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To: Planning and Zoning Commission Members

From: Kenneth Garrett, Zoning Administrator

Date: June 30, 2025

RE: Special Use/Planned Development Amendment – To develop a fifty-lot subdivision of hangar homes at the Poplar Grove Airport located at 11619 Illinois Route 76, Poplar Grove.

Hearing Date: July 8, 2025 at 6:00 p.m.

The petitioner is requesting to develop a 50-lot subdivision of hangar homes. This requires an amendment to their existing Special Use Permit/Planned Development 2018-03. The current Zoning District is General Business (GB).

Adjacent Zoning Districts

North Residential (R-1)
South Single Family Residential 1 R-1 (Bel Air Estates Subdivision)
West County AG
East County AG

The proposed project includes the following:

1. Map Amendment/Zoning Change from GB to R-2
2. An Annexation of 3.438 acres for storm water detention
3. Amendment to their existing Special Use/Planned Development
4. Preliminary and Final Plat Approval
5. Exceptions to the current zoning code in regards to the planned development

The Poplar Grove Airport is proposing a fifty (50)-lot subdivision on their property. The proposal is for lot development and infrastructure. There are no model homes being presented. Each buyer of a lot will submit plans to Steve Thomas (Owner) and he will approve the drawings. Once the owner approves the drawing, a building permit application will be submitted to the village for approval. The development will be called Bel Air North Subdivision. All lots will have access to the taxi-way for accessing the runways.

The property is currently zoned General Business (GB) and the petitioner is requesting to rezone this area to R-2. This requires a map amendment.

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The annexation of 3.438 acres for stormwater is a partial annexation of 40 acres. This does not require approval from the Planning and Zoning Committee, but the rezoning to the R-2 zoning district does require a recommendation from the Planning and Zoning and approval from the Village Board. All annexed properties into the Village come in as R-1.

The Polar Grove Airport is under an existing Planned Development/ Special Use and therefore requires an amendment to their existing ordinance 2018-03. See attached.

As with all subdivisions, a preliminary plat is required. In this instance, the petitioner is requesting final plat approval as well.

The lot sizes within the proposed developments are between 10,000 square feet and up to 25,000 square feet with the majority around the 10,000 square foot number. The R-2 Zoning District based on proposed lot sizes is the most appropriate for this development. Although, the Description and Purpose of the district is to accommodate existing developments, it is appropriate in this case to accommodate the development as zoning district R-2. The table below describes the bulk requirements for the R-2 Zoning district and the proposed setbacks with some exceptions.

Exceptions Requested	R-2 Proposed	R-2 Required
Front Yard	20	20
Side Yard	10/20	10/25
Driveway Rear	0	3
Sidewalks	Relief Requested	Required
Landscaping	Relief Requested	One tree per lot
Buffer Yards	Relief Requested	From GB
Directional Signage	12	6

Exceptions requested:

1. Lots 1, 30, 31, 40, 41 and 50 are requesting the front side setback to be 12 feet versus the required 20 feet. Staff has no objection to this request.
2. The combined side yard setbacks require a total 25 feet. The requirement states each sideyard setback shall be ten feet with a combined setback of 25 feet. Staff has no objection to this request.
3. Paved rear setbacks are required to have a setback of 3 feet from the property line. Since this area is adjacent to the taxi-way, it is logical and acceptable to seek this relief. Staff has no objection to this request.
4. All sidewalks within a new subdivision requires public sidewalks in all developments. The petitioner is requesting relief from this requirement. Staff has no objection to this request.
5. The petitioner is requesting relief from land dedication requirements for greenspace and playground areas (see section 9.02 and 9.03 of the subdivision requirements. The Village Board may accept a cash contribution.
6. Directional Signage is limited to 6 square feet in size, the petitioner is requesting 12 square feet in size. Staff request an example of an elevation of the sign in order to make a determination.
7. The subdivision Control Ordinance requires a tree on each lot in the right of way. The Public Works Director is requesting no trees be placed in the right of way. Trees could be located on the lot owner side. The Landscaping Requirements in the Zoning Code

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8. exempts single family uses from the requirements. Tree height is also limited to certain lots not to exceed 18 feet due to air traffic.
9. Buffer yards are required between commercial zoned districts and residential districts. The petitioner is requesting this requirement be waived since this is within the airport and is dedicated to airport activities.

Below is the Justification from Lauren Downing of Arc Design for the exceptions to the requirements of the village codes. This is permitted through the PUD process. This information is also in the attachments, but I felt it would be easier to follow within the report.

Statement of Justification for Zoning Exceptions

The requested PUD amendment and subsequent exceptions is for the proposed Bel Air North neighborhood, a development that offers a distinctive residential experience centered around direct connectivity between homes and adjacent aviation facilities. The development's unique neighborhood lifestyle, which integrates residential living with private taxiway access to the adjacent airport, necessitates thoughtful deviations from standard zoning requirements outlined in the Poplar Grove, IL Ordinances.

Setback Reductions:

The proposed reduction of front (side) setbacks from 20 feet to 12 feet, combined side setbacks from 25 feet to 20 feet, and paved rear setbacks from 3 feet to 0 feet is essential due to both spatial constraints and safety requirements. FAA-mandated horizontal and vertical spacing restrictions, as well as the physical limitations imposed by existing runways, demand more compact home placements to maintain both regulatory compliance and community functionality. Additionally, each home must have direct rear access to a designated private taxiway, which in turn precludes the ability to meet traditional rear setback standards.

Sidewalk and Public Road Limitations:

Given the integration of aviation infrastructure, traditional public sidewalks are incompatible with the development's design. Residents use the private taxiways to move safely between residences and airport facilities, as evidenced by longstanding practices in the adjacent established neighborhood. To prevent public traffic from entering the taxiways, the public roads cannot cross taxiways—access to the taxiways by the public has historically led to unsafe incursions by vehicles.

Buffer Yard and Greenspace Deductions:

Requesting elimination of buffer yard requirements and exemption from land dedication for greenspace or playground is driven by the community's unique format. The value proposition of the neighborhood lies in its integrated access to aviation facilities and open taxiway vistas—not traditional park amenities or buffering. Community gathering and recreation occur organically within the airport facilities, offering a lifestyle that deviates from standard expectations but serves resident needs more effectively.

The street improvements will be public streets. No fencing is proposed for this project. Since the buildings will be custom built, anti-monotony will not be an issue in general. This will be verified during the building permit process. The parking space requirements are a minimum of two spaces per property. They could be in the garage. I have reviewed the Declaration of Covenants, Conditions and Restrictions (CC&R). I recommend that a general statement be included within that document that Building Permits may be required for certain improvements and or repairs and that they should contact the Village of Poplar Grove Building Department even

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though there may not be a need for the owner to sign off on the project see section 2.02 (h) as an example.

Recommendation: The Special Use Permit/Planned Development Amendment and the proposed subdivision building is in keeping with the area. Staff recommends approval of the Special Use Permit/Planned Development Amendment subject to the following conditions:

1. Approval from the Illinois Department of Transportation be received prior to issuing any Building Permits.
2. Approval from the Boone County Soil and Water Conservation District be received prior to issuing any Building Permits.
3. Approval from the Fire District be received prior to issuing any Building Permits.
4. The Village Engineers Report and recommendations shall be followed.
5. The monument signage shall comply with all village requirements.
6. Directional signage shall be submitted for review.
7. The petitioner shall submit a lighting plan for approval.
8. The land dedication for Public Parks is not being provided therefore a cash contribution is required.
9. Provide approval from the Illinois Department of Natural Resources.

Should you have any questions regarding this report feel free to contact me at your convenience.

Respectfully Submitted,

Kenneth Garrett
Zoning Administrator – Village of Poplar Grove