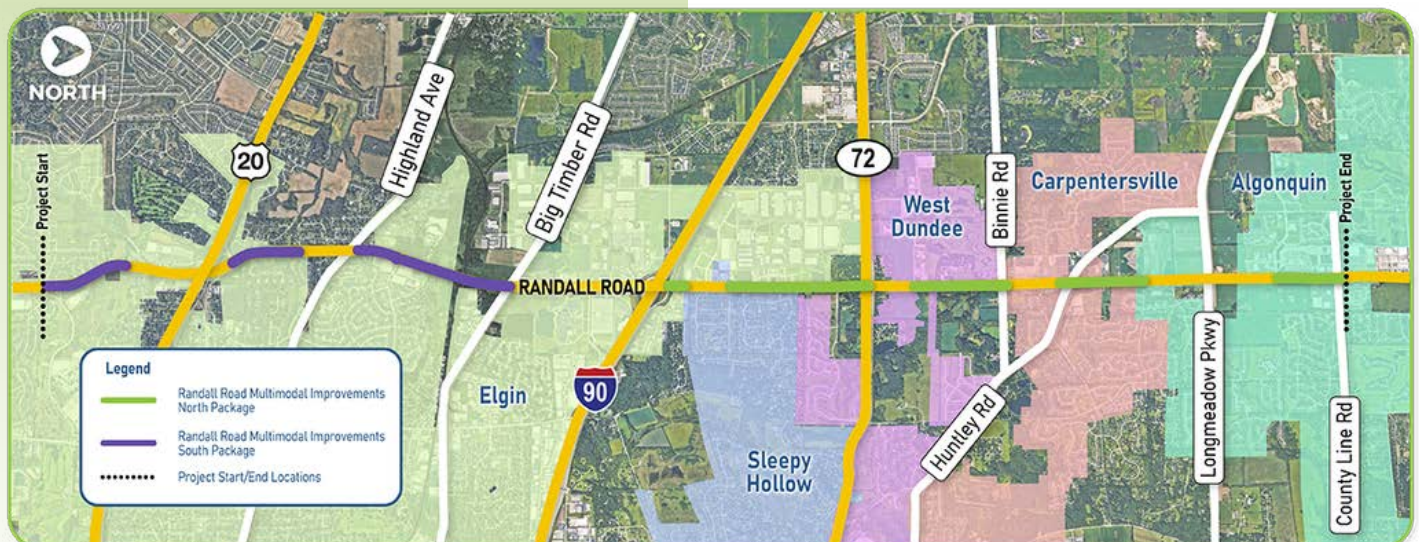
This study, which began in 2023 and is anticipated to conclude in 2023, will develop and review alternatives for the construction of new shared use paths and sidewalks, intersection signals, signage and other related improvements on Randall Road. Kane County is funding this study in coordination with local communities, Pace Suburban Bus, the Illinois Department of Transportation and various other organizations.



www.RandallRoadMultiModal.org

Ongoing + Anticipated Transportation Projects / Programs

- Galligan Road Modernization Project (between Freeman Road and Binnie Road) – programmed for FY2023-2027 KCDOT. Phases 1-2 in 2023, Phase 3 in 24-25 and Construction planning in FY24-25.
- Tyrrell Road Modernization project (between Raymond Road and Mason Road) – programmed for FY-2023-2027 KCDOT. Phases 1 in 2023, Phase 2 in FY 25, Phase 3 in FY27, Construction and ROW in FY28.
- Construction at the intersection of Huntley Road and Galligan Road – programmed for FY 2023 as part of KCDOT FY2023-2027 projects.
- Randall Road Multi-Modal Corridor Study – concept study and phase 1 + 2 are underway with completion of Phase 3 in 2024.
- An extension of the Metra Milwaukee District West line from Elgin with planned stops in Huntley, Belvedere and Rockford is anticipated to begin service by 2027. The extension will utilize the Union Pacific rail line, running directly through Gilberts. While not programmed, a station in Gilberts could be appropriate in the future. The expansion is being funded through “Rebuild Illinois” and is identified as an Unconstrained Major Capital Project in the Go To 2040 CMAP Plan.



Source: Project Study Area Map from project website

GOALS & OBJECTIVES

GOALS + OBJECTIVES

The following Goals and Objectives relate to Mobility + Connectivity. Some Objectives may be reflective of current policies and programs, whereas other describe steps to implement this Plan.

Goals are aspirational statements of ambitions for the future. **Objectives** are the actions or policies to be followed in pursuit of goals.

GOAL: Gilberts is a safe place for everyone to move around safely and independently, especially youth and the elderly.

Objectives:

1. Assure connectivity for the entire community through multi-use paths and/or trails which connect within Gilberts and to regional paths/trails. **Short Term goal, see Chapter 13 Implementation to learn more.
2. Implement a gateway and wayfinding program to help people know they are in Gilberts and find recreational, commercial, open space and community facilities.

GOAL: Gilberts' residents and employees have convenient access to employment hubs and opportunities locally and regionally.

Objectives:

1. Actively participate in intergovernmental planning for anticipated future roadway improvements, such as the widening of Higgins Road.
2. Incorporate pedestrian and bike infrastructure along roads that connect to regional routes to enhance accessibility + safety.
3. Continue to maintain a relationship and open communication with RTA and PACE Bus.
4. Support the construction of an additional I-90 interchange to serve Gilberts.

Strategies

Adopt a Complete Streets Policy.

"A Complete Streets policy specifies how a community will plan, design, and maintain streets so they are safe for all users of all ages and abilities." - Smart Growth America

Adopting and implementing a complete streets policy is a proactive and comprehensive approach to meeting the goals of this chapter. The main purpose of adopting and applying Complete Streets is to keep in everyone's mind that roads and transportation systems are no longer just about cars, they must also consider people walking and on bicycles. The policy applies to all new projects and considers every project's greater context, including the surrounding community's current and expected land-use and transportation needs.

Smart Growth America has identified ten critical elements to crafting strong Complete Streets policies:

1. Establishes commitment and vision: How and why does the community want to complete its streets? This specifies a clear statement of intent to create a complete, connected network and considers the needs of all users.
2. Prioritizes underinvested and underserved communities: Requires jurisdictions to define who are their most underinvested and underserved communities and prioritize them throughout.
3. Applies to all projects and phases: Instead of a limited set of projects, it applies to all new projects, retrofit or reconstruction projects, maintenance projects, and ongoing operations.
4. Allows only clear exceptions: Any exceptions must be specific, with a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
5. Mandates coordination: Requires private developers to comply, and interagency coordination between government departments and partner agencies.
6. Adopts excellent design guidance: Directs agencies to use the latest and best design criteria and guidelines and sets a time frame for implementing this guidance.
7. Requires proactive land-use planning: Considers every project's greater context, as well as the surrounding community's current and expected land-use and transportation needs.
8. Measures progress: Establishes specific performance measures that match the goals of the broader vision, incorporate equity considerations, and are regularly reported to the public.
9. Sets criteria for choosing projects: Creates or updates the criteria for choosing transportation projects so that Complete Streets projects are prioritized.
10. Creates a plan for implementation: A formal commitment to the Complete Streets approach is only the beginning. It must include specific steps for implementing the policy in ways that will make a measurable impact on what gets built and where.

Partner with Kane County to Construct Proposed Bicycle Paths.

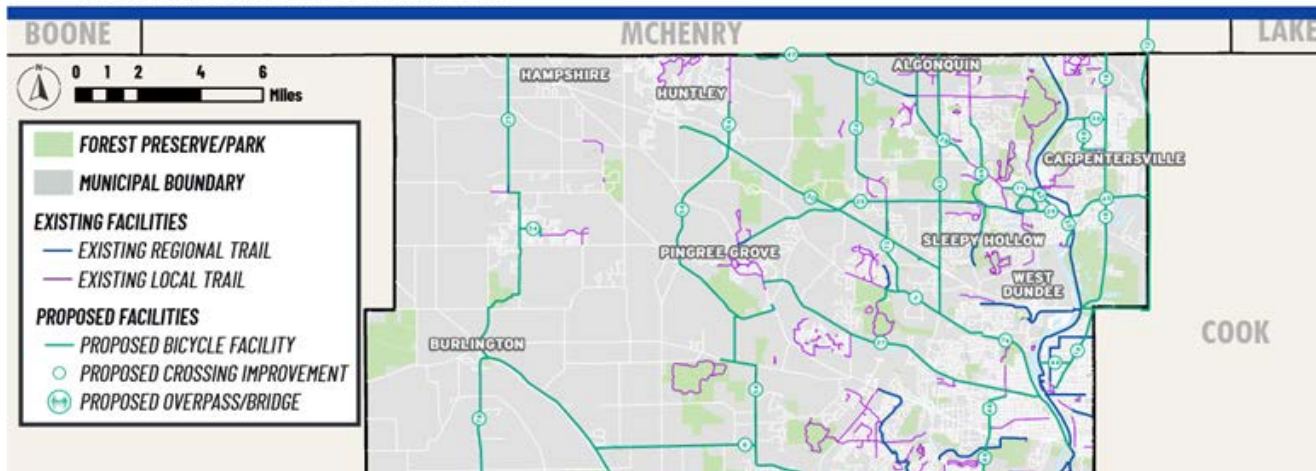
The Kane County Bicycle & Pedestrian Plan adopted in June of 2023 highlights opportunities to improve pedestrian connections and expand the bicycle network in the County. The plan recommends bike facilities within Gilberts along IL-72, Tyrrell Road / Galligan Road, and Big Timber Road. Going forward, the Village will need to continue to work with the County and other applicable jurisdictions to fund and implement these projects.



[Click Here to View the 2023 Kane County Bicycle & Pedestrian Plan](#)

Figure 9.2

KANE COUNTY PROPOSED BICYCLE NETWORK



Source: Kane County Bicycle & Pedestrian Plan, adopted June 2023

Table 9.1

KANE COUNTY PROPOSED BIKE AND PEDESTRIAN PROJECTS

Facility	Jurisdiction(s)	Length (mi.)	Extent	Estimated Cost
Galligan Road Sidepath	KDOT	2.7	Huntley Road to Town Center Boulevard	\$1,530,000
Higgins-Main Bikeway	Multi-jurisdictional	7.3	Pouley Road to Tanna Farms Golf Club	\$7,203,000
Big Timber Road Trail	Multi-jurisdictional	2.97	Meadows Drive to McLean Boulevard	\$1,753,000
I-90 Bikeway	KDOT	7.15	Main Street to Kennedy Road	\$3,412,000
Tyrell Road	KDOT	2.21	I-90 to Big Timber Road	\$31,000

Source: Kane County Bicycle & Pedestrian Plan, adopted June 2023

Construct Local Multi-Use Paths.

Multi-use paths can function as sidewalks, walking paths, and bike trails on main thoroughfares and they provide an added sense of safety and comfort for all ages because they are typically separated from the street (constructed in the right-of-way).

This plan recommends looking first at constructing a multi-use path along the north side of Freeman Road, between Galligan Road and Powers Road. The advantages of this path would be the ability to connect directly to the Freeman Kame – Meagher Forest Preserve, and local control since Freeman Road is within the Village's jurisdiction. This path could connect directly to existing sidewalks at the entrance to the Conservancy at Blue Aster Parkway.

This plan also recommends safety improvements to existing routes of access to forest preserves to enhance safety for pedestrians and cyclists. One of these connections is the rail crossing at Tower Hill Road, west of Railroad Street.

Recommendations include signage on Tower Hill Road specifically identifying the connection to forest preserves, and safety instructions for crossing the rail (on both the east and west sides of the tracks).

WHAT ARE MULTI-USE PATHS?

[Click here](#) to learn about these and other pedestrian facilities in the 2023 Kane County Bicycle & Pedestrian Plan.



View looking east along Freeman Road, at Blue Aster Parkway,



Source: Google Street View

View looking east along Tower Hill Road,



Source: Google Street View

TRAIL LOCATIONS & CONNECTIONS

Feedback gathered through the Virtual Open House drove recommendations for building out a local trail system, including multi-use paths.

Respondents indicated that **high priority locations to connect to via trail or path** are Parks, Forest Preserves and the other side of I-90.

Tyrrell Road, Route 72 and Higgins Road were chosen as the **most beneficial roadways in build multi-use paths along** - these are also missing complete sidewalks. Multi-use paths will enhance the pedestrian and the bike network in Gilberts.



See Figure 8.2
Sidewalk Gap
Priorities Map

Construct pedestrian/bike connections across I-90.

Of the two bridges that cross I-90 within the Village, neither was constructed with pedestrians or cyclists in mind. There are no other non-vehicular paths which connect the north and south portions of Gilberts to each other. This Plan recommends the Village work with Townships, IDOT and other partners to evaluate opportunities to establish pedestrian/bike connections across I-90. This includes evaluating a retrofit or rebuild of the Tyrrell Road bridge over I-90 to include a pedestrian/bike path to safely connect the north and south residential areas of Gilberts. Due to the nature of traffic speed and limited visibility across this bridge, a separated lane or path is needed, not simply sharrow markings.

“If multi-use paths were built along major roads in Gilberts, which 3 would be the most beneficial?”

RANKED IDEAS TO REACT TO

1. Tyrrell Road – south of 72
2. Tyrrell Road – north of 72
3. Route 72 / Higgins Road
4. Big Timber Road
5. Freeman Road



10

Chapter 10 HOUSING

Maintaining quality housing choices for current and future residents.

Why plan for housing?

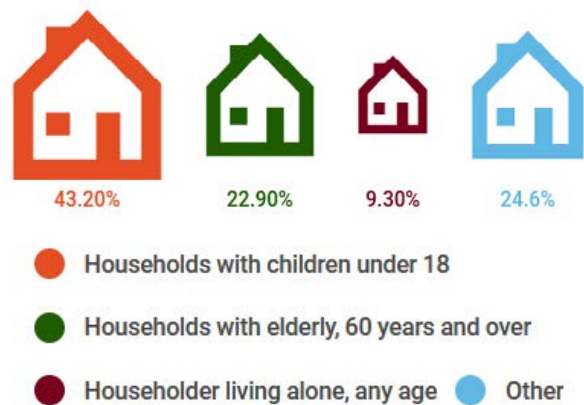
The Gilberts community values being close to conveniences and benefits from being well-connected. Housing in Gilberts primarily includes single-family detached dwellings, though a greater variety of housing types have been built in recent years. For the most part, housing remains more affordable in Gilberts when compared to the region, creating homeownership opportunities for young families, empty nesters, and people who work in the Village. A community survey showed that Gilberts attracts families looking for affordable homes in a welcoming small-town community.

Throughout the planning process, the community considered options, discussed challenges, and wrestled with implications of decisions related to housing in Gilberts. This Plan reflects these insights, concerns, and feedback from the community. This chapter examines what is needed to protect the existing housing stock and how the Village will approach and evaluate housing development going forward.

Housing Stock

Analysis of the housing stock showed that most homes are single-family detached houses (74%). An additional 24% are single-family attached homes, including townhomes and 1% are multifamily apartments. Today, 43% of households in Gilberts have children under 18 (43%), 23% have members over 60, and 9.3% live alone.

Overall, this reflects the housing commonly found in family oriented communities, but the types of housing desired by all segments of the market are changing. Young families may desire or be able to better afford townhomes. In some cases, townhomes are found in the market as rental units. In addition, apartment dwellings are becoming more common in the marketplace and desirable for those unsure of where they will live or work long term – and looking for a quality rental situation. Seen in this context, the diversity of housing in Gilberts is limited and has potential for added variety to serve households at different life stages.



The **Unified Development Ordinance (UDO)** plays an important role in guiding future residential development to align with the community's vision and in supporting a healthy housing stock over time. Zoning regulations, part of the UDO, need reflect the type of residential developments desired, through requirements such as maximum number of units per acre, maximum height, and lot size. As zoning regulations change over time, they sometimes become out of step with markets, community goals, and the needs of those looking for housing. Development regulations need to keep up with these changes. This chapter makes recommendations related to the UDO to better align with the goals of the Plan.

Rooftops + the Housing Market

It's true what they say – location, location, location. Businesses look for the best possible combination of visibility, foot + vehicle traffic, complementary uses, and access from major roadways. Businesses which cater and depend mostly on nearby residents are likely to look for locations which have a higher density of housing units within a 15-minute drive. The more "rooftops", the more sustainable their market is. Businesses which cater to a wider range of customers, such as commuters or visitors, will be looking for locations where they can be easily discovered -- they need to be highly visible (or at least their signs need to be) and easily accessible from major roadways.

Most suburban communities have lower residential densities (mostly single-family detached homes) and less access to potential customers, whereas busy corridors, such as Randall Road, carry residents and commuters alike. These busy corridors organically become the location of choice for many businesses because precisely because they find success in being highly visible, discoverable, and easily accessible. As the number (or density) of rooftops increases, so does demand which can inspire businesses to grow their footprint and offerings in those locations and can attract new, competing businesses.

Community feedback showed that housing affordability is one of the top reasons for moving to Gilberts. And while housing affordability is relative for each household, what is affordable today in Gilberts may not be affordable in coming years to similar households. The primary variables that determine the price of housing are discussed in the sidebar on the following page. These notions are useful in understanding current and future housing markets and considering how to maintain the affordability residents sought in the village.

WHAT IMPACTS HOUSING AFFORDABILITY?

The construction of a new housing unit is impacted by the cost to buy the land, the cost of materials, and the cost of labor. The cost of land is generally intertwined with its development potential, impacted by the location and the unique characteristics of the land itself (e.g., need for grading, flooding risk, etc.).

The costs of materials and labor are impacted by supply and demand. Together, these variables influence the cost to build a new home and are the primary determinants of where residential units get built. While the FLU map illustrates preferred locations for future residential development, these factors will play a major role in where and when these areas develop. The land use implication for this factor is density. As the cost of land increases, affordability is reduced as the cost attributed to each dwelling increases. One way to maintain overall affordability in the community is to identify locations that are appropriate for denser housing and refine the UDO to make appropriate forms of that housing feasible for development.

The value of an existing home is also highly dependent on the housing market – fluctuating relative to demand and the sale price of comparable homes in the same general area. Property taxes are tied to the value of the home, so when the value of a home increases dramatically, so does the property tax bill. For households like seniors, with lower or fixed incomes, this fluctuation can be difficult to manage over time.

Gilberts residents today are primarily families with young children, but their ability to continue to afford their homes is one factor in how long these families remain in Gilberts.

Homeownership and Renting in Gilberts

The homeownership rate is 90%, meaning that most households own their own home in Gilberts (2020 US Census). Among homeowners, around 70% own a single-family detached dwelling and 30% own an attached dwelling, such as a townhome or duplex.

A common misperception is that renters live primarily in apartments. In Gilberts, 10% of households (around 267 units) rent their homes, but only 19% of rental households live in an apartment. At present, only 2% (53 units) of all housing units in the Village are multifamily rental units. The bulk of households – an estimated 71% – which rent lived in single-family detached homes and the remaining 8.6% live in single-family attached homes.



Housing

GOALS & OBJECTIVES

GOALS + OBJECTIVES

The following Goals and Objectives relate to Housing. Some Objectives may be reflective of current policies and programs, whereas other describe steps to take to implement this Plan.

Goals are aspirational statements of ambitions for the future. **Objectives** are the actions or policies to be followed in pursuit of goals.

GOAL: Gilberts is a Quiet, Affordable Place to Live

Objectives:

1. Provide a range of housing types within the Village to make the community more accessible to young families through UDO refinements. **Near Term goal, see Chapter 13 Implementation to learn more.*
2. Encourage denser residential development (such as townhomes and apartments) at major intersections + along regional corridors, such as Higgins Road.

GOAL: Gilberts' residential areas are walkable, connected, and facilitate access to recreation and open space.

Objectives:

1. Revise Unified Development Ordinance to emphasize desired residential development types, recreation + open space, and connections. **Near Term goal, see Chapter 13 Implementation to learn more.*

GOAL: Preserve existing housing stock.

Objectives:

1. Encourage regular maintenance and repairs to older homes through resources and assistance programs to homeowners.
2. Continue to protect rural estates and rural residences through zoning to perpetuate the ability for residents to enjoy a more rural lifestyle in town.

Strategies

Encourage a mix of residential types in new developments.

Tradition subdivision developments have focused on a single residential product, either single-family homes or townhomes or multi-family structures, but this is shifting. There are several benefits to mixing different residential products together in a single neighborhood. It caters to a wider range of housing needs and accommodates households with different needs, such as seniors looking for a more maintenance free lifestyle, families looking for a community to raise children in, and even individuals or families who may not be ready to buy a home. Mixing different residential products enhances the ability to retain open space and create more community spaces by clustering housing.

Update UDO

As noted in several instances in this plan, the current UDO standards, and processes merit review to ensure they advance the goals of this plan. Most notably is the number of zoning districts – the limited number of districts allows for little flexibility and differentiation within use types. The document would also benefit from a more modern format that included more graphics, use categories to replace long use lists, and a clear connection to the policies in this plan.

Consider developments for residential development design which integrates agriculture and community with low-impact residential development.

Gilberts' charm and attractiveness is its rural, small town feel close to conveniences. Residents voiced concerns about the future development of land which presently functions as open space and of rapid development which would alter the community's rural, small-town character. Indeed, much of the land being developed for residential uses is former agricultural land. Encouraging residential development design which integrates agriculture and community with low-impact development techniques could not only alleviate these concerns, but also create unique living opportunities in the region in Gilberts.

A Low Impact Development (LID) approach to land development aims to minimize the impact of development on natural resources. LID development involves designing and implementing strategies that mimic natural hydrological processes to control stormwater runoff, reduce pollution, and preserve or restore natural landscapes. LID techniques typically include features such as rain gardens, green roofs, permeable pavement, and bioretention areas.

The following are examples of integrated agriculture and community residential designs:

1. **“Agrihood”, short for agricultural neighborhood:** These are residential communities built around a functioning farm. They are designed to integrate agriculture and residential living, with a focus on sustainable food production and community engagement. Agrihoods often include shared gardens, community-supported agriculture (CSA) programs, farm stands, and educational activities related to farming and agriculture.

2. **Farm-to-Table** Developments: These developments emphasize the proximity and accessibility of locally sourced, fresh food. They may include community gardens, farm stands, or on-site farmers' markets. The aim is to provide residents with the opportunity to engage in sustainable agriculture, promote healthy eating habits, and strengthen the local food system.
3. **Sustainable Land Trusts:** Sustainable land trusts focus on preserving and managing land for sustainable agricultural practices and community benefit. These trusts may offer long-term leases to farmers, support organic farming methods, and provide educational programs for residents. They aim to protect agricultural land, promote food security, and foster a strong connection between farmers and the community.
4. **Permaculture Communities:** Permaculture communities follow the principles of permaculture, which is a design approach that mimics the patterns and relationships found in natural ecosystems. Permaculture communities often integrate food production systems such as edible landscapes, food forests, or aquaponics. They prioritize regenerative practices, resource efficiency, and community resilience.

AGRIHOOD CASE STUDY

Prairie Crossing located in Grayslake, Illinois is an award-winning agrihood that has gained recognition for its commitment to sustainable agriculture, conservation, and community engagement.

The development of Prairie Crossing began in the 1980s with a vision to create a community that preserved open space and fostered a deep connection to nature and agriculture. The 677-acre site was transformed into a mixed-use community that integrates residential, commercial, and agricultural components.

Key features of the Prairie Crossing agrihood include:

1. **Sandhill Organics Farm:** In the heart of Prairie Crossing, the farm operates on 9 acres of land within the community and supplies fresh produce to residents through a community-supported agriculture (CSA) program. The farm also serves as an educational resource, offering workshops and farm tours to promote sustainable farming practices.
2. **Conservation:** Over 60% of the community's land is dedicated to open space, which includes prairies, wetlands, woodlands, and trails. The conservation efforts contribute to the overall ecological health of the region and provide residents with ample opportunities for outdoor recreation and appreciation of nature.
3. **Green Building Practices:** The homes in Prairie Crossing follow green building principles and are designed for energy efficiency and environmental sustainability. The community features energy-efficient technologies, rainwater harvesting systems, and renewable energy installations.
4. **Community Amenities:** Prairie Crossing fosters a sense of community through various amenities and activities. It has a community center that hosts events, workshops, and gatherings. The community also offers shared gardens, a playground, and access to a private lake for recreational activities like swimming and boating. These amenities provide spaces for residents to interact, connect, and build a strong community bond.

Prairie Crossing serves as a successful example of an agrihood, where agriculture and conservation are seamlessly integrated into a residential community. It showcases the possibilities of combining agriculture with thoughtful community planning, creating a unique and intentionally agriculturally focused place to live.



Chapter 11

ECONOMIC DEVELOPMENT

Supporting business, entrepreneurship and employment in Gilberts.

What is Economic Development, and why does Gilberts need a strategy?

In the simplest of terms, economic development refers to securing a solid tax base that enables a community to provide the services and quality of life that residents expect and desire. Economic development often is measured by the number of jobs created, or the amount of tax revenue generated from opening a new business or expanding an existing business. The economic development strategies detailed in this chapter are guiding steps to support those elements of the community.

This Plan recognizes the challenges of capitalizing on opportunities despite having little control over regional and national real estate markets, decisions of national corporations, and property owners with differing objectives. This chapter describes the benefits of a sound and stable business environment and outlines an economic development strategy in line with the vision and goals of this Plan.

Commercial Retail Trends

Commercial retail refers to any business that sells goods or services, such as a grocery store, hair salon or gas station. In addition to providing goods and services to the local community (and commuters and visitors), commercial retail businesses also provide a source for municipal revenue through sales taxes.

National trends indicate that the construction of new retail space has slowed, the amount of vacant retail space has dropped overall, and the type of retail spaces most in demand have shifted over the past decade.

The following list generally describes trends observed nationally derived from CBRE market reports^{1F}, and regional examples:

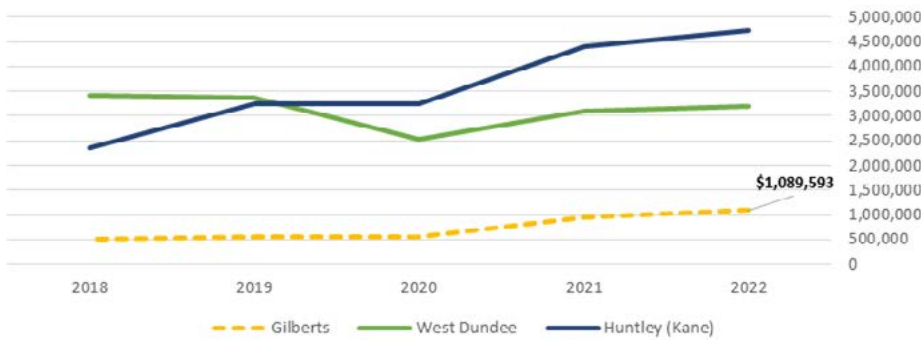
- **Regional malls** in the Chicago region continue to undergo either full or partial redevelopment; this includes plans to redevelop Spring Hill Mall in West Dundee to include retail and residential uses.
- **Big Box stores, also known as Power Centers**, remain in demand though big box retailers have been forced to change their business models (BOPIS: buy online, pick up in store) or have struggled to stay in business (Bed Bath & Beyond filed for bankruptcy in April 2023).
- **Shopping centers with multiple anchors** (grocery, pharmacy, etc.) and multiple retailers are the most common and remain in high demand, though space availability has continued to drop since 2013. The retail centers and retailers along Randall Road are good examples of this trend and types.

Commercial Retail Trends continued

While Gilberts has limited retail sales in town, sales have continued to climb since 2020. The Village keeps track of the types of businesses in town through business licensing. In 2022, the top business types were business & construction services, manufacturing, auto services, and online or wholesale retail. An estimated 25% of businesses in Gilberts are commercial retail, and most are local, independent operators, however,

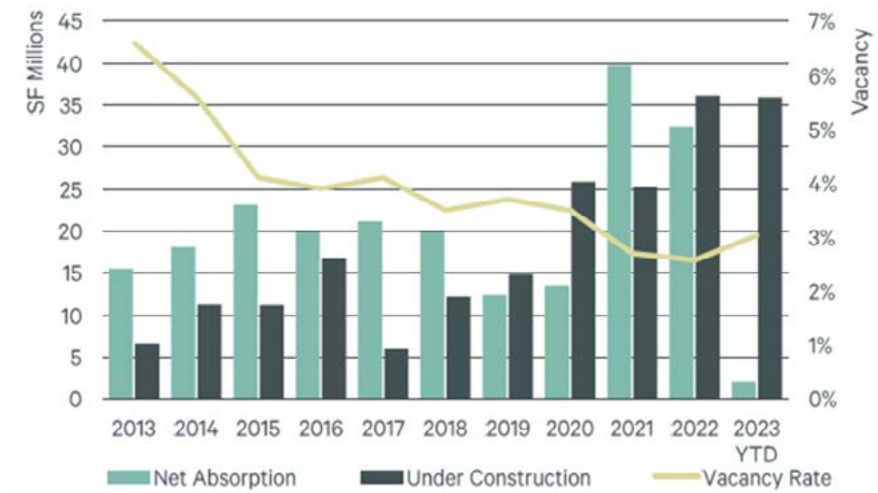
Dunkin Donuts (located on Route 72 at Tyrrell Road) is reportedly one of the highest grossing locations in the state. Randall Road and Route 47 are busy commercial corridors running through multiple towns, but Gilberts' restaurants, services, and retail environments offer a slower pace and small-town feel that neigh corridor can match.

Figure 11.1
RETAIL SALES TAX REVENUES, 2018 - 2022



Source: Illinois Department of Revenue

Figure 11.2
NET ABSORPTION OF INDUSTRIAL SPACE, Q1 2023



Source: CBRE Q1 2023

Industrial Trends

Demand for industrial space is an all-time high in the Chicago region and across the country. Businesses and developers are looking for warehousing, logistics, assembly, and manufacturing space. From small industrial space to brand new large (300,000+ sq ft) spec construction.

Demand for existing and new space continues to push further and further west of Chicago, where there are good interstate connections and space to build. While the industrial area in Gilberts was developed long before this trend, the Village has continually received inquiries to build along Route 72.

Industrial Trends continued

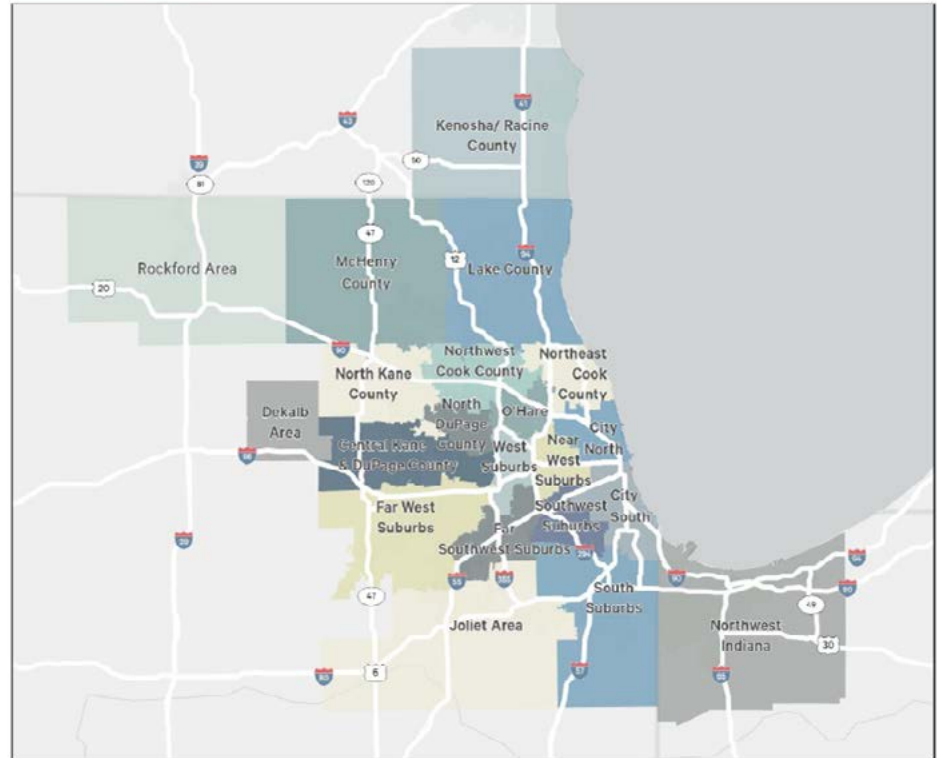
The Village of Gilberts is located within CBRE's *North Kane County submarket* which has led absorption (the total proportion of industrial space which is occupied) among all submarkets in Chicago with 502,680 sf of space.

The vacancy rate in the region has continued to drop since 2013 and data from the first quarter of 2023 indicate it remains historically low at around 3.7% in the North Kane County submarket.

Over 1.3 million sf of industrial space is current under construction in the North Kane County Submarket and asking rents range from \$5.20 to \$7.35 / sf.

Figure 11.3

INDUSTRIAL MARKET AREA OVERVIEW MAP, CBRE



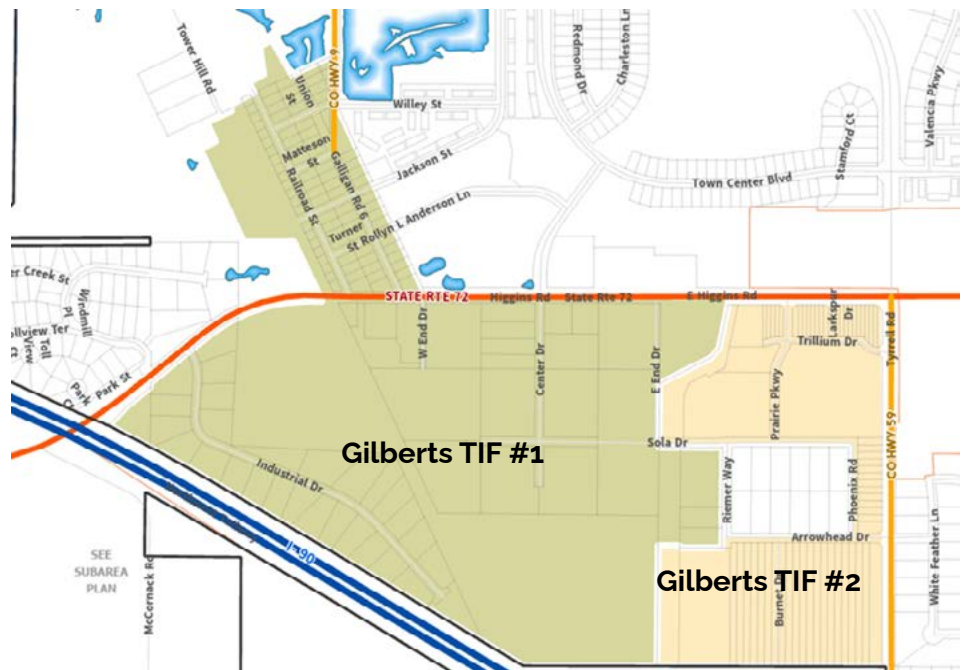
Source: CBRE Q1 2023

Tax Increment Financing Districts (TIF)

The Village has two active TIF Districts: Gilberts TIF 1 includes Old Town and adjacent industrial areas south to I-90 and east to Reimer Way; and Gilberts TIF 2 lies adjacent to the east and extends to Tyrrell Road but excludes properties between Sola Drive, Phoenix Road, Arrowhead Drive and Reimer Way.

Figure 11.4

TIF DISTRICTS IN GILBERTS



Source: Village of Gilberts; Teska Associates, Inc.

Commercial & Industrial Façade Improvement Program (CIFIP)

Approved by Ordinance on September 20th 2022, the CIFIP grant is a financial incentive for businesses to update and beautify the façades of their buildings that reside within the TIF #1 Redevelopment Area. This includes commercial and industrial parcels along Route 72. The intent of the grant is to:

- Improve the overall image and increase property values of commercial and industrial properties to strengthen the economy, EAV, and quality of life in the Village.
- Remove and alleviate adverse conditions by encouraging private investment in the rehabilitation and maintenance of owner-occupied properties.
- Assist property owners and tenants with rehabilitating and restoring the visible exterior of existing structures for the betterment of the community.
- Further the objectives of the TIF 1 Redevelopment Plan program.

Examples of eligible projects include:

- Façade cleaning
- New siding and siding repair (Except when replacing with metal siding)
- Front and wrap-around porches
- Front and rooftop patios or walkways
- Decorative masonry walls
- Exterior cornices
- Exterior lighting and/or lighting improvements
- Pitched roofs
- Fences (Other than chain-link)
- Landscaping retaining walls and improvements
- Painting with neutral colors in general conformance with the surrounding area
- Windows and doors
- Tuckpointing
- Awnings/canopies
- Replacement of sidewalks in the public right-of-way
- Restoration of brick using a non-abrasive paint removal material
- Removal of inappropriate exterior finishes, materials, or feature

Economic Development

GOALS & OBJECTIVES

GOALS + OBJECTIVES

The following Goals and Objectives relate to Economic Development. Some Objectives may be reflective of current policies and programs, whereas other describe steps to take to implement this Plan.

Goals are aspirational statements of ambitions for the future. **Objectives** are the actions or policies to be followed in pursuit of goals.

GOAL: Gilberts is home to a range of businesses + employment uses.

Objectives:

- Refine the Village's Economic Development Strategy to reflect the community vision and economic considerations.
- Find opportunities to expand the number of commercial businesses + employment uses to increase local shopping and dining within Gilberts.
- Attract new businesses, including light industrial uses and entrepreneurial ventures to the Gilberts Industrial Park. *Near Term goal, see Chapter 13 Implementation to learn more.
- Use TIF funds and work with business and property owners in the Gilberts Industrial Park to enhance the overall appearance of the area and properties there.
- Encourage business expansion and stronger business relationships.

GOAL: Commercial + Retail uses are economically sustainable, cater to locals, and attract visitors.

Objectives:

- Review zoning and work with property owners to expand retail uses at prime locations within the Village: the Higgins Road / Tyrrell Road intersection; along the south side of Huntley Road; and at the intersection of Galligan and Freeman.
- Encourage additional businesses that provide goods and services geared toward youth + families.
- Encourage commercial + retail uses that complement Gilbert's character, such as farm stands, local shops and restaurants.
- Identify and pursue logistics and light industrial uses along frontages of I-90. *Near Term goal, see Chapter 13 Implementation to learn more.

Strategies

Market the Village's Locational Advantages to Attract Business + Industry.

The best way to communicate priority development sites is to provide key information in easy to find places. A dedicated page on the Village website with market area facts and available sites is generally the easiest to maintain. Printable brochures or booklets are also useful because they can be shared easily at networking events.

Gilberts' location near I-90, IL-47, large scale retail along Randall Road and logistics businesses in neighboring communities are all major assets which can help attract related or spinoff development. *Gilberts has the advantage of being near, but not within already high volume corridors with steep competition.* Economic development is most likely to occur in the areas and on the roadways which are most closely aligned with the needs of a business, and the Village can market those areas now to indicate Village priorities. **The I-90 frontage** (unincorporated land north and south of the interstate) is ideal for businesses which desire a high level of visibility and reasonable access to the interstate (a 5–10-minute drive). **Route 72** has the advantage of being directly connected to Randall Road, making it a common route of choice (or the most convenient route) for all residents of communities located along it. It is also one of the most direct ways to enter the Village, traveling westbound via I-90.

Work with Local Businesses to Understand Their Needs.

There are two arms to economic development – attracting new businesses and retaining existing businesses. Business attraction is best done through marketing (addressed above) and by maintaining a good rapport and reputation with existing businesses. To understand local business needs, regular communication with business owners is key and can be done through formal meetings and business surveys, but also informally through phone calls or stopping by the business when feasible. While many business needs cannot be addressed by the Village, regular communication is an effective way to keep tabs on the local economy, better understand local issues, and gather ideas to inform solutions.

Work with the County and Other Regional Resources to Understand Local Markets.

The phrase "a rising tide lifts all boats" is a great way to think about the connection between individual communities and their larger regions. When the region is successful, Gilberts will experience the effects of that success. Regional governments (i.e., counties, Chicago Metropolitan Agency for Planning (CMAP), etc.), real estate firms (e.g., CBRE), and business organizations (e.g., chambers) are focused on the larger picture and are better positioned to inform local markets, development trends, and the larger economic development strategy.

The Village should continue to take part in regional conversations and maintain relationships with governmental entities who can provide guidance. Gilberts benefits from regional planning efforts because they look broadly at market trends, economic strengths and industry clusters, and are often responsible for grants programs to distribute state funding.

Revise the UDO to Reflect the Meeting Point of Strong Markets and Desirable Developments.

Over time, the Village must continue to review and revise development regulations to ensure compatibility with modern development standards and community vision. The UDO is the vehicle by which the Village expresses how development can look and function and lays out the approval process. A clear, easy to use code, coupled with a predictable and efficient approval process are very important to developers. This can hamper the community's ability to attract desired development types and opportunities to take advantage of strong market segments. Review and revision of the UDO following this comprehensive plan update is recommended to ensure that requirements are not only up to date but that the Village remains competitive.



Chapter 12

COMMUNITY SERVICES, ACTIVITIES & PROGRAMS

Why plan for services, activities + programs?

The Village organizes and provides an array of community services, activities, and programs, ranging from hosting Community Days to municipal park maintenance to coordinating with other governmental agencies who serve Gilberts residents. These are all building blocks of community well-being - they strengthen social interaction, enhance community identity, and create opportunities for residents to engage and socialize. Communities, like Gilberts, which offer affordable services attract families looking for stability.

This Plan recognizes where the Village needs to continue investing in the community in order to continue to deliver quality services and prepare for future development. This chapter discusses strategies to maintain existing quality of services and identifies partners and opportunities.

EXISTING SERVICES

Police

The *Village of Gilberts Police Department* serves Village residents and participates in mutual aid support to neighboring municipalities. The department serves 5 square miles and approximately 8,400 residents (2020 Census).

Facilities: The Department has a single station located at 86 Railroad Street in Old Town within the Village. This structure has been home to the department for over 25 years and is inadequate for current and anticipated departmental needs.

Fire Protection Services

Both the *Rutland Dundee Fire Protection District* and the *Huntley Fire District* serve property incorporated in Village of Gilberts. Future Development Areas could expand Village boundaries into the Pingree Grove and Countryside Fire District service area.

Rutland Dundee Fire Protection District (RDFPD) provides emergency fire suppression and medical services to the Villages of Gilberts and Sleepy Hollow and unincorporated Rutland and Dundee Townships. The district serves an approximate total of 14,600 residents spread over 28 square miles.

Facilities: Fire Station #51 operates out of 11 E. Higgins Road. A second station #52 is located at 7 Thorobred Lane, near Sleepy Hollow Road, south of Rt 72.

Public Works Department (PW)

PW provides maintenance, repair, and general upkeep to the streets, buildings, public areas, and parks of the Village of Gilberts. The Public Works Department is located at 73 Industrial Drive, which also houses the Building and Finance departments. PW collaborates with all Village departments and other jurisdictions as needed.

Roadways: PW maintains 26 miles of streets, including addressing potholes, snow and ice removal, street resurfacing and roadway crack sealing.

Facilities: PW performs a variety of maintenance for all buildings owned and operated by the Village (Village Hall, the Police Department, the Water Treatment Plant, the Wastewater Treatment Plant, and the Public Works Facility).

Public Areas + Parks: PW maintains facilities and landscaping within Village parks and public areas and provides support for community events.

Stormwater Management: PW repairs curbs and catch basins as needed, including annual vacuuming and inspections to help keep debris out of waterways.

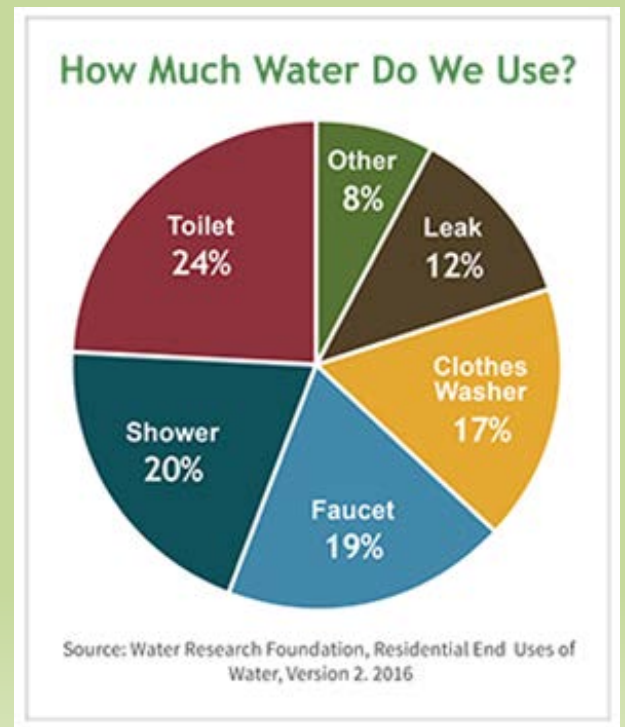
Village Coordinated Services

Water

Gilberts draws its water from 1,000-foot-deep wells reaching the Gilberts aquifer located in north-central Kane County. Two new wells and an ion exchange treatment system were placed in service in January of 2002. The Illinois EPA has completed a source water assessment for the Gilberts system which did not find the Gilberts wells to be considered geologically sensitive and did not identify potential sources of contamination in the assessment. Annual water quality reports are required by the US EPA. These reports include details about the source(s) and what the water contains to describe the quality and compare it to the former year.

Current Water and Sanitary Sewage Billing Rates in Gilberts are:

- Water per 1,000 Gallons: \$5.50
- Sanitary sewage per 1,000 Gallons: \$5.50



DID YOU KNOW?

According to the EPA, the average American family uses more than 300 gallons of water per day at home (that's 9,000 gallons per month!). Roughly 70 percent of this use occurs indoors.

Refuse & Recycling

MDC Environmental Services provides weekly refuse, recycling, and yard waste hauling services to the Village. Local business, Elgin Recycling, accepts items for recycling from residential or commercial customers, including scrap metal, paper, plastic and electronics and appliances.

Energy

While electricity and natural gas remain the primary energy sources used in homes and businesses, there are significantly more sources creating electricity than in the past. With a significant reduction in costs, property owners can now afford to install solar panels to provide some or all of their electricity needs. Providers, such as Commonwealth Edison, generate electricity from a variety of sources ranging from coal power plants to solar arrays to windfarms.

Considerations and Opportunities:

- Should the Village relocate or build a new municipal campus, it would be prudent to co-locate the Police Department within a new campus.
- Gilberts' future development areas may increase demand for services.
- Additional development will expand service areas for Gilberts Police Department and Rutland Dundee Fire Protection District service areas and total population which would likely necessitate additional personnel, equipment and facility needs.
- PW maintains all Village-owned and subdivision parks within the Village, therefore increases in the number or size of parkland may necessitate additional resources (personnel, equipment).
- Create a long range (five year) capital improvements plan to as a tool to manage upcoming facilities investments.
- Future development areas are located within the Gilberts Water and Sanitation District but will necessitate the expansion of water and sanitation systems.
- Revisit UDO regulations to provide additional guidance on solar, wind and other energy systems.

Community Partners + Services

Gilberts residents have access to a wide array of services, activities, and programs, beyond those provided directly through the Village. Numerous districts and organizations serve areas within Rutland and Dundee Townships. Gilberts partners includes School District 300 and Huntley School District 158, the Fox Valley Library District and Huntley Area Public Library District, the Dundee Township and Huntley Park Districts, the Taylor Branch of the Golden Corridor Family YMCA, and others.

Assessing Service

Because Gilberts alone does not provide all services and programming, these partnerships, and the levels of service they provide are not tied solely to changes in Gilberts alone. The needs of Gilberts residents may be different from those of other populations they serve. The Village's role is in evaluating local needs and maintaining open communication with partners to advocate for needs in Gilberts. Community forums and surveys can be useful in evaluating needs and desires, and local task forces can go a step further to consider alternatives and scenarios.

ELECTRIC VEHICLE CHARGING AT HOME

Learn more at <https://www.epa.gov/greenvehicles/charging-my-electric-vehicle>

Charging Level	Power Requirements	Additional Equipment Required	Typical Time to Full Charge
Level 1 Charger ~ 5 mi / hr	120-volt AC, 15 amps	None. Standard, grounded, three-prong 120-volt outlet with ground fault circuit interrupter (i.e., GFCI) typically already available.	9-24 hours
Level 2 Charger ~ 25 mi / hr	240-volt AC, 15-30 amps	Requires installation of Electric Vehicle Supply Equipment (EVSE), i.e., a charging station, with a standard SAE J1722 connector for the vehicle and potential upgrades to the home's electrical wiring and panel(s)	4-8 hours

Community Services, Activities & Programs

GOALS & OBJECTIVES

GOALS + OBJECTIVES

The following Goals and Objectives relate to Community Services, Activities + Programs. Some Objectives may be reflective of current policies and programs, whereas other describe steps to take to implement this Plan.

Goals are aspirational statements of ambitions for the future. **Objectives** are the actions or policies to be followed in pursuit of goals.

GOAL: Quality community services and administration for Village residents, businesses, and property owners.

Objectives:

1. Maintain quality and cost-effective Village services for the community.
2. Coordinate with taxing jurisdictions serving the Village to identify service, facility, and equipment sharing needs as a way to keep service costs down.
3. Work with surrounding communities to update or establish intergovernmental and boundary agreements. *Near Term goal, see Chapter 13 Implementation to learn more.

GOAL: Access to recreation facilities and youth activities and programming is excellent and affordable.

Objectives:

1. Continue to provide Gilberts residents with information about regional programs, services, events, and natural assets.
2. Identify opportunities for private providers to sponsor recreational and sports activities in the Village.

Strategies

Identify opportunities for a permanent library presence in Gilberts.

The benefits of public libraries go beyond borrowing books today. They are places where the community can gather for workshops to learn new skills, bring children to story times, and access new technologies, such as 3D printing. While Gilberts residents are nearest to the Randall Oaks Branch Library (500 Randall Road), there is no community library within the Village. The community should continue to evaluate how to best partner with Fox River Valley Library District as additional residential development occurs. Continue to host community events such as Community Days.

Gilberts' municipal parks draw the community together – perhaps the best example being the annual Community Days festival held in Town Square Park. More than family-friendly fun, these events create shared experiences for the community. Other events such as the Easter Egg Hunt, the Halloween Bonfire, and smaller scale gatherings in neighborhood parks have a similar effect, bringing neighbors together. These traditions play an important role in maintaining a sense of community by creating opportunities for community members to build bonds and memories.

Establish a new Municipal Center.

Village departments are located in multiple locations within the community and existing facilities provide limited opportunity for growth. The adaptive reuse of a former church has functioned as the Village Hall for many years but is slowly becoming obsolescent. As the Village population expands, a municipal center with the potential to house multiple governmental facilities together would provide the opportunity for updated facilities and additional space to accommodate growth in personnel needs.

The Village is currently evaluating location opportunities and space needs.

Continue Intergovernmental Planning + Communications.

Because the Gilberts community has limited staff and resources, one of the most important strategies to implementing projects and recommendations is to continue to work closely with partner organizations, especially with other governmental entities and jurisdictions. Intergovernmental planning, communication, and coordination are an effective means of making improvements and projects a priority regionally and expand opportunities to secure funding to move forward on projects.



13

Chapter 13 IMPLEMENTATION

How Plans Get Implemented

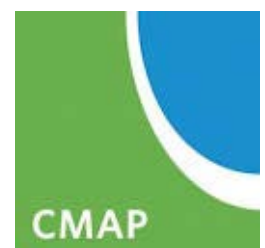
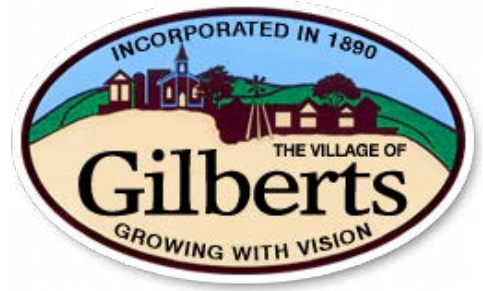
This Chapter describes the next steps and actions to take to implement this Plan. Implementation is a mix of policy, programming, and planning efforts undertaken by the Village. These efforts may be prioritized for the short, medium, or long term and may require securing funding and working closely with partner governments or organizations.

Importance of Partners

Many of the recommendations of this Plan will require working alongside partners, ranging from neighboring communities to county governments to regional agencies. Partners are key to implementation when the intent of a project is to establish or strengthen connections, such as roadways and trails. In other cases, partners can provide technical assistance, funding, or resources, and help coordinate efforts with others. Key partnerships have been identified but are not inclusive of all potential partners that a project may require for full implementation.

Funding + Resources

Projects often require multiple funding sources and often share resources from partners. Several federal funding streams are distributed by state agencies through grants and programs. Specific resources that align recommendations and programs or opportunities to share resources have been identified to support implementation. Information about those programs is listed on the following page.



Congestion Mitigation and Air Quality Improvement Program (CMAQ):

CMAQ grants requests are submitted through the Chicago Metropolitan Agency for Planning (CMAP). This is a Federally funded program that is part of the surface transportation improvements designed to improve air quality and to mitigate congestion. Eligible projects include pedestrian and bicycle facility projects, as well as transit improvements and traffic flow projects. Projects are submitted to the CMAP Transportation Committee, however IDOT administers the program. <https://www.cmap.illinois.gov/mobility/strategic-investment/cmaq>

Illinois Transportation Enhancement Program (ITEP):

The ITEP program is administered by IDOT with funds primarily coming from Federal sources. The program provides a maximum of \$2 million per project and generally requires a 20% local match. This program is highly competitive but is also one of the best programs available. <https://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/ITEP>

RTA Community Planning Program:

This program offers technical assistance and funding for plan implementation activities to local governments and intergovernmental organizations to address local planning needs that intersect public transportation and land use. Through this assistance the RTA encourages municipalities in the region to develop walkable and more sustainable communities near transit stations and along transit corridors. <https://www.rtachicago.org/plans-programs/grants-projects/community-planning>

PeopleForBikes:

Funds bicycle infrastructure projects, including bike paths, lanes, trails, and bridges; bike parks and pump tracks; bike racks, bike parking, repair stations and storage. PFBs also funds some bike advocacy projects. Funding up to \$10,000, up to 50% of the project cost. <https://www.peopleforbikes.org/grants>

RTA Access to Transit Program:

The RTA launched the Access to Transit program in 2012 to support small-scale capital projects that improve pedestrians' and bicyclists' access to public transportation. The program is open to municipalities and counties that have completed, or are in the process of completing, a planning or implementation project through either the RTA Community Planning program, the CMAP LTA Program, or other community planning efforts. The plans should specifically recommend bike and/or pedestrian access improvements to transit.

There are two types of eligible projects: Category A funds Phase II engineering and construction for small-scale bike/ped infrastructure improvements (budgets between \$150,000 and \$1 million) and Category B supports Phase 1 engineering from municipalities of high need (budgets between \$5,000 and \$55,000). <https://www.rtachicago.org/plans-programs/access-transit-program>

IDNR Recreational Trails Program and Illinois Bicycle Path Grant Program:

This program helps with the acquisition, construction and rehabilitation of public, non-motorized bicycle paths and directly related support facilities. Applications must be received by IDNR by March 1 of each calendar year when there is an active program. The State also occasionally has other bike trail funding programs. <https://www2.illinois.gov/dnr/grants/Pages/IllinoisTrailsGrantPrograms.aspx>

Federal RAISE Grants:

Formerly known as Tiger Grants, the federal RAISE Grant program is intended to fund projects to modernize infrastructure. Projects are selected on merit, evaluated by "statutory criteria on safety, environmental sustainability, quality of life, economic competitiveness and opportunity, state of good repair, partnership and innovation." Projects will be assessed for universal design and accessibility for travelers as well as to increase mobility for freight and supply chain efficiency. <https://www.transportation.gov/RAISEgrants>

Federal Recreational Trails Program (RTP):

RTP was created through the National Recreational Trail Fund Act (NRTFA) as part of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and re-authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This program provides funding assistance for acquisition, development, rehabilitation, and maintenance of both motorized and non-motorized recreation trails. By law, 30% of each state's RTP funding must be earmarked for motorized trail projects, 30% for non-motorized trail projects and the remaining 40% for multi-use (diversified) motorized and non-motorized trails or a combination of either.

Examples of eligible project activities include:

- Trail construction and rehabilitation
- Restoration of areas adjacent to trails damaged by unauthorized trail uses
- Construction of trail-related support facilities and amenities
- Acquisition from willing sellers of trail corridors through easements or fee simple title

<https://www2.illinois.gov/dnr/AEG/Pages/FederalRecreationalTrailsProgram.aspx>

Surface Transportation Program (STP):

The STP provides flexible funding used by states and localities. Funds can be used for a variety of improvements, including bicycle and/or pedestrian projects or elements of projects and may be useful towards funding a pedestrian/bikeway bridge. Funding is allocated via Councils of Mayors which oversee planning and programming of STP funds, and each develops its own set of project selection guidelines. Projects are reviewed first by Council, then reviewed by CMAP. <https://www.cmap.illinois.gov/committees/advisory/council-of-mayors/stp>

AARP Livable Communities:

Through its Livable Communities initiative, AARP offers an annual challenge grant. Non-profits and local governments are eligible to apply. Applications for grant funding are due in April. The Community Challenge program provides small grants to fund quick-action projects (such as public artwork or space activations) that can help communities become more livable for people of all ages. Grants are typically less than \$15,000 and programs that support residents aged 50 and over are prioritized. <https://communitychallenge.aarp.org/2023/organizations/aarp/home>

IDOT Safe Routes to Schools (SRTS):

The main goals of the program are to enable and encourage children to walk and bicycle to school and to make biking and walking to school safer and more appealing. Given the location of schools within Elburn, this program may be applicable for some, but not all the intended pedestrian/bicycling improvements. The program provides funding for both infrastructure improvements to the physical environment and non-infrastructure projects. Funding elements include 80% with a 20% match, 70% – 90% of total allocated funds for Illinois go to support infrastructure projects, and an approved Illinois School Travel Plan is required. <https://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/safe-routes-to-school/index>

Business District (BD):

Municipalities can establish BDs as a means of supporting development within targeted areas in a community, particularly attracting new development to vacant properties and redevelopment of existing sites. In addition to improving commercial and mixed use areas, the intent is to provide for new businesses that enhance the availability of goods, services, and amenities to the community, which generate sales and property tax revenues to the municipality and local taxing bodies. https://www.ilcma.org/wp-content/uploads/2019/02/What-are-Opportunity-Zones-and-Business-Improvement-Districts_Heniff.pdf

Near and Short Term

IMPLEMENTATION PRIORITIES

Implementation Priorities

The Comprehensive Plan contains a number of implementation tasks, programs, and projects. The Village will endeavor to incorporate these into its ongoing governance activities. However, there is only so much time and limited resources. Therefore, the main priorities suggested to be pursued are noted in the table that follows.

These priorities are identified with the understanding they can bring significant benefits to the community, are important to leveraging future improvements, and are in keeping with the vision, goals, and objectives of this Plan.

NEAR-TERM PRIORITIES (1- 2 years)	Key Partners	Potential Funding/ Resources
Prepare marketing sheets for development opportunities and priority sites in the Village.	Chamber of Commerce	TIF Funding / Business District
Prepare a long-range (5 year) Capital Improvement Plan (CAP) to prepare for significant investments in infrastructure, equipment, and personnel needs.	Village Departments	RTA Community Planning program
Comprehensively evaluate and update the Village's Unified Development Ordinance (UDO).	Developers, business owners, residents, consultant	RTA Community Planning program
Adopt Design Guidelines for light industrial, commercial, and other employment uses.	Consultant	BD, RTA Community Planning program
Adopt or renew boundary agreements with neighboring municipalities.	Villages of Huntley, Carpentersville, Pingree Grove, Elgin, Algonquin, and Hampshire	
Continue to host community-wide events which reinforce connections and community character (being family-friendly, semi-rural lifestyle, close to nature).	Community organizations, schools, parks, forest preserves	AARP Livable Communities
Evaluate opportunities to create safe and efficient paths to cross I-90 as a pedestrian or on bike.	Kane County, IDOT, Townships, Union Pacific (C&NW) railroad.	

Near and Short Term

IMPLEMENTATION PRIORITIES

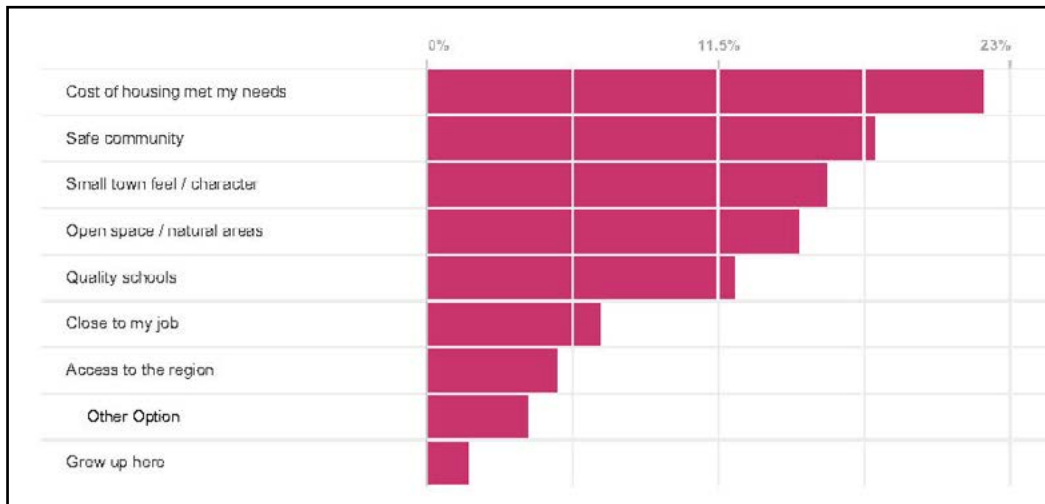
SHORT-TERM PRIORITIES (2 - 4 years)	Key Partners	Potential Funding/ Resources
Create a trail system which is internally connected within the Village and connects to regional trails.	Kane County, Kane County Forest Preserves, and neighboring communities	CMAQ, SRTS, ITEP, RTA programs, IDNR Programs, PeopleForBikes, RTP, RAISE, STP, IDOT SRTS
Encourage Low-Impact residential development (LID).	Developers, Kane County	
Evaluate opportunities to establish a new municipal center.	Village Departments, Police Department	



APPENDIX A COMMUNITY SURVEY RESULTS

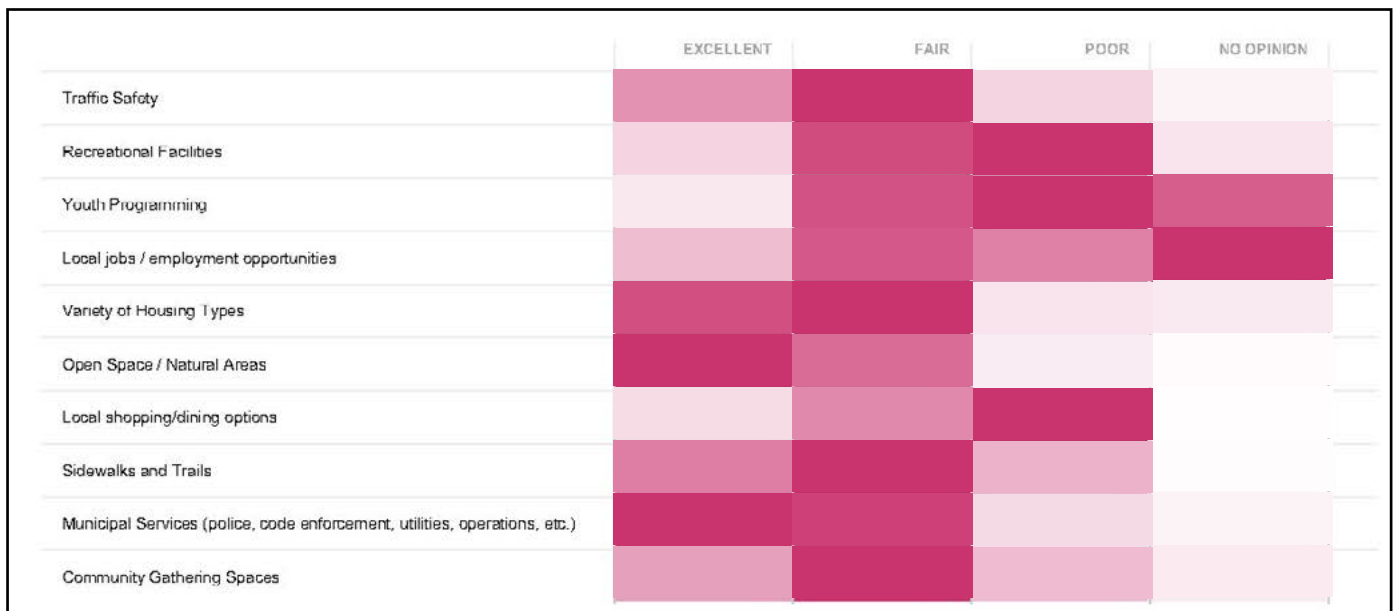
Question 1: Where did you originally move to Gilberts?

This question sought to understand what has drawn (or kept) residents in the community. The top 3 reasons for moving to Gilberts included Cost of housing met my needs, Safe community, and Small town feel / character.



Question 2: How would you rate these elements within Gilberts?

This question asked about the experience of living in Gilberts to better understand where improvements may be needed. Respondents indicated that Recreational Facilities, Youth Programming, and Local shopping/dining options are currently "Poor" in Gilberts.



APPENDIX A

COMMUNITY SURVEY RESULTS

Question 3: How often do you SHOP in the following areas?

Much of the land which remains undeveloped is zoned for commercial uses. Questions 3 and 4 sought to understand if residents leave the community to shop and dine, and if so, where they go and how often. Respondents indicated they Rarely shop within Gilberts, and travel 1-2x per week to Randall Road and Algonquin.

	EVERY DAY	ONCE/TWICE A WEEK	ONCE/TWICE A MONTH	RARELY	NEVER
Randall Rd, north of Binnie Rd					
Randall Rd, south of Binnie Rd					
West Dundee / Carpentersville					
within Gilberts					
Huntley					
Elgin					
Algonquin					

Question 4: How often do you DINE in the following areas?

When asked about dining, respondents indicated that they Rarely dine within Gilberts. Respondents indicated that they dine on Randall Road or in Algonquin 1-2x a month.

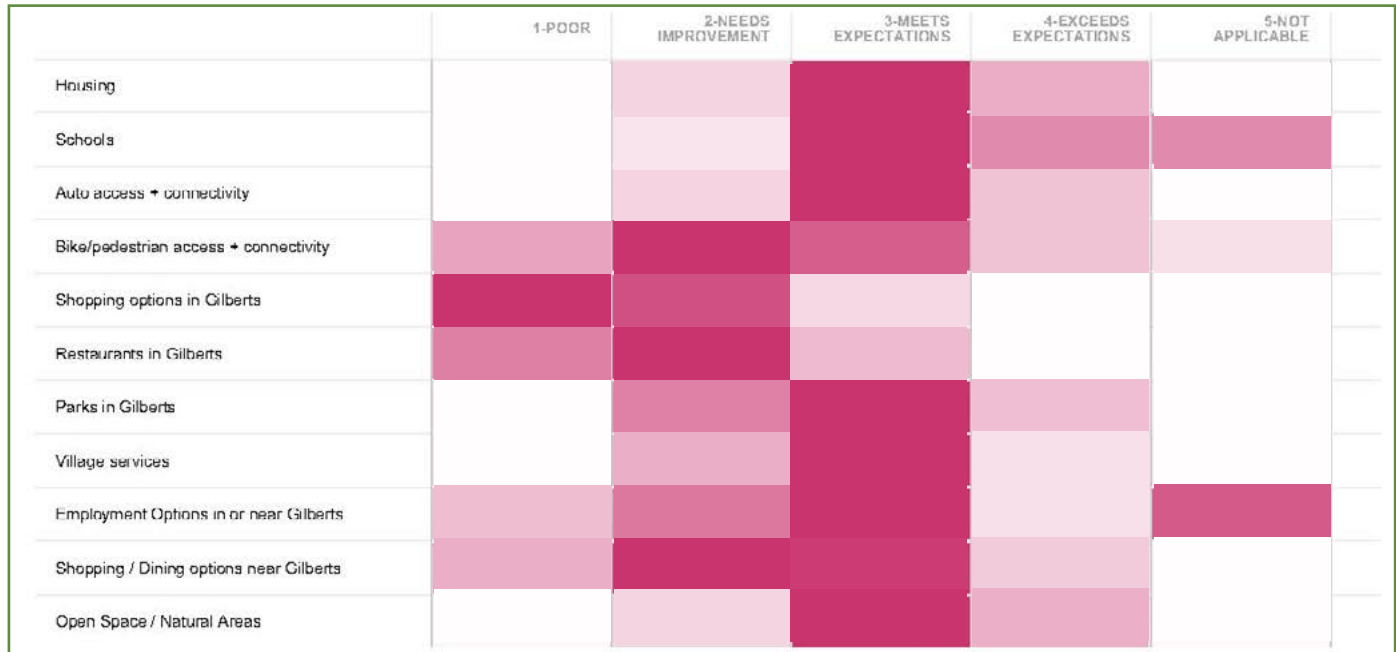
	EVERY DAY	ONCE/TWICE A WEEK	ONCE/TWICE A MONTH	RARELY	NEVER
Randall Rd, north of Binnie Rd					
Randall Rd, south of Binnie Rd					
West Dundee / Carpentersville					
within Gilberts					
Huntley					
Elgin					
Algonquin					

APPENDIX A

COMMUNITY SURVEY RESULTS

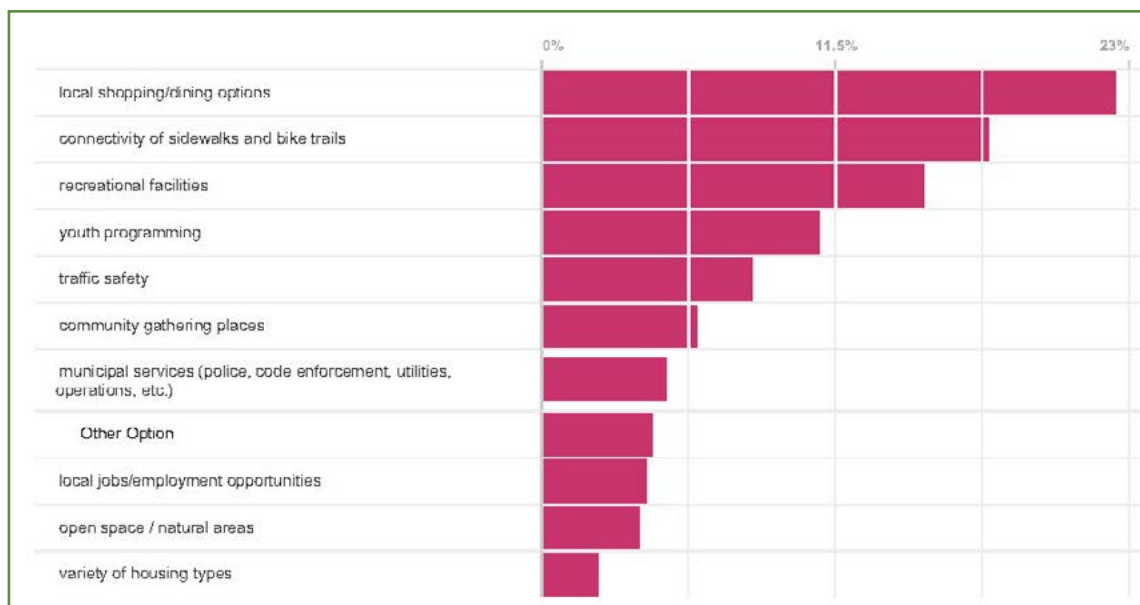
Question 5: Thinking about quality and availability, how would you rate these elements in Gilberts?

This question asked about respondents' level of satisfaction with the quality and availability of various elements in Gilberts. Shopping options in Gilberts were rated Poor, while Bike/pedestrian access + connectivity, restaurants in Gilberts, and Shopping/Dining options near Gilberts were rated as "Needs Improvement".



Question 6: What are the greatest needs in Gilberts?

asked respondents to indicate which of a provided list of options they felt were the greatest needs in Gilberts. The top four needs were 1) local shopping/dining options, 2) connectivity of sidewalks and bike trails, 3) recreational facilities, 4) youth programming.





APPENDIX B VIRTUAL OPEN HOUSE RESULTS SUMMARY



VIRTUAL OPEN HOUSE Summary of Feedback

Open March 8, 2023 - March 31, 2023



Virtual Open House

Open March 8, 2023 - March 31, 2023

Each week focused on a theme

1. Community Character
2. Recreation + Open Space
3. Land Use

Each week included

- quick 2-3 question poll
- ideas to react to
- ranking activity for objectives

How to Participate

Meet the Activity Stations

Instructions: Below are the activity stations you are about to explore and a synopsis of what each covers. For the best user experience, participate using a desktop computer or tablet. If viewing on your phone, flip the orientation to landscape mode (sideways) to maximize your screen size.
* Content may not load correctly in private browsing modes.

01

Quick Poll

Take the Quick Poll to share some quick insights.

[>> Jump to Quick Poll](#)

02

Tell Us More

Share a little more through follow-up activities.

[>> Jump to Tell Us More](#)

03

Identify Priorities

Identify which draft objectives are your highest priorities.

[>> Jump to Priorities](#)

Let's dive in!



VIRTUAL OPEN HOUSE RESULTS SUMMARY

Virtual Open House

1.9k

Webpage Views

15

Surveys + Polls

20+

New Subscribers to
PlanGilbertsFuture.com

Purpose of the Open House:

- Confirm and test plan objectives.
- Gather ideas for future development of subareas.
- Understand the community's development priorities.
- Expand on findings from previous engagement events, comment mapping, and prior surveys.

Week 1

Community Character

"Think of Community Character like the difference between Chartreuse and Shamrock – both are shades of green but they are distinct from each other. Help us understand the 'shade' or character of Gilberts!"

-Week 1 Theme Intro

APPENDIX B

VIRTUAL OPEN HOUSE RESULTS SUMMARY

"Which design do you feel is most appropriate for Gilberts?"

RANKED QUICK POLL RESPONSES



INDUSTRIAL
Preferred Style



MULTIFAMILY
Preferred Style



TOWNHOME
Preferred Styles

Should Gilberts consider incorporating these ideas?

RANKED IDEAS TO REACT TO



**Multi-Use Paths
and Bike Trails**

98%



**All-Ages Outdoor
Recreation**

97%



**Gateway +
Wayfinding Signage**

86%

APPENDIX B

VIRTUAL OPEN HOUSE RESULTS SUMMARY

Should Gilberts consider incorporating these ideas?

RANKED IDEAS TO REACT TO



Public Art



Community Garden



“Rank the objectives to help us understand which are your priorities.”

RANKED OBJECTIVES

- 1** Emphasize small town character in terms of development, community activities, and level of commercial development.
58% of respondents agree this objective is their highest priority.
- 2** Use placemaking strategies, such as consistent lighting posts and signage, to give Gilberts a recognizable community character to unify the community visually.
41% of respondents agree this objective is their second highest priority.
- 3** Adopt Design Guidelines for light industrial, commercial, and other employment uses.
66% of respondents agree this objective is their third priority.

VIRTUAL OPEN HOUSE RESULTS SUMMARY

Week 2

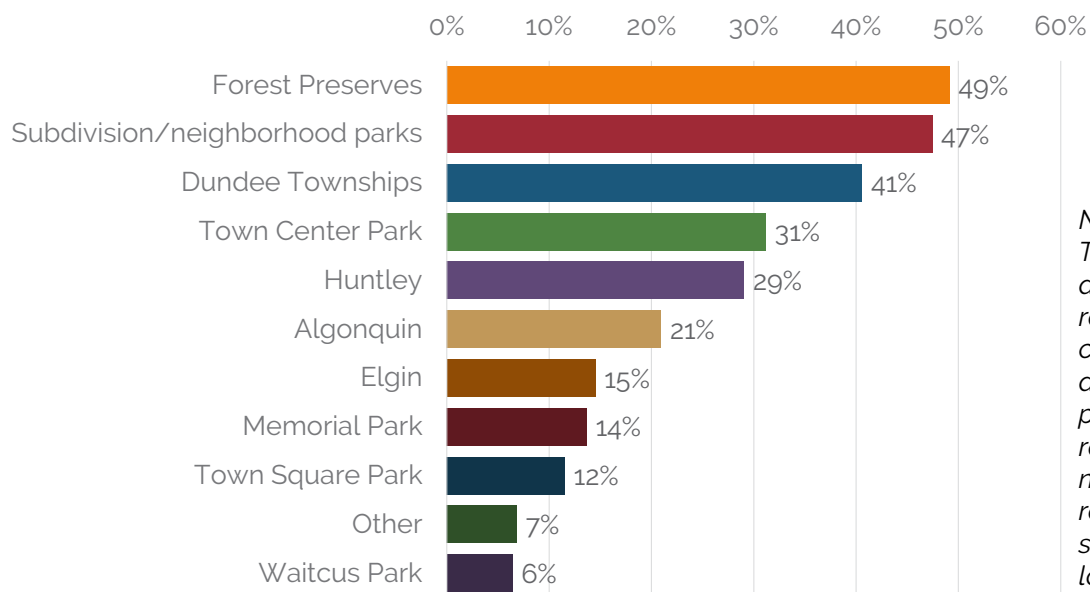
Recreation + Open Space

"We have learned from engaging the community that Recreation and Open Space are very important – but we're interested in understanding the nuances. Scroll down to tell us what recreation should look like in Gilberts."

-Week 2 Theme Intro

"Where does your household recreate?"

RANKED QUICK POLL RESPONSES



*NOTE:
This question asked respondents to check all that apply. The percentages represent the number of respondents who selected each location.*

VIRTUAL OPEN HOUSE RESULTS SUMMARY

“If you were to use a trail or path, where would you like to be able to connect to?”

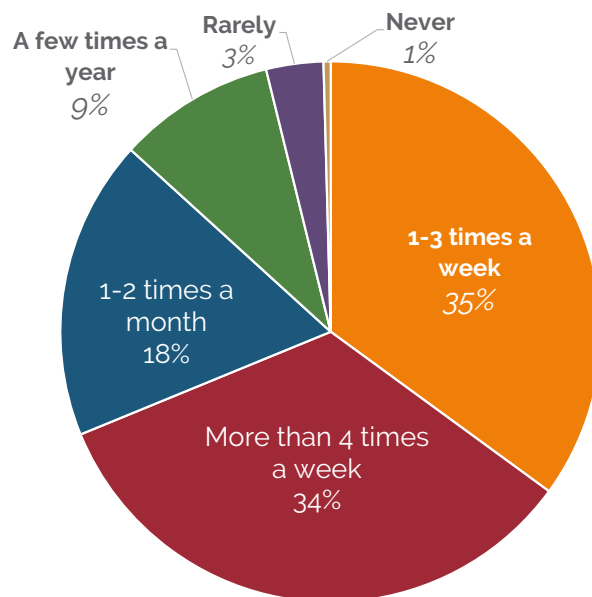
RANKED QUICK POLL RESPONSES

- 1. Parks in Gilberts**
- 2. Forest Preserves**
- 3. The other side of I-90**
4. Regional trails
5. Shopping & Entertainment
6. Schools
7. Other

NOTE: This question asked respondents to check all that apply. These results reflect the top choices of all respondents.

“How often do you/your household use trails, parks, recreational facilities/centers, or participate in organized sports?”

QUICK POLL RESPONSES



VIRTUAL OPEN HOUSE RESULTS SUMMARY

“Which ACTIVITIES would you and your household participate in if available in Gilberts?”

RANKED IDEAS TO REACT TO

- 1. Bike Paths/Multi-Use Trails**
- 2. Nature Park**
- 3. Tennis**
4. Pickleball
5. Outdoor Fitness Equipment
6. Other
7. Disc Golf / Frisbee Golf
8. Skate Park

NOTE: This question asked respondents to check all that apply.

“If multi-use paths were built along major roads in Gilberts, which 3 would be the most beneficial?”

RANKED IDEAS TO REACT TO

- 1. Tyrrell Road – south of 72**
- 2. Tyrrell Road – north of 72**
- 3. Route 72 / Higgins Road**
4. Big Timber Road
5. Freeman Road

NOTE: This question asked respondents to check their top 3 choices.

APPENDIX B

VIRTUAL OPEN HOUSE RESULTS SUMMARY

“Rank the objectives to help us understand which are your priorities.”

RANKED OBJECTIVES

1

Create / enhance trail connections to local / neighboring parkland and conservation areas, such as Kane County Forest Preserves.

46% of respondents agree this objective is their highest priority.

2

Close sidewalk gaps between residential neighborhoods and between residential areas and main roads.

35% of respondents agree this objective is their second highest priority.

3

Identify roadways/routes for future trails, key sidewalk connections, and funding sources to create a pedestrian/bike network.

38% of respondents agree this objective is their third priority.

“Rank the objectives to help us understand which are your priorities.”

RANKED OBJECTIVES

4

Create visual cues to identify bicycle routes (markings, sharrows, signage, etc.)

60% of respondents agree this objective is their fourth highest priority.

5

Host community rides to enhance knowledge of the routes and create familiarity to enhance comfort.

80% of respondents agree this objective is their fifth highest priority.

VIRTUAL OPEN HOUSE RESULTS SUMMARY

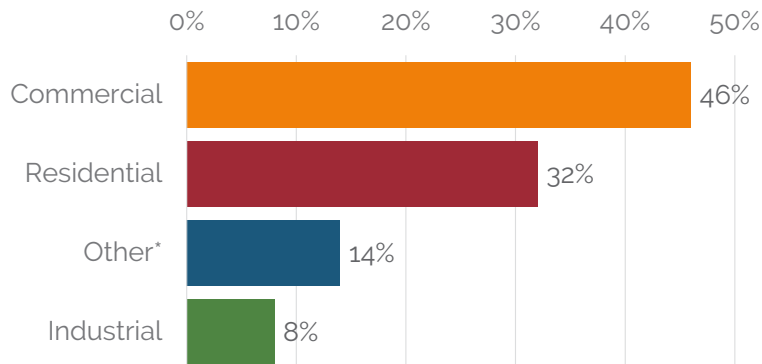
Week 3 Land Use

"Let's talk land use! Gilberts is growing, and we want to hear your feedback on how that growth should occur. What land uses are needed? Where should they go? If ever there was a time to tell us what you really think, it's now!"

-Week 3 Theme Intro

"If Gilberts were to expand south and west of I-90, which of the below uses are acceptable in this area?"

RANKED QUICK POLL RESPONSES



NOTE: This question asked respondents to check all that apply. The percentages represent the number of respondents who indicated that each use was acceptable.

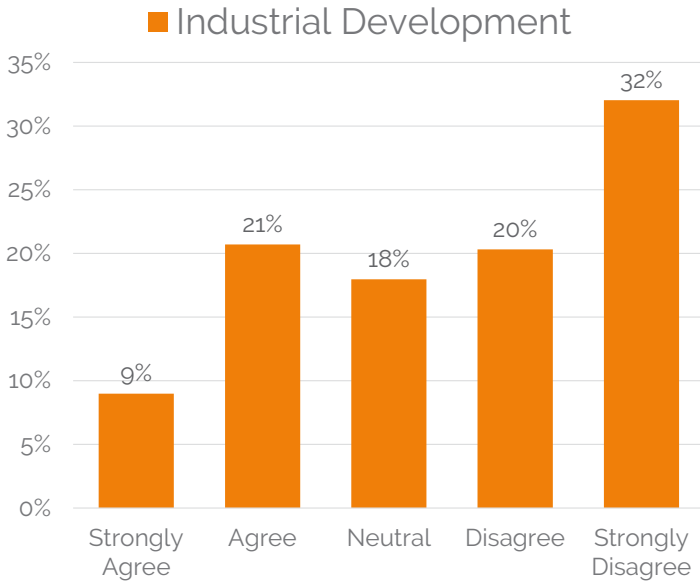


APPENDIX B

VIRTUAL OPEN HOUSE RESULTS SUMMARY

"If aesthetically pleasing and placed in an appropriate area, Gilberts can support..."

RANKED QUICK POLL RESPONSES



What does this data tell us?

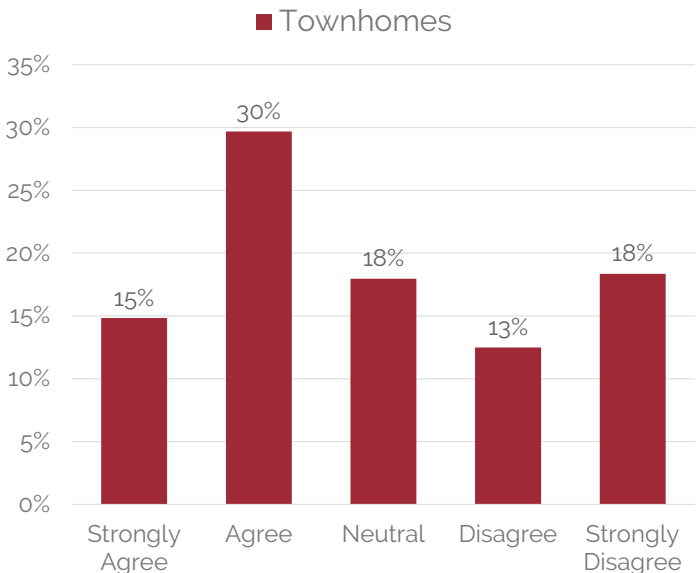
52% of respondents Disagree or Strongly Disagree that aesthetically pleasing + well placed Industrial Development is something that Gilberts can support.

30% of respondents Agree or Strongly Agree

18% of respondents were Neutral

"If aesthetically pleasing and placed in an appropriate area, Gilberts can support..."

RANKED QUICK POLL RESPONSES



What does this data tell us?

45% of respondents Agree or Strongly Agree that aesthetically pleasing + well placed additional Townhomes is something that Gilberts can support.

31% of respondents Disagree or Strongly Disagree

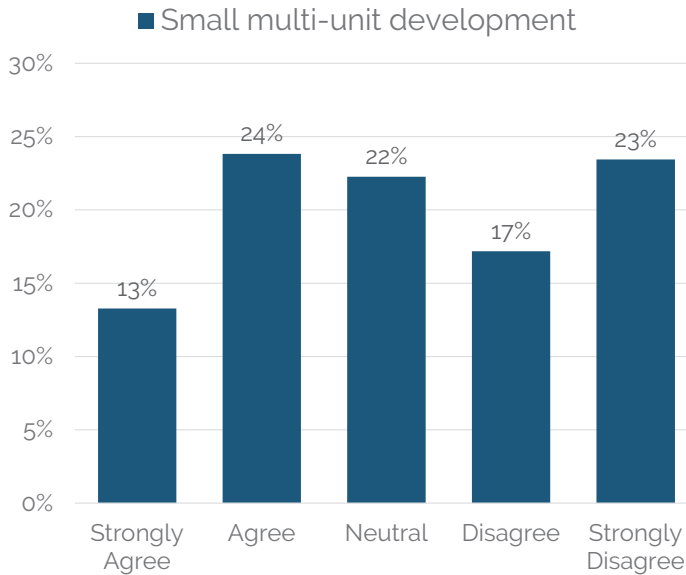
18% of respondents were Neutral

APPENDIX B

VIRTUAL OPEN HOUSE RESULTS SUMMARY

"If aesthetically pleasing and placed in an appropriate area, Gilberts can support..."

RANKED QUICK POLL RESPONSES



What does this data tell us?

40% of respondents Disagree or Strongly Disagree that aesthetically pleasing + well placed Small Multi-unit Development is something that Gilberts can support.

37% of respondents Agree or Strongly Agree

22% of respondents were Neutral

"Could an "agri-hood" work in Gilberts?"

RANKED IDEAS TO REACT TO

Agri-Hood



82%



[View Urban Land Institute \(ULI\) Video "What is an Agrihood?"](#)

APPENDIX B

VIRTUAL OPEN HOUSE RESULTS SUMMARY

“Rank the following objectives to help us understand which are your priorities.

RANKED OBJECTIVES

1 Pursue a development pattern that respects, supports, and protects existing residential development of the Village.

35% of respondents agree this objective is their highest priority.

2 Ensure that new development is interconnected with existing parts of the Village by trails, sidewalks, and roads.

38% of respondents agree this objective is their second highest priority.

3 Incorporate pedestrian and bicycle trails within and beyond future developments in this area.

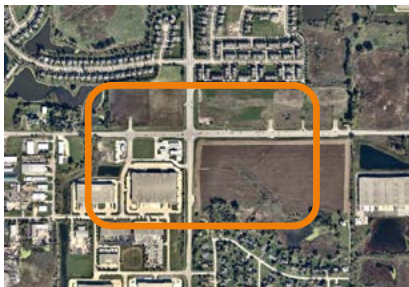
35% of respondents agree this objective is their second highest priority.

4 Ensure that ongoing development of The Conservancy continues to meet proposed connectivity within and beyond the development.

59% of respondents agree this objective is their fourth priority.

“Which of these Subareas is MOST IMPORTANT to develop for Gilberts’ future?”

RANKED IDEAS TO REACT TO



Route 72 & Tyrell

65%

Believe this is the most important subarea to develop for Gilberts’ future.



Route 72 between I-90 and Big Timber Road

20%

Believe this is the most important subarea to develop for Gilberts’ future.



SW Quadrant at Higgins and Huntley Roads

15%

Believe this is the most important subarea to develop for Gilberts’ future.

VIRTUAL OPEN HOUSE RESULTS SUMMARY

“Rank the following objectives about each of the Subareas to help us understand which are your priorities.”

RANKED OBJECTIVES

Route 72 & Tyrrell

1. Encourage commercial development at the northwest and southeast quadrants of the intersection.
2. Consider proposals for nonretail commercial or industrial development along Higgins Road away from key intersections..
3. Consider proposals for development of townhome/apartment uses at the northeast quadrant of the intersection.

Route 72 between I-90 & Big Timber Road

1. Ensure that new residential development in the Higgins Road and Big Timber area (south of I-90) is interconnected via trails and sidewalks.
2. Consider unique subdivision development such as estate residential homes, “agrihoods”, or low impact development (LID) that naturally manages stormwater.
3. Ensure that new development in the Higgins Road and Big Timber area (south of I-90) is accessible to and from existing portions of the Village.

SW Quadrant at Higgins & Huntley Roads

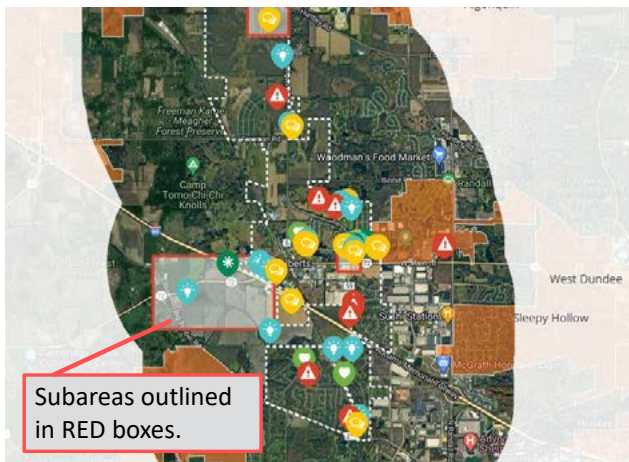
1. Zone for commercial or mixed-use development near the intersection of Galligan and Huntley Roads, accessible from both Huntley Road and walkable for nearby residential neighborhoods.
2. Allow for more intensive development near the intersection of Huntley and Galligan Roads.

“What does Gilberts need + where should it go?”

MAPPED IDEAS + COMMENTS

“If well-designed and minimally disruptive, where would be most appropriate for new industrial uses? Townhomes? Multifamily uses?”

Drag to comment > Ideas and Suggestions Comment Development Opportunity Concern Asset



+23

Comments during Virtual Open House

207

Total Unique Users

47

Total Map Comments

VIRTUAL OPEN HOUSE RESULTS SUMMARY

“What does Gilberts need + where should it go?”

SELECTED MAPPED IDEAS + COMMENTS

I think a new apartment complex would be nice here... would be great to have some retail on the north side of 72 with apartments behind.

North side of 72, W of Tyrrell

I see kids crossing the bridge via bikes or walking. A foot/bike bridge would be much safer and better connect our community.

Tyrrell, crossing I-90

Since this area is away from residential areas, it wouldn't bother me if there was more commercial development...especially if that sort of business is beneficial to the Village.

Subarea: W of I-90, north of 72

This area has high visibility. Great location to add something interesting, like a shop or restaurant.

Subarea: Huntley at Galligan

I would LOVE to see a sidewalk along Galligan and Tyrrell – it would be great to be able to get from one side of town to the other without a car.

Along Tyrrell + Galligan

View All Mapped Comments

shareinput.org/plangilbertsfuture#/

Plan Gilberts' Future
Plan Gilberts' Future

Virtual Open House · Plan Gilberts' Future

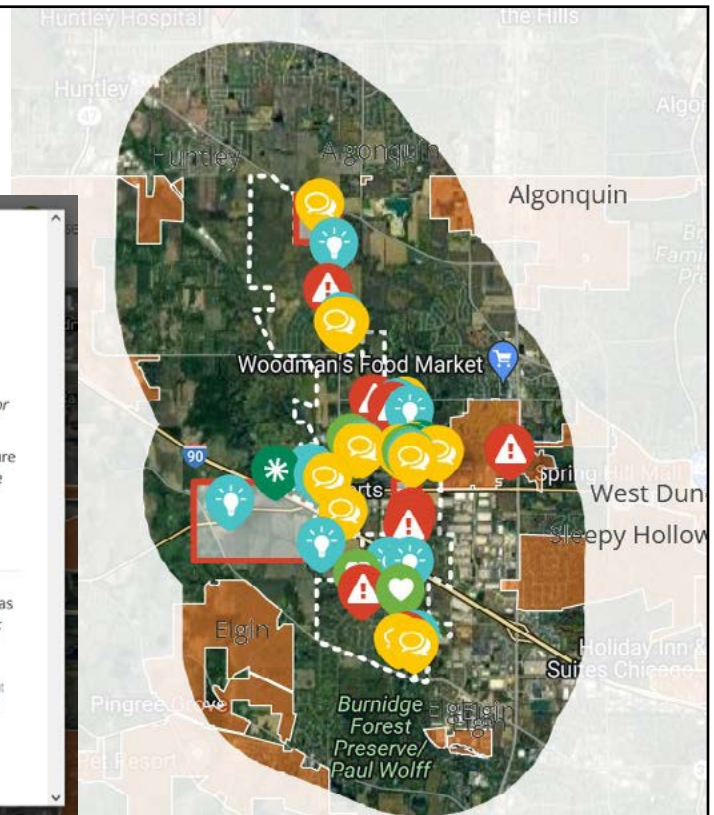
*What does Gilberts need and where should it go?
If well-designed and minimally disruptive, where would be most appropriate for new industrial uses? Townhomes? Multifamily uses?*

Please use the most appropriate marker to share your thoughts regarding future development in the Subareas, identified within the Red boxes in the interactive map. We continue to review all comments, ideas, and concerns added to the map to inform the planning process.

How to Use: Along the top, there are different "comment" options (Assets, Ideas and Suggestions, Comments, and Development Opportunity). Click and drag any of these options to location of your choosing on the map.

Drag to comment > Assets Ideas and Suggestions Comment Concern Development Opportunity

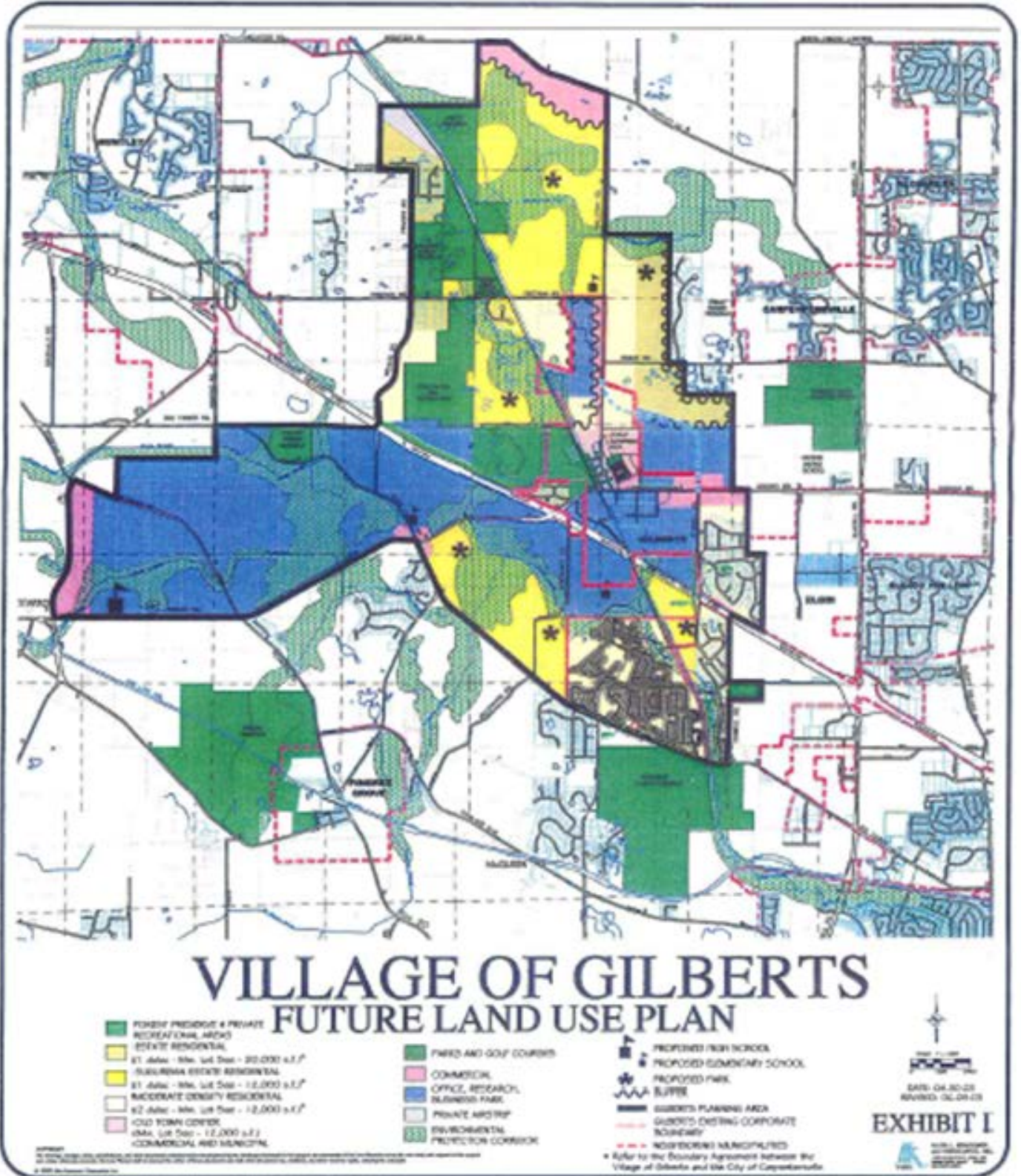
Add Comments





APPENDIX C

2003 FUTURE LAND USE PLAN





APPENDIX D 2008 GILBERTS PLANNING AREA MAP

