



Poplar Grove Airport (Bel Air Estates LTD)

INTRODUCTION

The Poplar Grove Airport (the “Airport”) which is owned by Bel-Air Estates, Ltd. (“Bel-Air”), was first established in February 1972 (52 years ago) as the first and only ‘open to the public’ airport located in the Village of Poplar Grove (the “Village”) within Boone County, Illinois. Since inception, the Airport has grown to become the state’s largest non-tax supported airport. It is nationally known and respected and brings substantial economic benefits to the Village each year. Bel Air has invested heavily in land within the Village and constructed and paid for the establishment of the Village’s south wastewater treatment plant (at no cost to the Village). This treatment plant provided the ability for the Village to develop from the Harris commercial properties to Woodstock Road. According to an Illinois Department of Transportation economic impact study done, the Airport generated \$18.3 million in economic benefits to the local economy in 2012. Fourteen years later, the economic impact for 2024 is estimated to be approximately \$35 million.

The customers and residents of the Airport, including those from the neighboring Bel Air Estates subdivision, are generally aviation enthusiasts that are affluent, educated people seeking a fly-in lifestyle. The draws of living on or adjacent to the Airport include convenient access to aircraft and a community of other aviation minded individuals. Our goal has always been to work with the Village to create compatible zoning classifications and building codes which take into account the unique needs of the airport and aviation while acknowledging the Airport’s importance to the Village’s economy.

The attached informational booklet contains additional information about the history of the Airport and its benefits to the community as well as photos of a few existing residential spaces built within multi-unit hangar buildings at the Airport.

AIRPORT HOUSING

There are two types of housing on the Subject Property: (1) Homes with Accessory Hangars; and (2) Hangars with Accessory Apartments.

(1) **Homes with Accessory Hangars** are single family homes with either an attached or detached hangar on the property.

(2) **Hangars with Accessory Apartments** refers to individual, non-commercial hangar units located within a larger multi-unit hangar building (the “**Non-Commercial Multi-Unit Hangar Building**”) that can provide living space within the unit (each, an “**Accessory Apartment**”). Here, living space is secondary to the hangar. The Multi-Unit Hangar Buildings are similar to a condominium except that residents own the hangar unit only and the underlying land is leased under a 99-year ground lease with the Airport. Hangar owners are responsible for any building out of residential space within their own units. Not all of the units within the Multi-Unit Hangar Buildings contain or will contain an Accessory Apartment.

HISTORICAL ZONING

In 2018 it was determined that **Homes with Accessory Hangars** at the Airport were not in compliance with the Village's zoning and building codes. This was addressed and the homes were brought into compliance when the Village enacted Ordinance # 2018-13 (the "Ordinance") on June 28, 2018 granting a special use permit ("SUP") benefitting both Bel-Air Estates, Ltd. and the Poplar Grove Aviation Education Association, Inc. (Museum), and creating a planned community development ("PCD") which encompassed the Poplar Grove Airport and the Museum. This Ordinance provided for certain flexible standards with respect to permitted uses within the PCD, as well as building and curb design requirements within the PCD. Section 5 of the Ordinance further provided, "the planned community development shall allow for future development, expansions and renovations on the subject property that are related to the airport and museum land uses."

Now, the Village has determined that **Hangars with Accessory Apartments** are not in compliance with the Village zoning and building codes. This can be addressed with an amendment to the SUP creating the PCD, as follows:

SPECIAL USE PERMIT AMENDMENT APPLICATION

Bel-Air Estates, Ltd. submits this letter and enclosures as its formal application and request to the Village of Poplar Grove to amend the aforementioned SUP and the PCD created thereunder, with respect to only the property known by the following Boone County parcel identification numbers (collectively referred to as the "Subject Property"):

05-02-200-004;
05-01-100-011;
05-01-300-014;
05-02-200-006; and
05-01-101-010

Enclosed is a site map of the Airport, color-coded to illustrate which buildings on the Subject Property are private (blue), versus those which are commercial (gold). Hangars with Accessory Apartments will only be located within the private (blue) Non-Commercial Multi-Unit Hangar Buildings. This application seeks to amend the existing SUP and PCD to provide the following provisions and flexible code standards to be applicable for existing and future Non-Commercial Multi-Unit Hangar Buildings located or constructed on the Subject Property:

1. The following definitions shall be utilized with respect to the remainder of this Ordinance and made a part of the amended SUP/PCD:
 - a. "**Non-Commercial Multi-Unit Hangar Building**" shall be defined as each non-commercial multi-unit hangar building located on the Subject Property.

- b. “**Non-Commercial Hangar Unit**” shall be defined as an individual hangar unit leased by a private party and located within any Non-Commercial Multi-Unit Hangar Building.
 - c. “**Accessory Apartments**” shall be defined as the living space which may be constructed within any Non-Commercial Hangar Unit.
2. The following flexible code sections shall be applicable to Non-Commercial Multi-Unit Hangar Buildings, both (i) existing (only if constructed without a permit); and (ii) those to be constructed, on the Subject Property:
 - a. Amend Section 8-69-C(1) of the Poplar Grove Zoning Code to provide “Accessory Apartments” as a Use Permitted by Right in the PCD.
 - b. Amend the Poplar Grove zoning and building codes as necessary to provide that Non-Commercial Multi-Unit Hangar Buildings, as defined herein, as well as the Non-Commercial Hangar Unit and Accessory Apartments constructed therein, are subject to the provisions of the residential (and not commercial) building codes of the Village. The submission of a building permit application designating a new building to be a “Non-Commercial Multi-Unit Hangar Building,” shall trigger application of the residential (and not commercial) building codes of the Village.
 - c. Amend the International Building Code, as adopted and applied by the Village, to permit the following amendments and exceptions:
 - i. Fire separation: Provide a 2-hour separation demising wall between accessory apartment units within the same building. The separation wall shall extend from foundation/concrete slab to underside of roof deck for the length of the residential portion only and not the hangar portion. A fire rated assembly shall not be required on any portion of the roof assembly immediately adjacent to the demising wall. Should an accessory apartment owner choose not to build out their unit, the installation of a 2-hr fire rated wall partition would not be required. A fire rated separation shall not be required between the hangar and the residence within a single unit.
 - ii. Egress: Each hangar portion shall have two means of egress. A minimum of one egress shall lead directly to the exterior and a maximum of one egress may lead through the residence to the exterior. The residential portion of the residential hangar shall have one means of egress that leads directly to the exterior.
 - iii. Smoke, heat, and carbon-monoxide detectors: All accessory apartments within a single building that contain a minimum of one accessory apartment shall have at least one smoke detector and one

heat detector. Detectors shall be interconnected with a strobe. The living portion of each accessory apartment shall have a minimum of one smoke, heat, and carbon-monoxide detector within the general living space and one smoke detector in each sleeping room. Detectors shall be interconnected with a strobe. The smoke, heat, and carbon-monoxide detectors of each individual hangar shall be interconnected with all the other hangars within the same building.

- iv. Alarm monitoring system: An alarm monitoring system shall be provided and all accessory apartments shall be interconnected. The installation contractor shall provide drawings and specifications of the system to the building department for review.
- v. Alarm strobe light: An alarm strobe light shall be provided on all individual hangars. Any accessory apartment with smoke and heat detection must have a strobe unit mounted on the front wall of that unit.
- vi. Knox box: One knox box shall be provided. The knox box shall contain a master key for all residential accessory apartments. The local fire department shall be provided with a key to the knox box.
- vii. Height and area limitations: Non-commercial use hangars having accessory apartments shall not be greater than 5,000 square feet and 20 feet in building height.

3. Amend Section 6-2-2 of the Village Code to permit Non-Commercial Multi-Unit Hangar Buildings which are existing, or to be constructed in the future, on the Subject Property, may be connected to private well and shall not be required to connect to the public waterworks system.

You will also find enclosed: (i) a letter dated November 2, 2024 from ALA Architects and Planners, Inc. recommending the items requested above; and (ii) a letter from Boone County Fire Protection District Fire Marshal Donal Kownacki providing his support for the life safety and fire protection recommendations detailed in the ALA letter.

We believe the above requested amendments are the solution to address the existing zoning and building code issues the Village has identified as affecting the Subject Property and will provide a mutually beneficial framework for continued economic growth.



November 2, 2023

**Village of Poplar Grove
Building & Code Department
200 North Hill Street
Poplar Grove, Illinois 61065**

**Re: Proposed amendments to the Village Building Ordinance regarding existing & future
Aviator Hangar Townhomes
ALA #22317**

We propose that all new Hangar Townhomes, and existing Hangar Townhomes when modified for living space, shall conform to the 2018 International Building Code, with the following amendments & exceptions:

The residential hangar units are not required to be protected with fire sprinklers.

Fire separation; Provide a 2 hour separation demising wall between residential hangar units within the same building. The separation wall shall extend from foundation/concrete slab to underside of roof deck for the length of the residential portion only and not the hangar portion. A fire rated assembly shall not be required on any portion of the roof assembly immediately adjacent to the demising wall. Should a hangar unit owner choose not to build out their unit, the installation of a 2-hr fire rated wall partition would not be required. A fire rated separation shall not be required between the hangar and the residence within a single unit.

Egress; Each hangar portion of the residential hangar shall have two means of egress. A minimum of one egress shall lead directly to the exterior and a maximum of one egress may lead through the residence to the exterior. The residential portion of the residential hangar shall have one means of egress that leads directly to the exterior.

Smoke, heat, and carbon-monoxide detectors;
All hangar units within a single building that contain a minimum of one residential hangar unit shall have at least one smoke detector and one heat detector. Detectors shall be interconnected with a strobe.

The living portion of each residential hangar shall have a minimum of one smoke, heat, and carbon-monoxide detector within the general living space and one smoke detector in each sleeping room. Detectors shall be interconnected with a strobe.

The smoke, heat, and carbon-monoxide detectors of each individual hangar shall be interconnected with all the other hangars within the same building.

Alarm monitoring system; An alarm monitoring system shall be provided and all hangar units shall be interconnected. The installation contractor shall provide drawings and specifications of the system to the building department for review.



Architects & Planners, Inc.

2600 Behan Road (at Route 176)
Crystal Lake, IL 60014

Phone: 815-788-9200
Fax: 815-788-9201

Alarm strobe light; An alarm strobe light shall be provided on all individual hangars. Any hangar unit with smoke and heat detection must have a strobe unit mounted on the front wall of that unit.

Knox box; One knox box shall be provided. The knox box shall contain a master key for all residential hangar units. The local fire department shall be provided with a key to the knox box.

Height and area limitations; Residential hangars shall not be greater than 5,000 square feet and 20 feet in building height.

Hangar building with multiple hangar units to be separated in areas not to exceed 9,000 square feet with a 2 hour fire wall.



Boone County Fire Protection District #2

1777 Henry Luckow Lane Belvidere, Illinois 61008

Phone: (815) 544-3336 Fax: (815) 544-4682 Cell: (630) 688-4166

Email: Dkownacki@bcfd2.com

November 10, 2023

Village of Poplar Grove
Building and Code Department
200 North Hill Street
Poplar Grove, IL 61065

RE: Poplar Grove Airport Hangars

I have been in discussions with Mr. Steve Thomas referring to the living spaces located in some of the hangars on the property of Poplar Grove Airport.

From our discussions, I understand that there are several issues with the Building Codes regarding living spaces in the hangars.

The official position of the Boone County Fire Protection District #2 is that we cannot prohibit living spaces within the hangar units as we do not have jurisdiction, however we do have jurisdiction over the Life Safety aspect for the buildings.

Therefore, the life safety and fire protection recommendations put forth in the letter dated November 2, 2023, from Architects and Planners, Inc have been discussed and approved by me through discussions with Mr. Thomas. These recommendations were agreed upon after a meeting on site and a tour of some of the buildings and several phone conversations.

The one item that was missed was the portable fire extinguishers required by our codes. Due to the size of the hangars, two (2) 10-pound multi-purpose dry chemical fire extinguishers are required, one by the front entrance to the hangar and one in the opposite rear corner of the hangar, preferably by the mechanical room. These portable fire extinguishers must be the type that are serviceable by a reputable fire extinguisher service company.

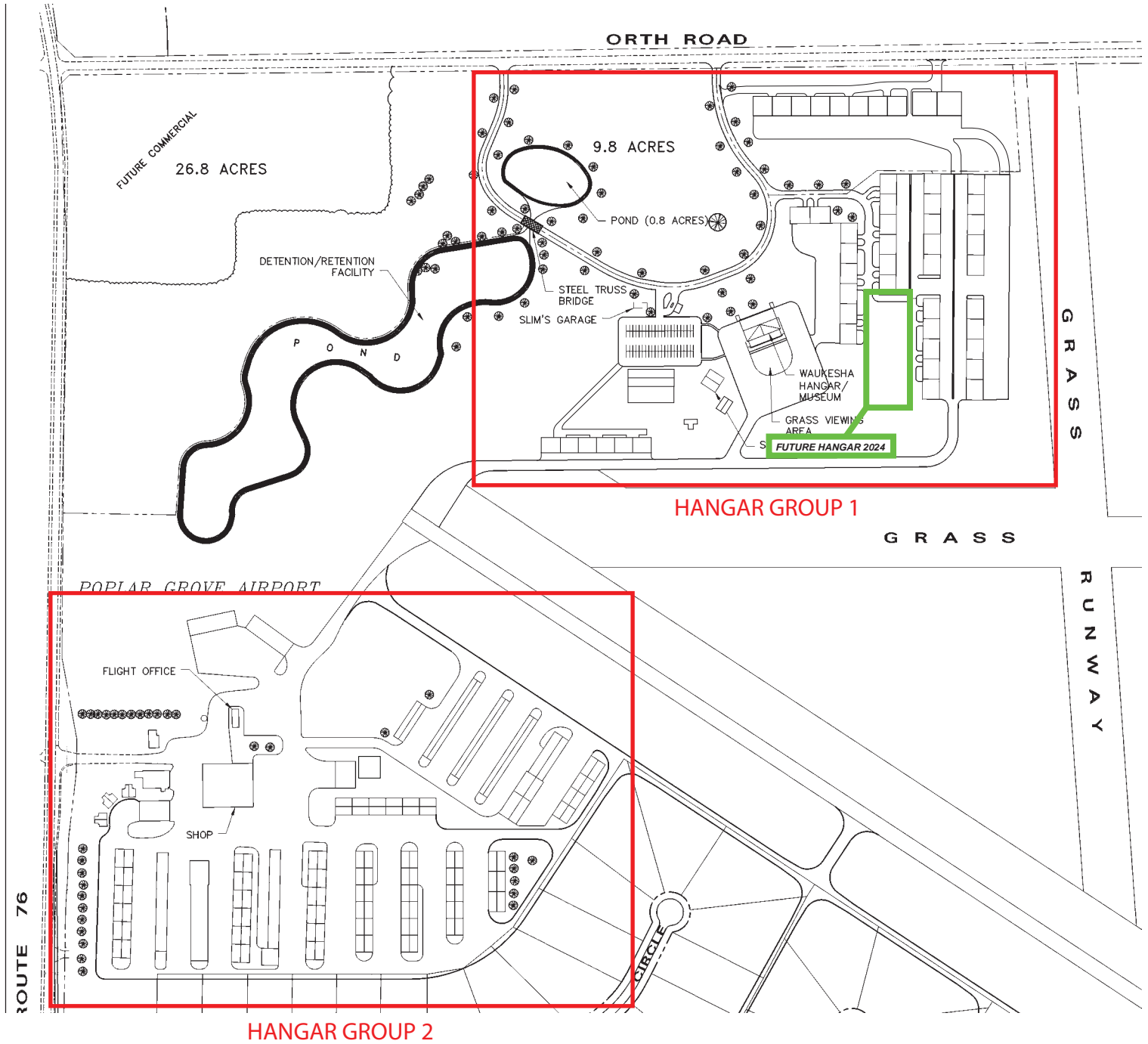
If you or any members of your department has any questions, comments or concerns, I can be reached at the address or phone listed at the top of the page.

Respectfully:

Donald Kownacki

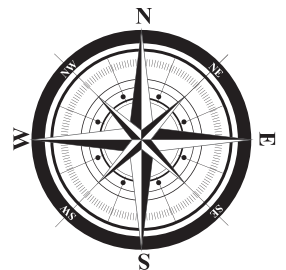
Donald Kownacki
Fire Marshal

POPLAR GROVE AIRPORT HANGAR MAPS 2024

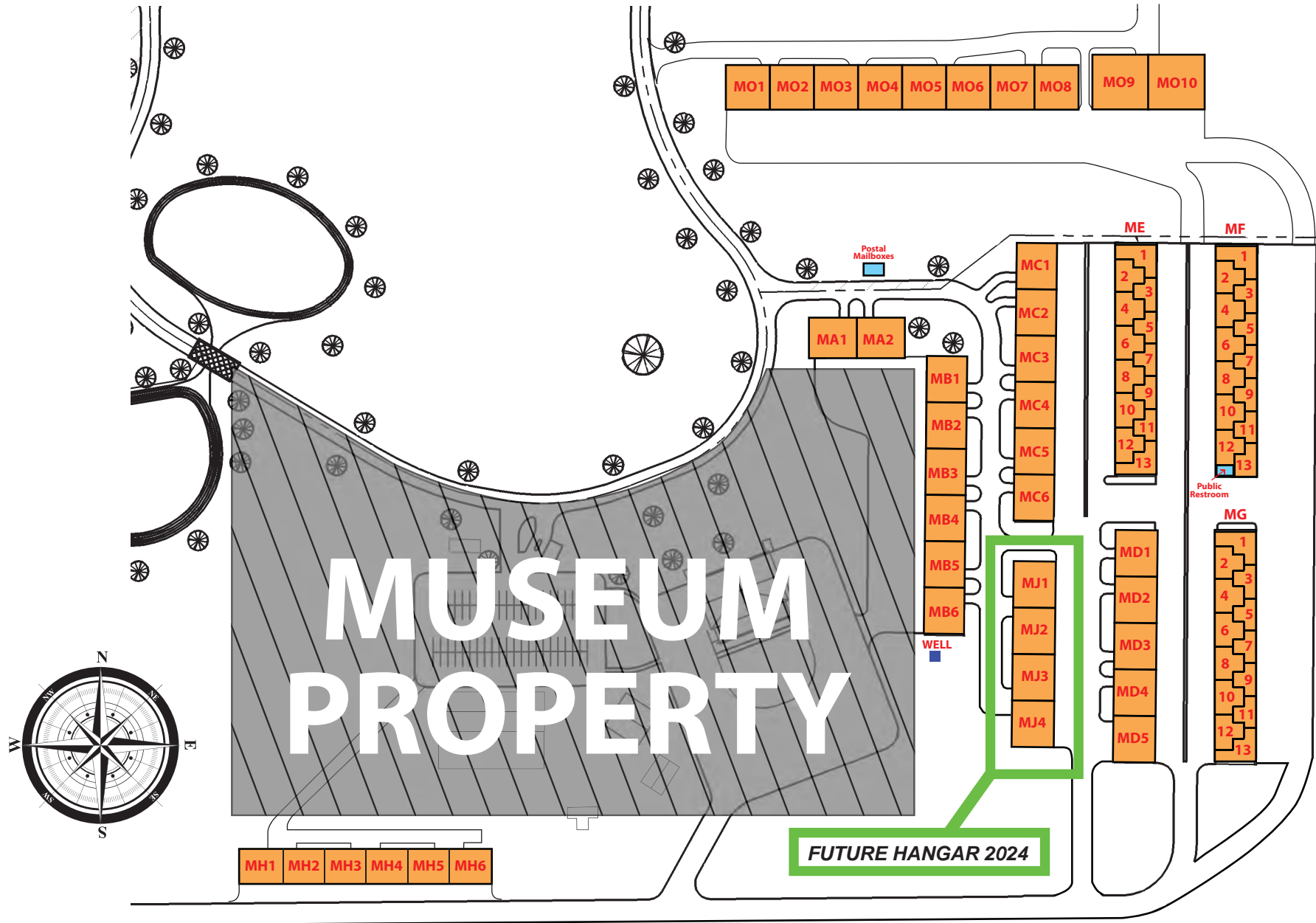


LEGEND:

- Non-Commercial Buildings
- Airport Owned



11619 Route 76
 Poplar Grove, Illinois 61065
www.poplargroveairmotive.com
 Phone: 815.544.3471
 Fax: 815.544.8900



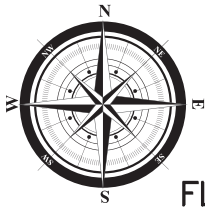
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POPLAR GROVE AIRPORT HANGAR MAPS 2024

HANGAR GROUP 2



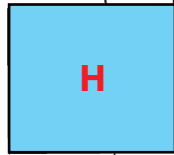
FLIGHT OFFICE



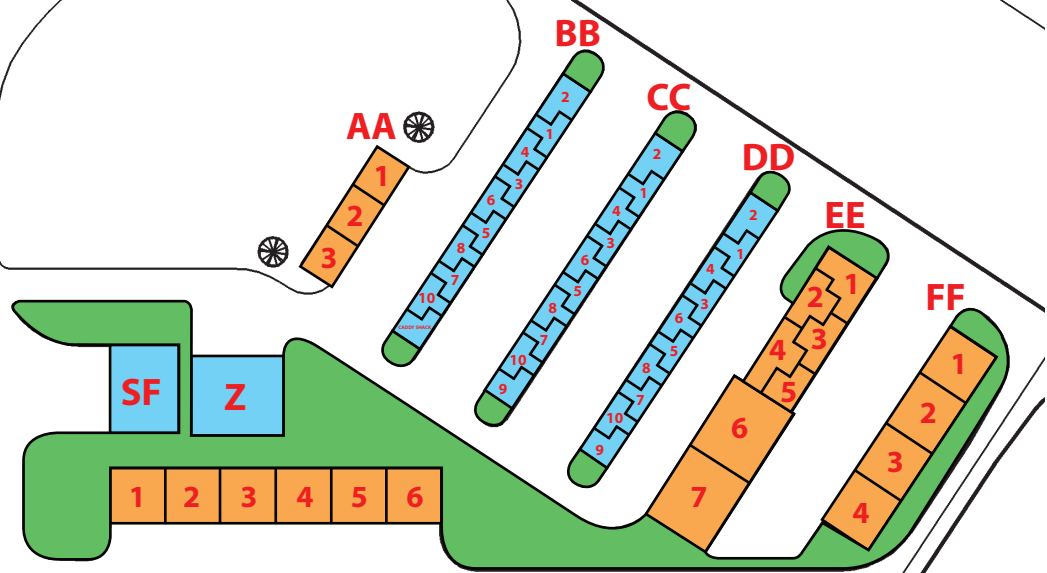
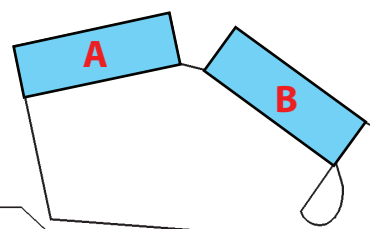
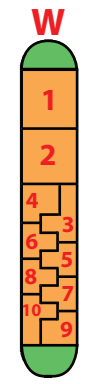
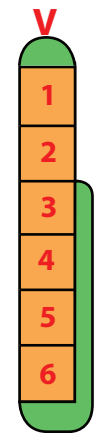
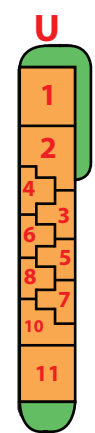
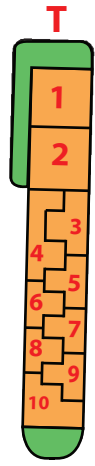
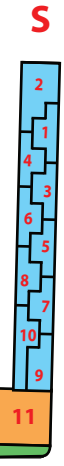
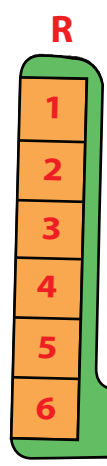
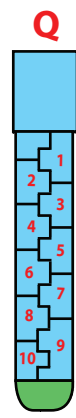
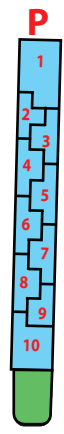
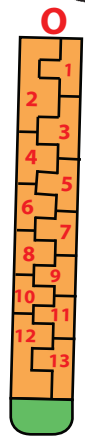
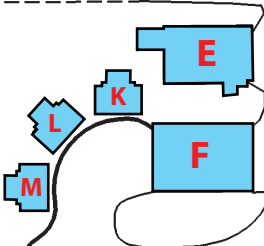
FARM HOUSE

WELL

FUEL



SHOP



LEGEND:

- Non-Commercial Buildings
- Airport Owned

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Illinois Department
of Transportation
Division of Aeronautics

IDOT commissioned an economic impact study of the Poplar Grove Airport in 2012 which estimated the total economic impact to our community in 2024 will be \$35,000,000, measured by employment, payroll, and the economic outputs generated by residents, employees, visitors and construction.

2022 Sales Tax Paid \$115,527.29 (16% to Village of Poplar Grove \$18,484.37)

In 2022 the Poplar Grove Airport and related airport properties paid nearly \$2,500,000 in property taxes. The airport attracts residents for both airport housing and adjacent Bel Air Estates. These residents are generally aviation enthusiasts, with meaningful disposable income seeking a fly-in lifestyle. They seek access to aircraft, the airport, convenient amenities and a community of aviation-minded enthusiasts.

The Poplar Grove Airport receives no municipal or governmental funding, yet generates massive economic boost to our community.



ECONOMIC IMPACT OF Poplar Grove Airport (C77)



IDOT would like to thank the Illinois airports and their passengers, users, and tenants for their cooperation and assistance with the preparation of this study. Thank you!

For further information about this study, please access the project web site at: <http://illinoisairportsmeanbusiness.com/>

Or contact:

Illinois Department of Transportation (217) 785-8500
Division of Aeronautics (800) 554-0247
Abraham Lincoln Capital Airport TDD (217) 524-3223
1 Langhorne Bond Drive FAX (217) 785-4533
Springfield, Illinois 62707 Email: aero@dot.il.gov

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Prepared in 2012 for the Illinois Department of Transportation, Division of Aeronautics by:



And assisted by: Applied Real Estate Analysis, Inc.; Crawford, Murphy & Tilly, Inc.; and Hanson Professional Services, Inc.



ILLINOIS AIRPORTS Mean Business and Jobs

The Illinois Airport System

The Illinois system of 116 airports not only provides the State with a safe and efficient mode of transportation, it is also an important stimulus for economic growth and development. By providing aviation-related services, the system supports hundreds of thousands of jobs and produces billions of dollars in economic activity. The State's largest employers, and many smaller businesses, rely on aviation to rapidly transport personnel, equipment, and supplies. Illinois airports serve as the base of operation for a diverse group of businesses, including airlines, air cargo companies, fixed base operators, flight schools, government entities, restaurants and others. Additionally, the vast hospitality industry is supported by both commercial service and general aviation. The millions of visitors that travel to Illinois by air each year support a variety of tourist and convention-related business activities, such as lodging, dining, retail, and entertainment.



Statewide Benefits from Aviation

More than 337,000 jobs can be tied to the airports of Illinois. These employees receive \$12.8 billion in payroll and benefits and generate \$40.9 billion in economic activity. In addition to economic impacts, the system of airports provides numerous benefits that enhance the quality of life, health, safety, and welfare of Illinoisans.

The State's network of 11 commercial service airports provides access to regional, national, and international markets. Nearly 42 million enplaned passengers used the Illinois system of commercial service airports in 2010 to reach these destinations. In total, Illinois commercial service airports support more than 282,000 jobs with annual earnings of approximately \$10.7 billion and \$36.5 billion in annual economic activity.

STUDY PROCESS

To better understand the relationship between Illinois' system of airports and the statewide economy, the Illinois Department of Transportation, Division of Aeronautics, conducted an economic impact study of aviation using a methodology that followed Federal Aviation Administration (FAA) guidelines and has been applied to State airport systems throughout the United States. Funding for this study was provided by the FAA and the Illinois Department of Transportation, Division of Aeronautics.

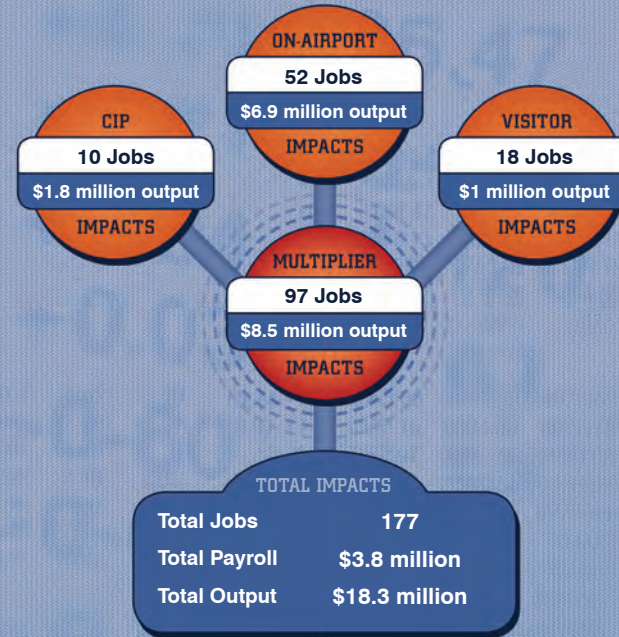
Each Illinois system airport's total economic impact was quantified in terms of employment, payroll, and output. Through a comprehensive survey process, the direct economic impacts related to on-airport business tenants and the impacts associated with visitor-related expenditures were determined for each system airport. The multiplier effect of these impacts was then calculated to ascertain the total airport-related impacts. For example, when an airport employee purchases local goods and services, the spending and re-spending spurs additional economic activity in the region. The total economic impact is the sum of all direct and multiplier impacts.

TOTAL JOBS
337,419

TOTAL PAYROLL
\$12.8 billion

TOTAL OUTPUT
\$40.9 billion

ECONOMIC IMPACT OF Poplar Grove Airport (C77)



Qualitative Benefits

- The Poplar Grove Airport prides itself on being an aviation neighborhood which includes a 180-acre airpark with homes and attached hangars
- On-airport hangars are sold similar to condominiums and are then often customized by their owners; common additions include apartments, maintenance shops, and offices
- The most common aviation activities include recreational flying, including vintage aircraft, and flight instruction/ education; also corporate flights, medical activities, aerial surveying, seasonal agricultural spraying, law enforcement operations, and ad hoc air cargo
- The airport has a full range of FBO and aviation services provided by Poplar Grove Airmotive
- Vintage Wings & Wheels Museum is located on the airport:
 - Building is a stone hangar transplanted from Waukesha
 - The museum is seen as a center for education: has classroom and library used by schools and youth groups, and awards scholarships
 - Over 20 events throughout the year include annual Fly-In Breakfast, car shows, kid camps
- Rapid growth in activity at the airport and airpark has seen based aircraft number increase from approximately 45 in the mid-1990s to over 400 today

IMPACT TYPES

Direct Impacts account for activities by on-airport businesses and government agencies, and the off-airport visitor spending at locations such as hotels and restaurants. Direct impacts account for the initial point where money first starts circulating in the economy.

Multiplier Impacts result from the re-circulation of direct impacts within the economy. This re-spending of money can occur multiple times and takes two forms - indirect and induced. Indirect impacts occur when companies incur business expenses. Induced impacts occur when employees purchase goods and services.

Total Impacts are the combination of all direct and multiplier impacts.

IMPACT MEASURES

Employment measures the number of full-time equivalent (FTE) jobs related to airport activity including visitor-supported and on-airport construction jobs. A part-time employee counts as half a full-time employee.

Payroll measures the total annual salary, wages, and benefits paid to all workers whose livelihoods are directly attributable to airport activity.

Economic Output (Activity) measures the value of goods and services related to airports in Illinois. The output of on-airport businesses is typically assumed to be the sum of annual gross sales and average annual capital expenditures.

HANGAR ACCESSORY APARTMENT



MO-Hangars
Orth Road
Poplar Grove, IL





MO-7 Hangar



MO-7 Hangar



MO-7 Hangar



MO-7 Hangar



MO-7 Hangar



MO-7 Hangar



MO-7 Hangar



MO-7 Hangar

SERVING YOUR COMMUNITY

AND CREATING VALUE
TODAY AND FOR THE FUTURE

READY FOR TAKEOFF

Your airport already is a valuable asset. But with a little understanding and planning it can be a source of civic pride and future growth. It will be part of your legacy to the future.

For more information, visit the AOPA YouTube channel for our video, *Going Higher*.

The Aircraft Owners and Pilots Association has represented general aviation and its pilots since 1939.



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Frederick, MD 21701



GIVE US A CALL

800-USA-AOPA (872-2672)



AOPA AIRPORT SUPPORT
NETWORK



IT'S YOUR
AIRPORT



AOPA AIRPORT SUPPORT
NETWORK

VITAL... VIBRANT... VALUABLE

Community airports, also called general aviation airports, create jobs, generate local revenue and attract businesses to the area.

Most people understand the importance of area highways and rail lines. But not everyone knows about the many benefits and strategic value of their own community airport. Whether it's a regional transportation center or a rural airstrip, it is your airport, serving your area's needs today... and in the future.

Your local airport is one of the most vital economic assets and transportation links in your area.

JOBS, INCOME AND ECONOMIC HEALTH

Your airport has a "multiplier effect" on jobs and income. The U.S. Department of Commerce says that every \$1 spent at local airports adds another \$2.53 to your local economy.

Businesses actively seek locations with a community airport when locating a plant, headquarters, or distribution center. Compared to congested and expensive airline hubs, general aviation airports offer unbeatable convenience and cost-effectiveness. These benefits often come at little or no cost to the community.



HELPING NEIGHBORS AND FRIENDS IN NEED

During emergencies, your general aviation airport is the rallying point for airborne medical, law enforcement, and disaster relief services. Your airport may be an important staging point for disaster relief. When calamity strikes, general aviation is often the fastest and most efficient way to get aid to those in need.

Every day, news and traffic reporters use helicopters and small airplanes, also based at your local airport, to cover regional and breaking news to keep your community safe and informed.

Private pilots also volunteer as “angels” by transporting patients who could not otherwise afford to travel to and from life-saving medical treatments. They do it free of charge, donating their time, airplanes, and piloting skills.

While government agencies struggled after hurricanes in recent years, thousands of general aviation pilots used community airports across the United States to ferry emergency supplies to the impacted regions and displaced residents to safety.

ON RAMP TO THE WORLD

Most big airports are located far from home. But your community airport is at your doorstep. You can save valuable time with regional airline service or on-demand charter service. By becoming a private pilot you also can use small, state-of-the-art airplanes to reach destinations efficiently.

Time savings translate into greater productivity at the office and more time at home with your family. That’s a big reason businesses seek the advantages of general aviation.

SAFE AND SECURE

Consider this: motor vehicle accidents happen continually but we seldom worry about them. Aviation accidents capture attention because they are so rare, but general aviation airplanes and airports are safe and have had a steadily improving safety record over the past 25 years.

In the post-9/11 world, the small airplanes at your airport pose little if any threat. They are far too small (lighter than an empty Honda Civic!) to cause mass destruction. And your airport is a neighborhood where the residents are the employees and local pilots. With the AOPA Airport Watch program, they report suspicious activity just as you would in your own neighborhood.

GOOD NEIGHBORS

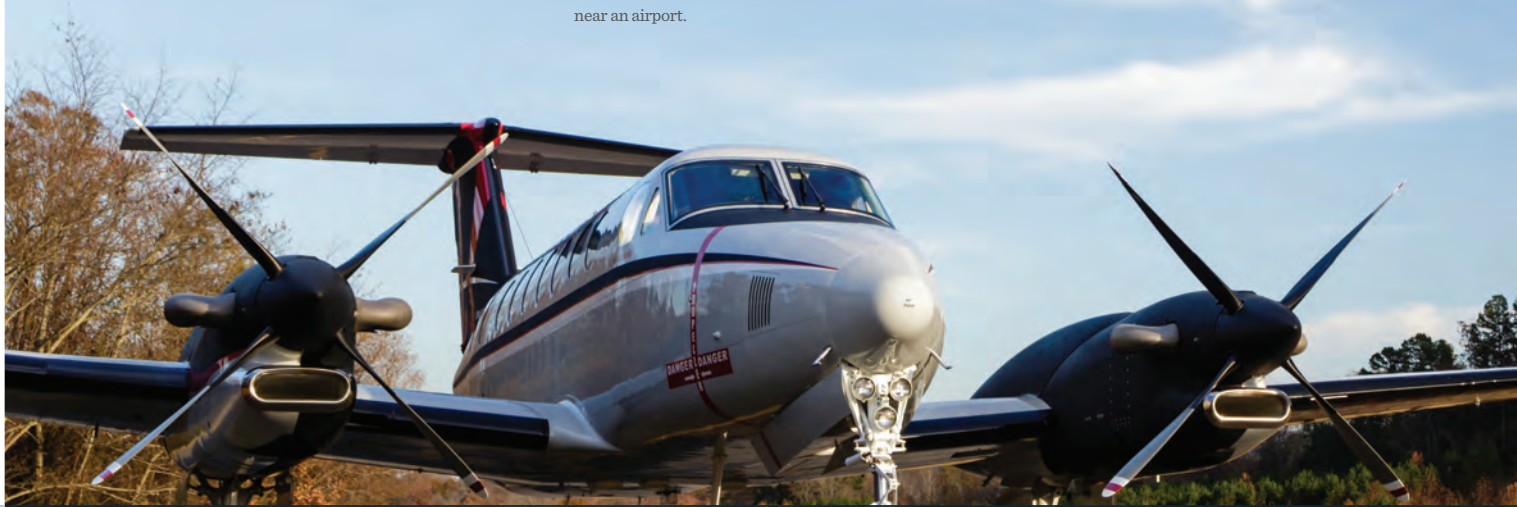
Studies say people are more sensitive to airplane sounds because they come and go. Your neighbor’s leaf blower may be louder but because it lasts longer it becomes background-level noise. Many local airports use voluntary “Fly Friendly” noise-abatement programs, including flight patterns that avoid noise-sensitive areas.

Aviation officials and responsible developers use sensible regulations to minimize noise and safety concerns. That’s not always the case, and sometimes homes are built too close to the airport. Thankfully, more states require ‘full disclosure’ for transactions involving property near an airport.

UPWARD AND ONWARD

The federal government is working on the Next Generation Air Transportation System, or NextGen. NextGen envisions using small airplanes and advanced satellite navigation and communication technologies for speedy point-to-point travel between general aviation airports. Aircraft manufacturers already are producing small airplanes with airline-style flight displays and quiet, fuel efficient engines.

Exciting new developments in community-friendly aviation technologies promise even greater rewards in the future.



Your local airport is one of the **most vital economic assets** and transportation links in your area.





Important points to consider

Poplar Grove Airport established February 7, 1972 (originally as the Belvidere Airport)

As with most airports in the country, airports also incorporate living space, whether for airport employees, transients, or residents. There have been living accommodations and residents at the Poplar Grove Airport since 1972, just over 50 years. During the original zoning with the county, through the annexation and zoning with the Village of Poplar Grove the residential aspect/component of the airport was never considered, until now.

Most public use airport allow individuals and companies to own hangars on leased airport land, the Poplar Gove Airport is no different. The Village of Poplar Grove, in the past has issued building permits for living space. We understand the Village of Poplar Grove cannot issue these building permits until a Special Use Permit is approved for Hangars with Accessory Apartments.

In 1994, there were 18 people employed here, today, there are over 60 employees at the airport.

In 2012 an IDOT economic impact study reported an \$18.3M impact to our local economy, today its estimated to be \$35M impact, this is significant.

Of the 119 public use airports in the State of Illinois, the Poplar Grove Airport is the largest in terms of based aircraft with over 400 here.

IDOT recognized the Poplar Grove Airport as “The Best Privately Owned Open to the Public Airport” in 1997, 2001, 2015, in addition, Steve & Tina Thomas were inducted into the Illinois Aviation Hall of Fame in 2017.

The Poplar Grove Vintage Wing & Wheels Museum is an important cultural asset for our community providing historical education and has provided over \$100,000 in scholarships for young people. The museum and airport have become destinations for thousands of travelers, domestic and international.

The airport and related properties pay approximately \$2.5M in property taxes annually with little impact to the schools & services.

Most communities with airports collect and pay thousands of dollars annually to have and maintain an airport. The Poplar Grove Airport doesn't cost the taxpayer a dime. Formally allowing Hangars with Accessory Apartments and appropriate building code amendments preserve the Village of Poplar Grove and the Airports ability develop but enable hangar residents' ability to vote!

Proper zoning and building codes will ensure

The Village Poplar Grove and the Poplar Grove Airport to be great places to call home