

City of ROCHELLE ILLINOIS

Comprehensive Plan Update, September 2023





Rochelle, Illinois

Comprehensive Plan Update

Comprehensive Plan Update

September 2023

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Chapter 1: Introduction

Located in a rapidly changing region, influenced by the continuing expansion of the adjoining Chicago and Rockford metropolitan regions, and the growing National reliance on intermodal transportation services, Rochelle continues to experience new development not foreseen in the previous Plan. The expansion of Rochelle boundaries to incorporate intermodal rail, such that Flagg Center and the Village of Creston, together with a large percentage of Flagg, Dement, Alto, and Reynolds Townships, fall within Rochelle's extraterritorial jurisdiction.

Rochelle strives for "positive progressive urbanization maintaining a rural community feel." Nicknamed the "Hub City," the City of Rochelle is a regional economic center providing goods, services, and jobs in North Central Illinois. Rochelle's location at the juncture of major regional and interstate highways and of two rail lines, which connect Rochelle to major cities on the North American Continent, and proximity to the Chicago International-Rockford Airport provides an excellent opportunity for community and economic development.

The City of Rochelle's desire to preserve its history and manage its growth is evident in its commitment to sound planning. Rochelle's planning program was formalized in 1973 with the adoption of its first Comprehensive Plan. In 1995, development trends, evidenced by an ever-expanding Chicago metropolitan area and local development activity, prompted City officials to undertake a Comprehensive Plan update. The desirability of Rochelle as a location for residential, commercial, and industrial development is the result of many regional and local forces, natural resources, and location factors.

The continuing expansions of the Chicago and Rockford metropolitan regions have created dynamic development opportunities bringing new pressures on the transportation system and municipal service functions of the City. Significant development and expansion activities in recent years, such as Wheatland Tube, Bright Farms, Airport runway extension to 5,001 feet, Chicagoland Skydiving, and Kennay Farms Distilling will continue to reshape the character of the community. The City's investment in electric utility and fiber-optic broadband infrastructure has provided incentives for recent expansions of high-technology data storage facilities and related businesses. The City's goal is to provide a safe, connected, and innovative community with professional, personal, and impartial services. This requires a balanced economic base that ensures adequate services to all residents and employers.



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In 2015, the City initiated a comprehensive Branding, Development & Marketing Action Planning process to identify strategies to promote the economic potential, vitality, civic engagement, and sense of community for businesses and citizens of Rochelle.

City officials recognize that public finance assistance is necessary to revitalize the older commercial districts of the City. While the City has experienced some new commercial projects along Route 38, commercial sites along Route 251 (7th Street) south and in the Downtown lack the kind of investment that has been experienced in the newer commercial areas. The adoption of the Downtown and South Gateway Tax Increment Financing District in 2015 provides the financial incentives necessary to enhance the development potential of the Downtown area and Route 251 south corridor, and as a result, will contribute to attracting new business interests to Rochelle. New development as a result of financial incentives made available through TIF assistance creates synergies that encourage people and companies to visit and invest in Rochelle, which leads to a stronger and more diversified economic base.

In light of these trends, the goals of the Branding, Development & Marketing Action 2016 Plan, and the adoption of Tax Increment Financing for the Downtown and South Gateway (Route 251), City officials reaffirmed their commitment to coordinated planning with an Update to the Comprehensive Plan in 2003, 2009, 2016, and now this 2023 update.

Purpose of the Comprehensive Plan

The Comprehensive Plan is the framework, or blueprint, for future development and revitalization based on a thorough assessment of existing conditions, trends, goals, and objectives for the future. It is a visionary policy document that provides direction for the City's future natural, social, and economic environment. It is comprehensive in nature, whereby land use, community facilities, utilities, urban form and design, housing, transportation, and economic development goals and objectives are integrated into a unified scheme.

This Plan is intended to provide the substantive and legal framework for zoning and other day-to-day land use decisions required of the City. This Plan update is a long-range vision intended to provide an overall policy framework against which individual proposals can be evaluated by the Planning and Zoning Commission and by the City Council.



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In many instances, the recommendations of the Plan can only be achieved through cooperation of property owners and through the development review process on a site-by-site basis. This is true for many areas along the Kyte River corridor where the Plan recommends a continuous “greenway” as part of a pedestrian/bike system, and as a high-quality environmental habitat to enhance the image and quality-of-life in Rochelle. Other recommendations of the Plan can only be implemented by other governmental jurisdictions, over which the City has no control. For instance, recommendations for additional parkland and school sites can only be carried out in cooperation with the Park and School Districts.

The Comprehensive Plan, as stated in Illinois State Statutes, is an advisory document “... and itself shall not be construed to regulate or control the use of private property in any way, except as ... has been implemented by ordinances duly enacted ...” As such, the development of various regulations and codes is necessary to implement the plan. The courts increasingly have looked for a rationale behind a City’s Zoning Ordinance that can be used to weigh the relative merits of zoning changes or to justify the costs of compliance that a zoning ordinance may require. The process of establishing consistency between the Comprehensive Plan and regulatory documents meant to implement the Plan should be the focus of the next phase in Rochelle’s planning process.

Likewise, the Comprehensive Plan must also be distinguished from zoning. Zoning is the legal tool the City uses to carry out the recommendations of the comprehensive plan and to effectively manage growth in accordance with approved development policies. The City is granted this regulatory authority by the State under Chapter 65 of the Illinois Municipal Code. Specifically, a zoning ordinance regulates items relative to the use of land (i.e., height and size of buildings, size of lots, building setbacks, and parking). It establishes definitions, standards, and procedures for the City’s governing body to review and approve specific land developments. There are other development control ordinances that supplement the zoning ordinance, such as subdivision regulations and sign controls.

Zoning, however, should be based on a sound and rational plan. Though Illinois State statutes do not specifically require that a plan be prepared to support zoning controls, case law reveals that land development regulations cannot be arbitrary. Hence, it is always in the best interest of a community to ensure that there is consistency between recommendations of the comprehensive plan and the regulations of the zoning ordinance.



Chapter 2: Community Development Guidelines

Goals and objectives serve as policy guides in preparing Comprehensive Plan elements for community character, land use, housing, community facilities and services, transportation, utilities, and economic development.

These goals and objectives are the result of public participation workshops and of information, ideas, and direction provided by City officials, citizens, property owners, and members of the Rochelle business community. The Plan is based on a continuum of personal and collective decision-making and represents a new community consensus forged around key quality-of-life issues. The identification of overall goals and the formulation of objectives in support of these goals are intended to summarize the first step in this process of preparing Comprehensive Plan elements.

Vision – The overall ideal of the future which sets the tone for all activities.

Mission – The actions to be taken to move toward achieving the goal.

Goal – The ultimate aim or ends which form the vision, towards which an effort is directed.

Objective – A specific target established to achieve a goal.

Vision

The vision for Rochelle is “a vibrant community where all can thrive.”

Mission Statement

The City of Rochelle is committed to providing a safe, connected, and innovative community with professional, personalized, and impartial services.



Community Character

Goal: Allow the City to expand but develop standards to ensure that new sections maintain and enhance the traditional character of Rochelle.

Objectives:

1. Continue detailed sub-area plans to provide a framework for new developments and revitalization.
2. Utilize the downtown revitalization plan/branding, development, and marketing action plan created in 2015.
3. Extend the existing grid pattern of streets to new sections of town. Limit dead-end streets.
4. Encourage site planning, design review, and subdivision standards, which mirror the best features of older parts of town.
5. Promote “Smart Growth” principles by supporting infill development, by assuring open space separation between Rochelle and neighboring communities, and by protecting areas from premature urban development.
6. Establish an urban forestry program to maintain and plant trees throughout the City to enhance its character and appearance. Utilize our “Tree City USA” status to further assist with environmental planning. Develop environmentally oriented site planning standards and preserve environmentally sensitive areas. Incorporate conservation standards into the zoning ordinance to better protect environmentally sensitive areas from development impacts.
7. Streamline codes and guidelines for development to make the process easier for residents and developers to understand.

Goal: Improve the appearance of gateways in the community.

Objectives:

1. Promote and enhance the Downtown and Southern Gateways (as well as other areas within the City) as viable commercial districts. A concerted effort should be made to encourage aesthetic improvements and to attract appropriate land uses.
2. Utilize landscape code requirements for all major roads into the City to enhance the City’s image, to buffer industrial and residential areas, and to highlight commercial structures.
3. Strengthen boundaries and buffering between industrial and residential sections of the City.
4. Enhance the IL Route 251 Southern Gateway.
5. Enhance user amenities at the Rochelle Municipal Airport, Koritz Field.



Land Use

Goal: Create an efficient, attractive, and sustainable development pattern.

Objectives:

1. Promote a variety and concentration of uses in the Downtown. The City of Rochelle will encourage an intensive development pattern that will provide a substantial employment and residential base. Development will contain a mix of uses, including office, retail and support services, restaurants, entertainment, housing, civic, and recreational opportunities.
2. Ensure that conflicts between neighboring land uses are minimized with logical land use transitions and buffer yards.
3. Ensure that a desirable balance and distribution of land uses is achieved through planning for economic and residential growth that enhances Rochelle's community character and sense of place.
4. Use existing public facilities to serve new development whenever possible.
5. Require all development within Rochelle's long-term growth area to be served with a full array of municipal services.
6. Encourage collaboration between the City, Counties, and neighboring jurisdictions with regard to planning initiatives and development policies.
7. Coordinate land development with transportation system improvements.
8. Conserve and restore natural resources.
9. Promote the use of renewal resources.
10. Promote the use of sustainable building design and construction, and energy conservation programs for public and private buildings, by creating incentives for achieving LEED (Leadership in Energy and Environmental Design) certification in new construction or retrofitting existing buildings.

Housing

Goal: Continue to provide quality housing of all types to residents of Rochelle.

Objectives:

1. Strengthen the Downtown residential function. An expanded residential population can extend the hours of activity beyond working hours, provide support to expanded retail and entertainment uses, and provide an impetus for quality infrastructure and services. New, higher



density residential uses in the Downtown will accommodate a variety of household types and income levels.

2. Ensure that new affordable housing (multi-family and single-family homes) continues to be built.
3. Separate residential and non-residential uses in new growth areas and enhance buffers between them.
4. Provide a greater range of housing options for senior and disabled citizens.
5. Ensure that open space, pedestrian, and transportation linkages occur between new developments by creating sub-area plans for the growth areas.
6. Promote the construction of energy-efficient homes that utilize fewer resources and that contribute to a sustainable community.
7. Explore public/private partnerships for future housing opportunities.

Community Facilities and Services

Goal: Ensure that existing and future facilities and services meet the needs of residents and the business community.

Objectives:

1. Avoid constraining future growth of the airport by promoting low intensity industrial uses and restricting residential development in the hazard zones of the airport.
2. Require new housing subdivisions to address green space needs by coordinating efforts with Flagg-Rochelle and Dement-Creston Park Districts.
3. Locate new parks adjacent to greenways where possible. In addition, consider creating green corridors connecting environmentally sensitive areas, local and regional parks, and other conservation areas.
4. Limit construction, regulate development, and enhance flood control in floodplain and greenway areas. Develop the Kyte River corridor as a high-quality greenway.
5. Continue the program of tree-planting along major corridors and arterials to buffer the community from visual and noise impacts.
6. Continue to coordinate with the Rochelle Community Hospital to serve the healthcare needs of community residents.
7. Partner with the parks and school districts, faith-based organizations, and other groups to provide a full array of youth activities and programs throughout the community and during all times of the year in order to improve the quality-of-life for children and teens. Set aside land in northwest growth areas for schools and other municipal purposes.



8. Mandate stormwater facilities in new developments and other critical areas, and update facility maintenance standards in the zoning ordinance.
9. Consider imposing mitigation fees to offset the impacts to government for providing infrastructure, services, facilities, and conservation activities.
10. Evaluate waste management disposal and community recycling services to provide incentives, which would reduce residential and business waste and provide ways to increase recycling.
11. Develop a renewable energy plan, establish indicators, and set sustainability targets.

Transportation

Goal: Create an efficient and safe transportation network.

Objectives:

1. Explore means of routing through-traffic, especially truck traffic, around residential areas and downtown Rochelle.
2. Provide truck routes with ample right-of-way and landscape buffering, particularly when these roads are adjacent to residential areas.
3. Create and expand the bike trail (pedestrian shared-use path) system to form a regional network with adjacent communities. Require new subdivisions to provide bike path linkages, develop City-specific pedestrian shared-use path regulations and design standards, and include pedestrian shared-use paths on existing and future overpasses to facilitate pedestrian and bike movements across roads, rails, and streams. Continue to coordinate the expansion of the system with Ogle County's trail planning efforts.
4. Ensure that all streets, including those within new developments, are "complete streets," e.g., safe, efficient, and accessible to motorists, bicyclists, pedestrians, transit users, and people with disabilities.
5. Create a safe and attractive pedestrian environment in the Downtown. Improvements to the visual character, comfort, and convenience of the pedestrian experience will help draw increasing numbers of people to Downtown.
6. Protect the viability and growth potential of the airport by establishing strict development regulations.
7. Minimize curb-cuts and require cross-access easements for properties along IL Routes 251 and 38 commercial corridors; implement an access management program for all collectors and arterials in the City, and improve traffic signalization, capacity, and level-of-service at key intersections.



8. Strive to make Rochelle as pedestrian-friendly as possible; create a complete sidewalk system that enables residents and visitors to walk about the entire community in a safe, convenient, and comfortable manner, including on existing and future overpasses.
9. Explore converting all alleys into “green” streets. This initiative would include the use of permeable paving to reduce stormwater runoff, improve grading to assist drainage, light fixtures that adhere to ‘dark-sky’ light standards, and naturalized detention areas to improve infiltration of stormwater through the use of prairie plants and other natural landscape elements.

Community and Economic Development

Goal: Build a strong, diverse, and self-sufficient economic base.

Objectives:

1. Promote Rochelle as a center of business activity and economic growth both locally and regionally.
2. Expand the industrial base, focusing on manufacturing, high-tech/research, transportation, and distribution businesses that benefit from proximity to the new Rochelle Intermodal Transloading Center and interstate highway system.
3. Promote development and growth of retail establishments that are currently underrepresented.
4. Consider attracting an RV Park to a location in or around Rochelle with proximity to I-88/I-39.
5. Encourage new business development as part of existing centers of the community.
6. Keep the Downtown strong through annual events.
7. Maintain the Historic Downtown District area as a unique shopping, entertainment, and living area, distinct from commercial corridors of the community.
8. Encourage public/private partnerships. The success of Rochelle’s Community and Economic Development program is dependent upon the private and public sectors working together toward the revitalization of the City. Work with the Rochelle Area Chamber of Commerce to connect local businesses and retailers with up-to-date local and regional economic, demographic, traffic, market, and other data to help them stay competitive and to grow their businesses.
9. Work with the Rochelle Area Chamber of Commerce to devise a marketing strategy to recruit new retail businesses.
10. Coordinate with the Rochelle Area Hospital to attract complimentary land uses and services to the City.
11. Expand upon the distinctive streetscape style and architectural design features established in the downtown to other areas of the City.



12. Develop a variety of user-friendly, online brochures on topics such as development permits, signage, design review, site plan review, fence regulations, and energy code requirements, among others.
13. Explore opportunities for streamlining the development approval process, including the use of merit-based incentives.
14. Enhance the marketability of vacant and underutilized properties and encourage private investment to strengthen the City's tax base. The City will effectively market all vacant or underutilized properties in an effort to attract new commercial investment. Additionally, efforts will be made to retain the existing, viable uses that contribute to the desired quality and the ultimate vision of the City.
15. Support the continuing development of a renewable energy campus on the south side of Rochelle (Elliot Drive west of Jack Dame Drive).
16. Strengthen the Downtown's commercial function and encourage business development that maximizes links to related businesses, infrastructure, and customers. New and expanded commercial uses within the Downtown should accommodate a variety and mix of commercial and office uses that are compatible and that complement the existing uses.
17. Promote Downtown as a family-centric, activity-driven district in a rich country-living environment with cultural depth.
18. Expand economic development initiatives to all areas of the City.
19. Attract young families and entrepreneurial persons with an interest in "market fresh" business opportunities (farm-to-table dining, food preparation, and manufacturing).
20. Work with the State to create a Main Street Program to guide and direct the implementation of the Downtown branding strategy.
21. Continue to keep the community informed through the City's website, cell phone apps, and other community outreach programs.
22. Coordinate with the Northern Illinois Land Bank Authority to assist with acquisition and sale of vacant and dilapidated properties.

Utilities (Infrastructure)

Goal: With an emphasis on environmental stewardship and conservation, Rochelle Municipal Utilities will continue long-range planning for both expansion of and improvements to the utility infrastructure that supports the City of Rochelle and the surrounding area.



Objectives:

1. Continue to expand utilities east of I-39 and south of I-88 to provide opportunities for new commercial growth; extend utilities west and north of Rochelle to provide for expected residential growth.
2. Continue to find innovative ways to enhance Advanced Communications, Electric, Water and Water Reclamation systems.
3. Continue the development of Advanced Communications by improving fiber optic and broadband technologies that promote Rochelle as a leader in high-speed data and communication services required by businesses now and in the future.
4. Provide reliable electrical service while striving to maintain competitive rates and responsiveness to new developments, which require long-range planning for power supply, transmission, and distribution. Because the aesthetic desires of the community are important, where possible, design facilities that are either underground or that blend well with the surrounding location.
5. Balance the cost of new infrastructure with the requirements for water production, electrical distribution, sanitary sewer collection, and water reclamation associated with a growing community.
6. Continue to consider availability of service for new development as an important part of the long-range planning process. The use and development of natural resources, such as wind power, solar, and other renewable energy resources should also be considered and encouraged. Conservation and environmental stewardship through the use of new technology should be given careful consideration in all aspects of the expansion and operation of Rochelle's utilities, e.g., LED (light emitting diodes) street light fixtures; using reclaimed water.
7. Seek funding and implement a pilot/demonstration green street project, and measure cost and performance as a basis to consider widespread application throughout the City.
8. Promote green infrastructure practices in new development and redevelopment.
9. Codify and provide incentives for high-performance building and sustainable site development practices.



Chapter 3: Planning Strategies

The impact and influences of regional changes require a proactive approach in defining what the community desires to be and the character it wants to maintain and create. City officials and residents have expressed the desire to improve the character and quality of the community through the provision of services and recreational opportunities, preservation of open spaces, integrating sustainable practices and programs, and development of high-quality residential areas. The community also recognizes the benefit of a strong and diversified employment base.

Purpose

The Planning Strategies (this Chapter) and Future Land Use Plan (Chapter 4) are planning tools and statements of general land use policy used to direct development of the City of Rochelle. The Planning Strategies are a description of general planning principles that were used in the creation of the Future Land Use Plan. The Planning Strategies establish the fundamental development guidelines from which more specific land use recommendations are made.

The Planning Strategies are the expression of the essential planning principles that were employed to create the “framework” for more detailed land use and design guidelines for sub-areas of the community. These “strategies” are the basic organizational elements that must be in place in order for the City to be successful and to achieve the goals and objectives contained in this Plan.

While the particulars of the Future Land Use plan may change over time, the principles illustrated on the Framework Plan Map will continue to provide the foundation for which subsequent changes will be evaluated.

Guidelines for Future Planning

The Future Land Use Plan map illustrates the distribution of various land use types and general densities. The Future Land Use Plan map represents how goals and objectives are applied to guide anticipated growth in an orderly fashion, consistent with anticipated growth forecasts for the Year 2030 utilizing data from the 2020 United States Census (www.census.gov). The following general development guidelines form the framework for future land use decisions:



General Development

- Establishment of a land use pattern and densities, which minimizes conflicts between conflicting land uses by appropriate use transitions and by landscaped setback and buffer-yard areas.
- Protection of the traditional development form of the City, while allowing for the application of new development standards and techniques where appropriate.
- Minimize development within floodplains, wetlands, conservation areas, and woodlands to ensure the preservation of their important environmental function and natural amenity.

Residential Development

- Develop future residential neighborhoods in a manner, which preserves the historic residential and semi-rural character of the planning area, through the preservation of historic homes, road corridors, and stable neighborhoods.
- New development should provide for a wide range of housing types and price ranges to provide for more affordable housing.
- Ensure all new residential development is served with public water distribution and water reclamation collection systems.

Commercial and Industrial Development

- Future non-residential development should be located in areas, which have the highest levels of accessibility to regional and local major roadways.
- The availability of large tracts of land with access to urban services, such as water reclamation collection and water distribution systems, are essential prerequisites to development.
- The overall development pattern should provide for a range of land-use types including commercial, business/research, and industrial development with adequate area for long-range expansion.

Open Space and Public Sites

- To maximize their usefulness and accessibility, major open spaces and public sites should be located in close proximity to the population served.
- Stream corridors should be retained as open space where needed to preserve natural landforms and vegetation, to protect wildlife habitats, as well as to provide opportunities for recreation.
- Where possible, recreation and other public uses should be located on shared sites with flexibility to accommodate multiple uses.



Utility Service

- Development should be capable of being served by the existing utility systems or a logical, phased expansion of the system, without requiring duplication of facilities.
- Public utility system expansion should be used to encourage a contiguous, compact pattern of urban development.

Roadway Corridors and Gateways

- The Framework for Planning Strategies (See Framework Plan map) continues to express the need for the City to upgrade the appearance of its principal roads that serve as gateways to the community.

Sustainability

- Sustainable practices in land use patterns, development practices, and public infrastructure shall promote more efficient, alternative uses of natural resources.
- Residents and businesses shall be encouraged to incorporate green technology, practice energy conservation, and implement green infrastructure improvements.

Overall Growth Management Strategy

Rochelle continues to be a desirable location for residential and economic development as the result of many regional and local forces, natural resources, and location factors. Rochelle is located in a rapidly changing region influenced by the continuing expansion of the Chicago and Rockford metropolitan regions, and it is experiencing rapid changes as a result of new economic development opportunities not foreseen in the previous Plan. The creation of the Rochelle Intermodal Transload Center on 20 acres of land on the City's eastern side will bring significant new development opportunities, as well as impacts on the transportation system.

The impact of regional changes and influences requires a proactive approach in defining what the community desires to be and the character it wants to maintain and create. Community leaders, stakeholders, and City officials have expressed a desire to continue to expand and promote Rochelle's competitive advantages for retail, broadband technology communications, transportation-related industries, and manufacturing industries. They also wish to ensure that the provision of services, schools, health care, quality of life, recreational opportunities, preservation of open spaces, and development of high-quality residential areas are retained and enhanced to protect the character of the City and its residents.



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The relationship between the amount of developed land and the population of the City is an indicator of future growth needs in order to estimate future land use requirements. The ratios between various existing land use categories and population were applied against future population estimates to determine “order of magnitude” estimates of required acreage for various non-residential land uses. These figures are not intended to be absolute, but rather to provide a starting point from which to plan for growth. The future population estimates used for the calculations are found in the “Community Assessment” section in Appendix A.

The overall strategy for Rochelle’s growth is based upon the following assumptions:

- ❖ Based on projected population growth trends to 2040, Rochelle will have to add approximately 300-800 new dwelling units (including single-family and multiple-family housing) and will have to develop approximately 90-240 acres to support this population increase. However, the impact of the Rochelle Intermodal Transload Center and jobs created by it, and new industrial growth forecast over the next ten years could result in higher population estimates than projected. Currently, approximately one-fifth of the number of people employed in Rochelle are in local industrial businesses. If Rochelle achieves industrial growth as suggested below, the City may expect to have a significantly larger employment base resulting in a higher population than projected. Preliminary estimates suggest that the growth rate could double from 1% to 2% per year, resulting in an additional 1,000 people residing in Rochelle over that projected from historical growth trends of Rochelle and similar communities. If this were to occur, then the number of new housing units estimated to serve the larger population would also be expected to double.

- ❖ Rochelle’s position at the “hub” of major rail and highway systems and its proximity to major metropolitan centers will continue to offer competitive economic development advantages for industry and commerce. The “Hub City” will continue to enjoy a larger share of future manufacturing and distribution facilities. Employment opportunities and new business locations will expand at a considerably higher rate in the next ten years due to the influence of the Rochelle Intermodal Transload Center. City officials and industry experts estimate that the development of distribution, warehouse, and service-related businesses could add over 2,000,000 sq. ft. of building floor area over the next few years, resulting in a need for 100 or more acres for industrial and business/technology park purposes.



- ❖ Growth in Ogle and surrounding counties, combined with Rochelle’s highway access advantage, may result in new regional shopping opportunities that could add an additional one million square feet to the City’s commercial base and result in a need for 60 to 80 acres of land for commercial development.
- ❖ While Rochelle will continue to be the target of large industrial and distribution businesses, the City is well positioned to take advantage of other development opportunities, such as new major retail centers, an RV park, and high technology/research business centers.
- ❖ Rochelle will benefit from a growing residential and employment base. Excellent access to all forms of transportation, lower cost of living and business operations, along with increased access to broadband services through the expansion of the existing fiber optic infrastructure, availability of electric, water, and water reclamation services at reasonable prices, will continue to be of tremendous importance for all types of development in Rochelle and its utility service territory.

Residential Growth Strategy

Objective: The objective of the residential element of the Future Land Use Plan is to protect and foster healthy, safe, attractive, quiet, convenient, economically diverse, and sustainable residential neighborhoods, which maintain stable property values.

Strategy: Residential uses account for approximately 6,118 acres, or 22% of the total land area. The major thrust of new residential growth for single-family detached homes is planned to occur in the City’s northwestern areas. These areas should be used to diversify the City’s housing choices. The residential growth policy expressed in the Planning Strategies continues to identify the north and northwest areas of the City as the best locations for expansion of the City housing base. The new Lincoln Grade School on Flagg Road and the potential for major new community-level parks in this part of the City provide important location benefits for new housing development. Convenient access to new schools, parks, pedestrian shared-use paths, and other community facilities are important elements for strong neighborhoods.

As a result of the expansion of the industrial areas south of I-88 discussed in the industrial growth strategy section below, the expanded residential area associated with the existing Southgate subdivision on Gurler Road is no longer the best long-term use for this area, as it is likely to become an isolated residential area surrounded by industrial uses.



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This Plan recognizes the value and importance of many existing, older single-family residential neighborhoods in terms of their quality, stability, and affordability. These areas provide an entry point for young individuals and families either who wish to remain in Rochelle or who move here to work in new businesses and industries. This will require the City to consider rezoning many single-family areas now zoned for duplex and multiple-family uses.

The need for additional multiple-family housing is also addressed through the designation of several additional multiple-family sites in various locations in the City.

This Plan also introduces the concept of “Mixed Use/Traditional Neighborhood Development” areas where moderate density residential is recommended. In these areas, emphasis should be given to creating incentives for developers to build neighborhoods, which have a variety of architectural styles, product types (e.g., ranch, two-story homes, townhomes), and income levels (e.g., small lots and homes intermixed with larger lots and homes). The following planning principles should be considered when developing traditional neighborhoods.

Traditional Neighborhood Planning Principles:

1. Follow Smart Growth neighborhood planning principles to avoid the creation of scattered, isolated areas of residential development, which are too small to be economically provided with a full range of community facilities and utilities.
2. Provide each neighborhood area with a full range of necessary facilities, including schools, parks, and open spaces, convenient shopping opportunities, and safe, attractive streets and pedestrian shared-use paths.
3. Each neighborhood should be identifiable and distinctive. Creativity in layout and detail should be encouraged to minimize the “cookie cutter” approach. The boundaries of the neighborhood should be discernable through the use of open space buffers, transition areas, or other edge treatments which help create a sense of identity.
4. Provide variety in housing types, in age groups, and in income. Different family needs, such as day-care, elderly care, and home-based work, should be accommodated.
5. Incorporate open-space planning into each neighborhood. Parks and other public spaces are interesting and safe when they are visible from surrounding areas.
6. Each neighborhood should have a central place that serves as the symbolic focus of the area. This might be a well landscaped central street, a park, or some civic use. It also might be an appropriately scaled commercial and service center.



Residential Holding Capacity

Assuming a future household size of 2.5 persons, the Future Land Use Plan provides sufficient land area to accommodate a population considerably larger than anticipated by population estimates. Future land reserves dedicated to low- and moderate-density residential development total almost 6,000 acres. The Plan accommodates 4.5 percent of residential lands for multi-family development, with the remaining 95.5 percent for single-family development. The Plan provides a contingency reserve of about 300% more holding capacity than is needed to support the projected population levels for the year 2030. At an average density of three (3) housing units per acre, this land reserve could accommodate approximately 30,000 additional residents, which is many times greater than the 2020 population projections indicate will be likely in Rochelle. A holding capacity substantially greater than the expected population is necessary for several reasons:

- More rapid residential growth than indicated by the population projection based on past trends and indicators, fueled by an increasing expansion of metropolitan areas away from central cities;
- A variety of parcel sizes in different ownerships and locations is desirable to provide for the needs of the housing market and to avoid undue speculation in land;
- A substantial portion of the land set aside for higher densities will actually remain or be developed at lower densities.

Commercial Growth Strategy

Objective: The objective of the commercial element of the Future Land Use Plan is to provide for a full range of business and shopping activities to meet the needs of the residents of Rochelle and its environs, to expand opportunities for tourism-related activities, and to diversify the City's tax base in attractive and convenient locations designed to minimize impact on residential areas.

Strategy: Future Land Use Capacity Analysis indicates commercial uses occupy approximately 1,110 acres, or 4% of the total land area. The following three types of commercial areas are provided in the Future Land Use Plan:

- Downtown Mixed-Use District (about 30 acres)
- General Commercial Area (about 520 acres)
- Interchange Commercial Area (about 560 acres)



Prior to this 2020 Comprehensive Plan Update and consistent with the Land Use Plan, retail and service businesses have been added to Rochelle’s commercial base. The overall commercial development strategy expressed in the Plan, therefore, remains a reasonable and sound approach to Rochelle’s long-term opportunities.

Downtown Mixed-Use District

The Downtown Mixed-Use District area is the historic retail, civic, and social core of the City and the heart of the community. Historically the largest concentration of commercial uses existed in the Downtown area; however, strip commercial development along Seventh Street and IL Route 38 could be a serious competitor to Downtown businesses.

The Downtown core area consists primarily of eight blocks, bounded by Sixth Avenue, North Main Street, the railroad tracks, and North Sixth Street. The dominant retail area occurs along Lincoln Highway. While there are currently few vacancies, this Plan reaffirms the City’s commitment to revitalizing the Downtown business district as the center of civic and social life of Rochelle, providing a complement of retail and service uses catering to the needs of residents as well as offering specialty shopping opportunities that draw from a wider region. The City has been undertaking projects as part of the multi-year Downtown Streetscape Improvement Plan. To continue to encourage the restoration of buildings, as has been done by several owners over the years, the City has established a facade and sign improvement grant program emphasizing the historic character of existing buildings in combination with an evaluation of the historic preservation qualities of individual buildings and the Downtown area as a whole.

This Plan also acknowledges that although the Downtown area should remain the figurative center of the City, it will not be the dominant retail location. Newer shopping centers, free-standing businesses, and large discount retailers located north of the Downtown along Seventh Street and IL Route 38, will be the major source of the City retail tax dollars. This does not, however, diminish the importance and potential success of the downtown area as a “specialty retail, civic, entertainment, and service center. The Plan also recommends the creation of additional public “greens” or parks to provide relief in the intensity of development in the Downtown area, to create opportunities for socializing, and to enhance the character of Downtown by making it a more inviting place. These concepts were embraced by and promoted in the Branding Study, which found that many of the branding concepts could be combined in a revitalized Downtown through the development of a dynamic and programmed “third place” that will attract residents and visitors alike.



The success in maintaining the Downtown area as a vital place of business must be addressed in a comprehensive Downtown revitalization plan and through zoning regulations which clearly distinguish the uses permitted in Downtown from the type of uses that are more appropriately located along Seventh Street and IL Route 38.

General Commercial

General Commercial Areas are located along Seventh Street in the northern and southern sections of the City and along IL Route 38. Recognizing the trend of development to expand commercial areas along IL Route 38 (the area at the intersection of IL Route 38 and I-39 on the northeast side of Rochelle has the best retail potential), the Plan provides for the expansion of existing commercial areas that benefit from proximity to the interstate system. New commercial facilities should be provided in convenient groupings such as the commercial areas provided adjacent to highway interchange locations. The basic reasons for discouraging uncontrolled strip development include the following:

- Speculation and inflated land values result in a large amount of unproductive vacant land;
- The mixture of non-commercial and commercial uses that normally accompanies marginal strip commercial development depreciates the land for both purposes;
- Strip development along a busy street makes pedestrian crossings difficult and hazardous as well as impeding successful merchandizing;
- The additional traffic generated often results in the necessity to make streets wider, requiring purchase of expensive commercial frontage, and in vehicles turning into and out of many access points which interrupts traffic on major arterial roads and creates serious traffic hazards; and
- In many instances, the businesses are of a marginal nature and add little to the shopping selection and tax base of the community.

Interchange Commercial

Two large Interchange Commercial Areas (I-39 and IL Route 38; I-88 and IL Route 251) are present in Rochelle. The interchange commercial areas should provide sufficient land to enable the development on either side of internal access roads. Development in these areas should not have direct access to the arterial street system, but rather should be served by a collector road, which would in turn provide access to the arterial street system a safe distance back from freeway access and exit ramps. A future interchange is to be constructed at I-88 and Thorpe Road and I-88 to Locust Road.



To account for the location advantages along IL Route 38, near the I-39 Interchange, there should be an expansion of highway commercial use along IL Route 38, west of Dement Road. Uses permitted in this area should not compete with the type of businesses desired in the downtown but should complement commercial opportunities available in Rochelle by providing locations for businesses that due to their unique impacts, such as large land areas, parking areas, and drive-through lanes, would not fit into the character of downtown.

Technology Growth Strategy

Objective: The objective of the technology element of the plan is to provide a corridor in proximity to the Northern Illinois Technology Triangle (NITT) that can be economically served by public utilities with redundancy and reliability.

Strategy: The existing 160-acre Business and Technology Park is located adjacent to the NITT. The availability of multi-gigabit access to the fiber optic network and a redundant source of electrical power from two separate distribution substations are critical components of site requirements for the technology sector.

The Rochelle Business and Technology Center currently is the only on-ramp to the NITT. This provides the City a major site advantage for technology-based companies looking for potential sites in which to locate data centers or disaster recovery facilities. The location of the Rochelle Center is well positioned to provide significantly reduced terrorism risk in comparison to major metropolitan centers, but the Center is readily accessible by air through the Rochelle Municipal Airport or by major highways including I-39 and I-88.

Expansion of the Business and Technology Park is planned to the north. While it is difficult to project the future land use requirements associated with the technology element, adjacent land to the west of the park should be considered in the event the demand for technology-based businesses exceeds the land currently envisioned for this purpose.

Industrial Growth Strategy

Objective: The objective of the industrial element of the plan is to provide a variety of sites for a mixture of manufacturing, warehouse, and office/research uses in locations near existing industrial complexes, adequate road and rail transportation facilities, and which can be economically served by public utilities.



Rochelle, Illinois Comprehensive Plan Update

Strategy: The strategy is to devote strategically located lands (approximately 12,000 acres or 43% of the land area) to the south, west, and east of the City to manufacturing, warehouse, and renewal energy.

The Plan Update continues to recognize the strong historic trend of development that has favored the eastern, southern, and western areas of the City for continued expansion of its industrial base. Proximity to the interstate system, rail access, and availability to public utilities provide Rochelle with superior location advantages for warehouse, distribution, agricultural processing, and manufacturing businesses. Such activities have and will continue to be directed to the City’s west, south, and east. Much of this land consists of large-scale industry located adjacent to the railroad tracks. Smaller-scale businesses are located predominantly along Seventh Street and First Avenue. Large tracts of level vacant land on the City’s east side provide excellent future industrial sites. These areas have excellent access to rail, highway,

What is Sustainable Development?

While a holistic approach to sustainable development is typically based on three criteria: environmental protection, social progress, and economic development; sustainable development in the context of this Plan is best described as community-wide development focusing on the preservation of environmental quality, conservation of natural resources and promotion of livability for present and future generations. Sustainable development emphasizes the creation of compact, walkable, vibrant, mixed-use neighborhoods with connections to nearby communities, and the provision of convenient and efficient transportation options such as buses, trains, carpools, bicycle lanes and sidewalks.

What is Green Building?

The tenant of green building is the practice of creating structures and using building practices that are environmentally responsible and resource efficient. Green building focuses on the entire life cycle of a building from siting to design, construction, operation, and ongoing maintenance.

and utility services, which are essential prerequisites for the location of most industries. Most new development is planned for the southeast quadrant as an extension of the existing industrial area along Wiscond Road, currently the location of major cold storage warehouse facilities.

Consistent with regional economic development policy and the objectives of the *Illinois Research and Development Corridor*, the Future Land Use Plan proposes Office/Research, Business and Technology Park, and Limited Light Industrial and Warehousing uses on both sides of I-88 and I-39. The City of Rochelle is the only community in Ogle County that has the immediate opportunity to support such development along the I-88 corridor. The Future Land Use Plan takes advantage of the prime exposure and the two interchange access points as key factors in promoting this type of development. While areas on the north side of I-88 and the west side of I-39 have better access to utilities and roads; areas to the south of I-88 and the east of I-39 are seeing new infrastructure investments being made to serve future development activity, such as the renewable solar energy campus south of CHS.

The acquisition of 20 acres within the City’s southeastern area for the Rochelle Intermodal Transload Center will open significant new potential for industrial uses in Rochelle to the east of the City. This offers a significant new growth opportunity for industrial, service, and agricultural businesses related to or benefitting from proximity to the Rochelle Intermodal Transload Center.



Sustainable Growth Strategy

Objective: The objective of the sustainable element of the plan is to promote stewardship of our resources and to create a healthier, higher quality of life for all Rochelle residents, while improving conditions for business success.

Strategy: This Plan envisions Rochelle as a vibrant and engaging place to work and live, where environmental and ecological resource protection and sustainable practices draw residents, businesses, and visitors. The City seeks to integrate sustainable principles in urban redevelopment, new development, natural resource protection, providing alternative transportation options, reducing stormwater, and encouraging efficient and environmentally friendly use of and forms of energy.

Natural Environment

The conservation and protection of sensitive environmental features such as floodplains, creeks, and wetlands are important to help maintain wildlife habitats, aquifer recharge areas, and stormwater detention capacity. The importance of these natural areas is recognized by the City's Stormwater Management Plan and Regulations Ordinance which establishes standards to ensure their protection. The environmental corridors formed by these environmental features, as shown in the Framework Plan, provide the City with opportunities to extend the existing multi-use recreational paths and connection between existing and potential parks and open spaces. The natural resources strategy is an essential part of the City's sustainability plan to preserve and create a system of open spaces that will provide the relief in the pattern of urban development necessary to create a healthy balance between the built and natural environment.

Built Environment

The built environment is a key part of Rochelle's commitment to developing a sustainable community. The way in which the planning and design of a community's housing stock, buildings, and infrastructure is undertaken has a dramatic impact upon quality of life by improving health, attracting investment, and reducing impacts upon natural resources. Towards that end, there is an emerging focus of communities to encourage the development of economically sustainable buildings and neighborhoods. On a community-wide level, this focus is often termed "sustainable development." On a site-specific and individual building level, this is commonly referred to as "Green Building."











Energy Conservation

Rochelle has initiated a number of programs to foster energy independence and will continue to encourage the practice of energy conservation, energy reduction, and the promotion of renewable energy sources. Newer concepts like community energy planning are emerging as ways to identify proactive, sustainable steps that a municipality can take to address sustainability issues. Community energy planning is the concept of reviewing and evaluating community design options for a more efficient and sustainable use of energy. Rochelle should consider developing a Comprehensive Energy Plan that is proactive in identifying opportunities to 1) alleviate the City's energy dependence through improved efficiencies and a culture of conservation and 2) increase the use, access, and promotion of clean and renewable energy sources. Community Energy Plans focus, not only on energy consumption at the individual building level, but also on energy consumption in the larger realm of land use and transportation decisions.






See the Appendix 'Opportunities for Sustainable Design' for a description of initiatives, tools, and programs to implement sustainable objectives.

CITY OF ROCHELLE Framework Plan



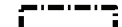



OPPORTUNITIES

-  Agricultural
-  Residential
-  Commercial
-  Employment
-  Airport/Municipal
-  Open Space Buffer
-  Water/Lake
-  Environmentally Sensitive

TRANSPORTATION

-  Major Transportation Connections
-  Future Transportation Connections
-  Entry Gateway
-  Existing Interchange
-  Future Interchange

MISCELLANEOUS

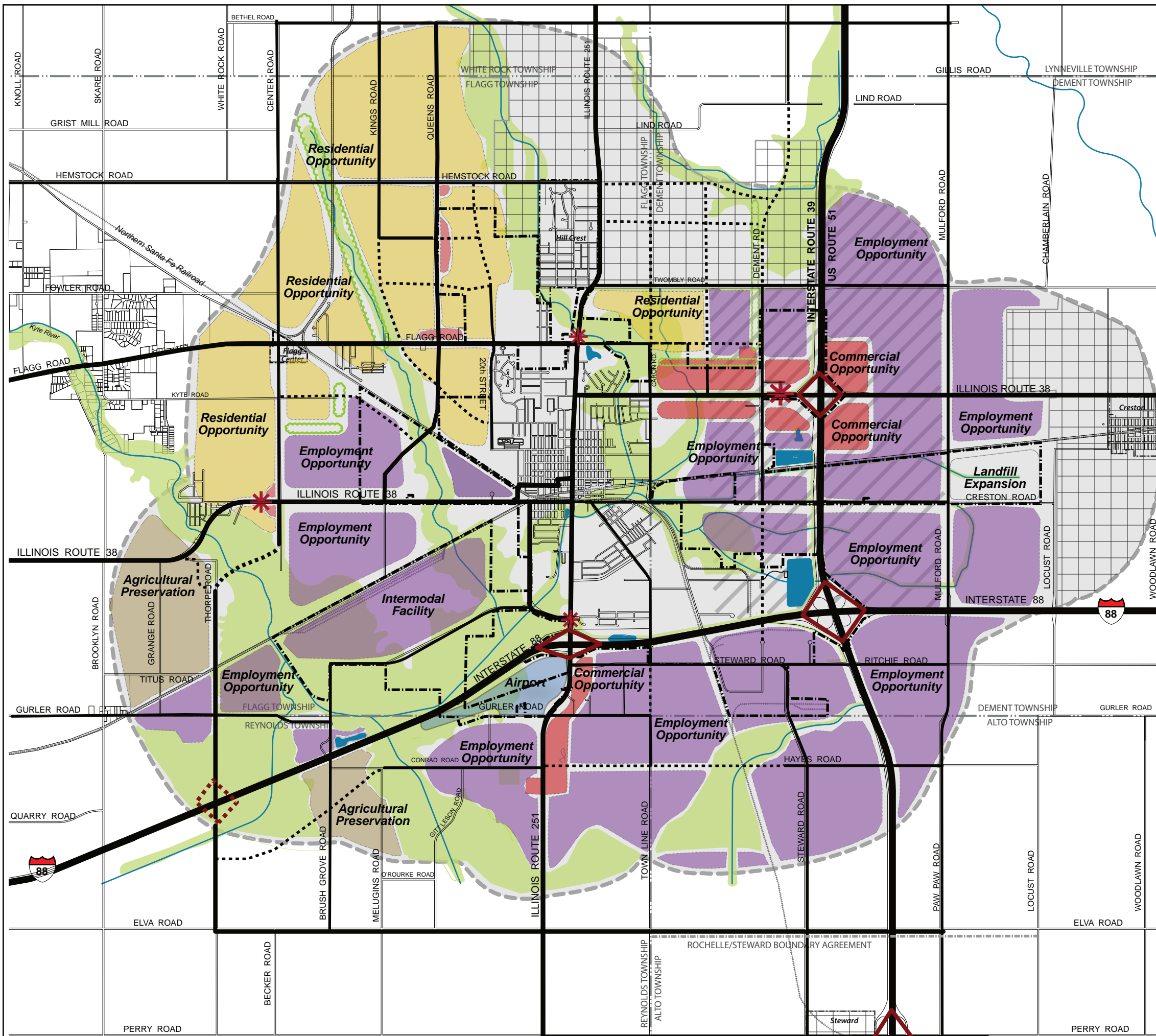
-  Rivers/Lakes
-  Railroad
-  Rochelle Municipal Boundary
-  1 1/2 Mile Planning Boundary
-  Technology Corridor
-  Adjacent Community Planning Area

Note: Watershed Management Areas are currently under study; locations TBD.

Last updated in September 2016 by



0 1/4 1/2 3/4 1 mi





Chapter 4: Future Land Use Plan

The Future Land Use Plan is the long-range guide or “blueprint” for determining the quality and character of development that will likely take place in the City of Rochelle through the year 2030; rather than a direct, immediate indication of zoning regulations to apply to specific properties. As such, it should be referred to in developing or amending zoning and subdivision ordinances and other regulatory measures, and in deciding the size and locations of community facilities and utilities.

Purpose

The purpose of the Future Land Use Plan is to provide guidelines for controlling the character of the community, for ensuring municipal services and facilities will not be overburdened, and for establishing a balanced, stable tax base. The objective of the Future Land Use Plan is to identify locations within the planning area for the variety of land uses that will make Rochelle a vital, growing, and attractive place to live and work.

The comprehensive planning process encouraged discussion about the character and consequences of future development alternatives. The future land use recommendations herein build upon the goals and objectives found in Chapter 2. The principal aim of the Future Land Use Plan is to maintain the traditional form and natural environmental characteristics of Rochelle and its countryside, while promoting new commercial and employment opportunities.

Land Use versus Zoning

It is important to note that the Future Land Use Plan Map is not a zoning map. Zoning regulates specific aspects of development, such as yard dimensions and building height, in addition to the location of certain types of land use in districts. Thus, the Future Land Use Plan Map is a very useful tool for protecting the enjoyment of property and community character, even if the zoning map does not exactly agree with the land use map. The Future Land Use Plan Map, on the other hand, is basically intended to guide where certain types of development are to be located, and it is not intended to restrict the use of land. A land use plan indicates, in a general manner, the location of current and future uses of land for various types of development. It is meant to be a guide for establishing more finely-tuned regulations such as zoning and to guide decision making which may involve public or private investment in property development. The degree to which a zoning map will conform to a land use map depends on two factors: how finely-tuned the land use map is, in terms of dividing land uses into those which conform to districts, and how often the zoning map is amended. Typically, a land use map is changed much less frequently than a zoning



map, because it is intended to encompass a longer time frame and provide a more general guide to development. If, however, the land use map for the City distinguishes between various categories of land use (e.g., low density residential versus medium density residential, -- as does the land use map for Rochelle), and if the zoning map is created at the same time, the two maps may be essentially the same at the time they are created.

Future Land Use Categories

Research of various sources of information regarding Rochelle’s growth indicates that the City’s population will likely increase by 750 to 2,000 persons through Year 2030. New growth areas shown on the Future Land Use Plan exceed the amount of land needed to absorb this growth. The reason for this oversupply is to allow for market flexibility and location choice, so as to not artificially inflate land values. However, the timing of development of any given parcel will to a large extent depend upon the availability of municipal utility services.

The purpose of land use categories, described in the following paragraphs, is to provide for a more rational and gradual transition between different areas of the community and to provide a general description of uses anticipated in each of the City’s land use categories. Many of the descriptions refer to a maximum density for a particular land use category. All recommended residential densities described below are based upon the “gross buildable acreage” or “net acreage” of a site. The gross buildable part of the land is determined by subtracting those portions of the property, which cannot or should not be developed due to flood plains, wetlands, poor soils, protected wildlife and natural areas, woodland, and natural prairie areas. Densities indicated are for general planning purposes only. Proposed developments will be evaluated and advised as to the acceptable number of units, which appear to be appropriate based on the physical constraints of the property in question plus any other considerations.

The land use categories described below are illustrated on the Future Land Use Plan Map.

Agricultural Preservation

The Agricultural Preservation land use category is intended to discourage premature development of vacant and agricultural lands. The primary function of this category is to encourage the preservation of economically viable agricultural land and rural areas.



Future Growth Area

One of the most important functions of urbanizing communities, such as Rochelle, is its ability to provide a full range of public services. Future growth areas consist of lands up to 1.5 miles outside of the corporate limits of the City which may be served by the extension of public utilities. These areas shall serve as “holding areas” with the specific purpose of reserving lands in strategic locations for future residential, commercial, industrial, or technology development as the City grows. These areas are not expected to be needed to accommodate growth through Year 2030, but should be protected from incompatible development.

Recreation/Public Open Space

The Public Open Space/Recreation category includes existing and proposed public open space, conservation areas, and recreation facilities. Specific areas have been designated in the Plan as Regional Stormwater Detention/Retention facilities. These regional facilities are also intended to serve as passive recreation areas.

Environmentally Sensitive

The Environmentally Sensitive category identifies lands that are sensitive to development and which contain unique environmental characteristics, which should be preserved. These characteristics include wetlands, floodplains, woodlands, and prairies. These sensitive areas should be treated with special standards to protect them from development, for example, 100-ft. buffers around stream corridors, wetlands, etc. In addition to their sensitive nature, these areas also provide the City with such natural functions as flood storage and conveyance, pollution control, and wildlife habitat. It should be noted that the precise boundaries of the flood plains, wetlands, and soils which might limit development are imprecise and that the areas indicated as environmentally sensitive on the land use plan do not imply conservation of these lands as permanent open space. A wetlands or soil specialist needs to be consulted to determine the particular constraints of a specific site.

This land use category is also recommended along several major road corridors to either protect the existing rural character of the roadway or to enhance the appearance, where needed, of the community along major entrance routes into the City. The depth of these buffer areas ranges from 50 to 200 feet, depending upon the use and depth of the property. These areas should be free from development and include intensive landscaping to mitigate the visual impact of urban development.



Low Density Residential

The Low Density Residential category promotes single-family residential development at densities not to exceed 3.5 dwelling units per net acre. These residential areas are intended to serve as a transitional district between the more urbanized portions of the City and the rural sections of the planning area and also to provide opportunities for a diversity of housing options. Development of these areas shall be contingent upon the availability of public water service and water reclamation collection systems.

Under certain conditions, very low density (at or below 1 dwelling unit per net acre), large-lot rural residences may be appropriate. Such developments would likely be built in a rural setting, but due to an increasing population and the rising demand for land in Rochelle and the vicinity, would likely become part of the urbanized area in the future. Therefore, these developments, which would require a pre-annexation agreement, should be provided with municipal water and water reclamation systems as opposed to individual wells and septic, which would then be required to become part of the public urban utility system at that point in which Rochelle's boundaries adjoin such area. Conservation design standards may be desirable for such rural residential developments depending on the unique circumstances involved. In addition, such very low density rural residential developments would be eligible for relaxation of certain curb, gutter, and lighting requirements in order to preserve a rural atmosphere.

Moderate Density Residential

The Moderate Density Residential category is intended to preserve the historic, traditional pattern of single-family development in the older parts of the City and also to encourage a mixture of single-family detached and attached residences on varied lot sizes in new growth areas, not to exceed 4.0 dwelling units per net acre, where adequate public water reclamation and water systems exist, or can be made available.

Medium Density Multi-Family Residential

The Medium Density Multi-Family Residential land use category is intended to provide for duplex, single-family attached, and low-rise multiple-family residences at densities not to exceed 12 dwelling units per gross buildable acre, in areas where adequate public water and water reclamation systems exist, or can be made available. These areas are intended to provide affordable home ownership opportunities in locations that are compatible with single-family detached neighborhoods.



High Density Multi-Family Residential

The High Density Multi-family Residential category is intended to recognize existing projects and provide additional opportunities for affordably priced, sustainable housing at a density not to exceed 28 dwelling units per gross buildable acre. Areas suggested near the downtown retail core (multiple family and mixed-use business/residential) are intended to provide higher density housing to support and create a walk-in market for downtown businesses and also to provide opportunities for senior citizen housing within walking distance to shops, entertainment, and civic activities. It may include a mixture of businesses (service, office, and retail uses) on the first floor with high density multiple family dwellings above and is meant both to encourage redevelopment of older residential areas exhibiting signs of deterioration and transition and to provide additional business opportunities near the downtown area.

General Commercial

The General Commercial land use category is intended to provide for retail establishments, which offer a wide range of goods and services in locations, which have access, either directly or via frontage roads, to heavily traveled major arterials. The purpose is to provide for commercial uses which are oriented to the automobile, and which do not depend upon adjoining uses for reasons of comparison shopping and pedestrian trade. These areas shall be served by public water and water reclamation systems.

Downtown Mixed Use District

The Downtown Mixed Use District category is intended to preserve and strengthen the retail, office, service, and residential functions of downtown Rochelle as the hub for business and civic life. Retail shopping and convenience stores, offices, personal and business services, and apartments above the first floor are compatible uses. Emphasis should be given to revitalization efforts to further distinguish the historic downtown area from general business areas in terms of the character, design, and quality of the environment, its civic and social function, and in the mix of retailing and entertainment uses.

Interchange Commercial

The Interchange Commercial land use category is intended to encourage the development of large parcels under a planned development approach for land in the vicinity of I-88 and I-39. "High-profile" commercial and business uses, which depend upon high visibility and ease of accessibility to highways, are encouraged and should be controlled by a unified master site plan. Corporate office/research, hotel/convention centers, regional shopping centers, RV parks, and travel service centers are examples of preferred uses in interchange commercial areas.



Business and Technology Park

The Business and Technology Park land use category is intended to provide for a compatible mixture of office, research, and technology uses located adjacent to fiber optic corridors. The intent of this category is to require a master site plan approach for the development of large parcels incorporating high quality design standards for building, landscaping, and signs.

Industrial/Warehousing

The Industrial land use category is intended to provide heavy manufacturing, warehousing, and high intensity distribution facilities and related uses. Suggested areas are intended to provide for the continued expansion of existing industrial areas, which are near or adjacent to railroad lines and existing and proposed major roads and highways. The development of industrial parcels should incorporate landscape buffering and screening standards and architectural design standards to enhance the character of the City and the quality of industrial areas.

Municipal/Institutional

The Municipal/Institutional land use category applies to those lands where existing or proposed Federal, state, or local governmental activities are conducted, as well as to major public and private educational, medical, religious, and other non-profit organization facilities.

Subareas for Redevelopment Opportunities

The following subareas are identified as revitalization opportunities to further improve the appearance of prominent areas in the City:

- *Caron Road and Flagg Road area*
- *Area between railroad tracks downtown*
- *IL Route 251 corridor south of First Avenue*
- *Continued Downtown Enhancement*
- *20th Street area from Flagg Road to 8th Avenue*

CITY OF ROCHELLE Future Land Use Plan

LAND USE

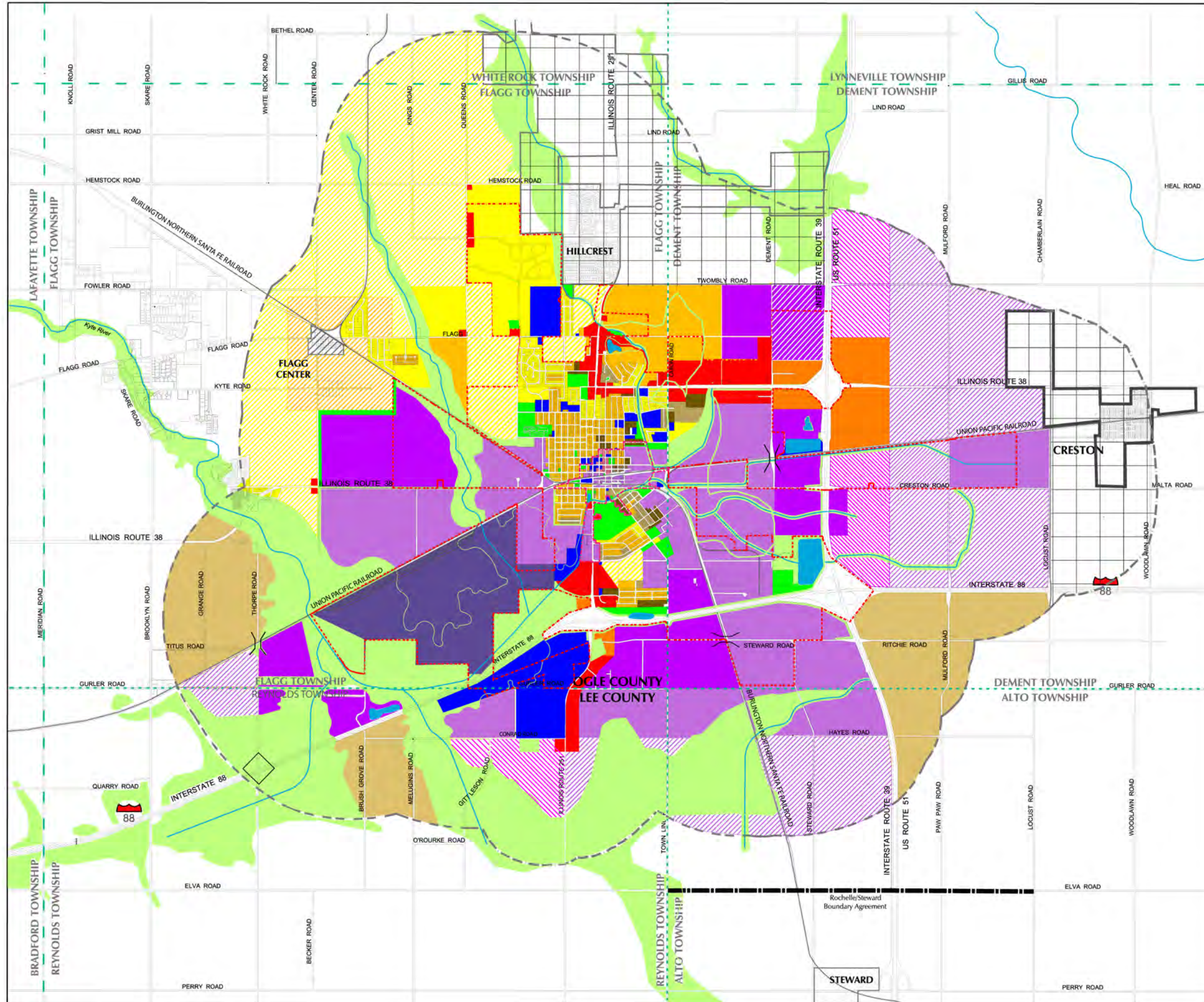
-  AGRICULTURAL PRESERVATION
-  ENVIRONMENTALLY SENSITIVE
-  RECREATION/PUBLIC OPEN SPACE
-  LOW DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL (FUTURE GROWTH AREA)
-  MODERATE DEN. ITY RESIDENTIAL
-  MODERATE DENSITY RESIDENTIAL (FUTURE GROWTH AREA)
-  MEDIUM DENSITY MULTI-FAMILY
-  HIGH DENSITY MULTI-FAMILY
-  CBD COMMERCIAL
-  GENERAL COMMERCIAL
-  INTERCHANGE COMMERCIAL
-  BUSINESS-RESEARCH PARK/LIGHT INDUSTRIAL
-  BUSINESS-RESEARCH PARK/LIGHT INDUSTRIAL (FUTURE)
-  TECHNOLOGY PARK
-  INDUSTRIAL/WAREHOUSING
-  INDUSTRIAL/WAREHOUSING (FUTURE GROWTH AREA)
-  INTERMODAL FACILITY
-  MUNICIPAL/INSTITUTIONAL

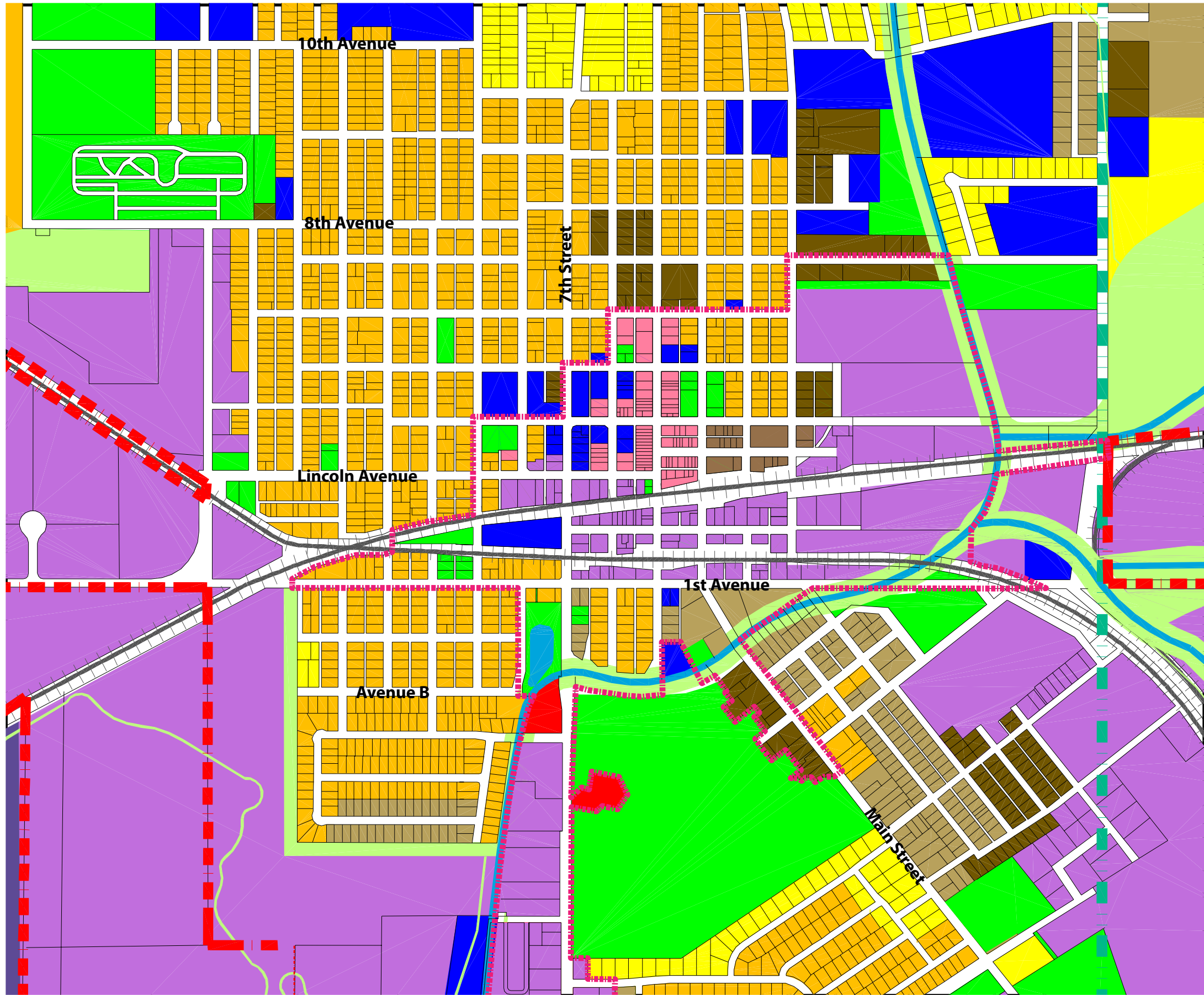
MISCELLANEOUS

-  RIVERS/LAKES
-  RAILROAD
-  ROCHELLE MUNICIPAL BOUNDARY
-  TOWNSHIP/COUNTY BOUNDARY LINE
-  DOWNTOWN & SOUTH GATEWAY TIF BOUNDARY LINE
-  1 1/2 MILE PLANNING AREA BOUNDARY
-  PROPOSED INTERCHANGE
-  EXISTING OVERPASS
-  ROCHELLE/STEWARD BOUNDARY AGREEMENT
-  ADJACENT COMMUNITIES



September 2023





CITY OF ROCHELLE Downtown Land Use Plan

LAND USE

- AGRICULTURAL PRESERVATION
- ENVIRONMENTALLY SENSITIVE
- RECREATION/PUBLIC OPEN SPACE
- LOW DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL (FUTURE GROWTH AREA)
- MODERATE DENSITY RESIDENTIAL
- MODERATE DENSITY RESIDENTIAL (FUTURE GROWTH AREA)
- MEDIUM DENSITY MULTI-FAMILY
- HIGH DENSITY MULTI-FAMILY
- CBD COMMERCIAL
- GENERAL COMMERCIAL
- INTERCHANGE COMMERCIAL
- BUSINESS-RESEARCH PARK/LIGHT INDUSTRIAL
- BUSINESS-RESEARCH PARK/LIGHT INDUSTRIAL (FUTURE)
- TECHNOLOGY PARK
- INDUSTRIAL/WAREHOUSING
- INDUSTRIAL/WAREHOUSING (FUTURE GROWTH AREA)
- INTERMODAL FACILITY
- MUNICIPAL/INSTITUTIONAL

MISCELLANEOUS

- RIVERS/LAKES
- RAILROAD
- ROCHELLE MUNICIPAL BOUNDARY
- TOWNSHIP/COUNTY BOUNDARY LINE
- DOWNTOWN & SOUTH GATEWAY TIF BOUNDARY LINE
- 1/2 MILE PLANNING AREA BOUNDARY
- PROPOSED INTERCHANGE
- EXISTING OVERPASS
- ROCHELLE/STEWART BOUNDARY AGREEMENT
- ADJACENT COMMUNITIES

160 ac

40 ac

0 1/4 1/2 3/4 1 mi

June 2016



Chapter 5: Transportation Plan

The transportation system is important both in supporting and fostering planned growth and in maintaining a high quality of life by minimizing traffic conflicts and encouraging pedestrian and bicycle access. This Transportation Plan element of the Comprehensive Plan provides an orderly and functional hierarchy of arterial and collector streets to meet these objectives. The Transportation Plan and map should be used as a guide in the review of detailed development plans submitted to the City, and potential long-term road improvements, taking into consideration the existing and planned road network. Implementation of any specific project will depend on available funding and City priorities as established by the City Council. The location of proposed roads is only conceptual and is subject to change based on assessment of environmental conditions and final development plans.

Roadway Classification

It is vital to the movement of people and goods, and sound planning, to establish a street classification system. Each road classification builds upon the classification above it, leading to a road network that is tied to the larger region.

To assure an efficient road network, the continuation of the grid system of streets, or a modified grid system (allowing for curvilinear streets), is suggested for moderate density residential development. The extension of the grid street system avoids the creation of isolated neighborhoods and serves to better distribute traffic throughout the community.

All existing and recommended streets in the City of Rochelle are classified on the Transportation Plan Map (See Figure A7 in the Appendix) according to three categories: Major Arterial, Minor Arterial, and Major Collector. Each type of street has a unique function in the total circulation system. The function and purpose of these streets are as follows:

Arterials

Arterial roadways consist of Federal or State highways, or heavily traveled streets that carry a high volume of regional or inter-community traffic. Major arterial streets (ADT 10,000+) are generally the extension of regional access roads where they enter the City. As such, they form the basic framework of the transportation system of the City. Ideally, local streets should not have access to arterials, and curb parking on arterials should be avoided except where vehicular volumes are light. These streets are not meant to provide access to adjoining lots and therefore access should be limited. Arterials should be the



primary route for truck traffic. Future roads and road upgrades will be reviewed as necessary for 120,000 lbs. roads, which is in excess of the minimum 80,000 lbs. Class I and II truck routes. Such road networks will need to be planned and analyzed as part of the Transportation Plan.

Major Arterial: State routes and local streets serving the planning area are typically the highest traffic volume corridors in the region. Service to abutting land uses is prohibited or strictly controlled to assure safe and efficient movement of through traffic.

Minor Arterial: Local streets interconnect with and augment the major arterial system. This system places more emphasis on land access and distributes traffic to smaller geographic areas than major arterials.

Planned Arterial Road Improvements:

- Jack Dame Road was completed in 2009 between IL Route 251 and the Union Pacific railroad. The overpass bridge, and intersection with IL Route 38, will be considered when funding becomes available and traffic warrants are met. This improvement will allow IL Route 38 to pass over the UP railroad tracks, with a grade-separated bridge structure, at First Avenue and proceed south to IL Route 251 via Jack Dame Road. IL Route 38 traffic will then be routed around the historic City center via a series of new and existing roadways to remove truck and automobile through traffic from the central community and direct it to roadways better designed or suited to accommodate heavy traffic volumes. However, an IDOT jurisdictional transfer agreement would need to be approved by the State and City prior to any construction or rerouting. Plans to any future overpass will include a pedestrian crossway to allow residents to walk and bike to bypass the railroad tracks when blocked. The estimated cost for this improvement is \$48 million as of 2022.
- A portion of the Dement Road extension proposed in the 1996 Plan and 2003 Update has been completed north of Petro Drive to immediately south of Twombly Rd. Dement Road is planned to extend both south and north of its current location: extended south between Creston Road and Wiscold Drive and extended north to connect with Lynnville Road from south of Twombly Rd. Dement is intended to serve existing and planned business and industrial areas and to be a primary alternative Class II truck route. The future extension of Dement Road will significantly improve local collector roads, such as Caron Road, by reducing truck traffic on local roads in residential neighborhoods.
- The planned extension of Flagg Road, east of IL Route 251, to Dement Road, will provide a much-needed bypass route on the north side of the City. This improvement will alleviate existing and projected traffic congestion problems at the intersection of Jones Road, IL Route 251, and IL Route



38. The development of the new high school and elementary school district 212/231, as well as the healthcare facility, residential and commercial development that has taken place on Flagg Road limits its ability to function as an arterial. Hemstock Road, on the far northern end of the urbanized area, is a more appropriate roadway to be used as an outer bypass roadway. To serve in this capacity, Hemstock Road should be extended east of IL Route 251.

- With the expansion of Rochelle south of I-88, it will benefit the City to have a major arterial road on the western edge of its planning area that links both the north and south portions of the City without traveling directly through the core of the community. Center Road and Thorpe Road are recommended as the preferred western bypass. These roads were chosen because they are existing roadways and have existing railroad and Interstate crossings. In addition, Queens Road will be extended from Flagg Road south to Route 38 on the west side of Rochelle.
- Conrad Road is extended west along the I-88 frontage to meet Thorpe Road. This, in conjunction with the extension of Conrad Road east to join Hayes Road, creates an interconnected outer beltway road around the entire City.
- A new interchange may be more practically located between I39 and Woodlawn Rd off the Illinois Tollway. However, that location will be determined ultimately by the Tollway authority. The IL Route 251 interchange with the tollway will need to be evaluated for improvements to the on/off ramps and their intersections with IL Route 251 to accommodate the increased traffic at those locations.

Collectors

Collector Streets serve the dual function of moving traffic from arterials to the local street system (ADT 3,500). These streets are intended to provide direct access to abutting properties and should be restricted to through truck traffic.

Collector streets penetrate neighborhoods, collecting traffic from local streets within neighborhoods and channeling it on to the arterial street system. Collectors primarily provide access to adjacent land uses and carry local traffic movements within residential neighborhoods, commercial, and industrial areas. Collector streets are not intended to interconnect adjoining neighborhoods or to carry regional through traffic. The spacing between collector streets should, generally, not exceed one-half mile.

Where new collector streets are shown in undeveloped areas, their location illustrates a general recommended location rather than a specific alignment (see Transportation Plan Map). Much of the proposed major collector road system remains unchanged; however, some updates are called for as a result of recent transportation planning initiatives.



Planned Collector Road Improvements:

- 10th and Carrie Avenue will be extended west across Kyte Creek and possibly over the railroad tracks to connect to a future southern expansion of Queens Road, which is planned as part of the City’s outer arterial road network. This road will provide a secondary east-west connection to Route 38 and new residential areas.
- Roadway upgrades will continue to be made along perimeter bypass routes including Paw Paw Road, Mulford Road, Bethel Road, Center Road, Thorpe Road, Gurler Road, Hayes Road and Elva Road as properties are annexed into the City limits.
- Thorpe Road will be realigned to provide a direct connection with Center Road at its intersection with IL Route 38. In addition, a new road will connect Thorpe Road to IL Route 38 about a mile west of the IL Route 38/Center Road intersection.

Roadway Design Standards

In addition to the recommended thoroughfare routes described above, the other major element of the Transportation Plan is the establishment of appropriate standards for right-of-way (ROW) specified for each major roadway and pavement cross-section. The roadway classification system has been created to meet demands placed on the roadway network by various land uses and densities of development. The following section describes each class of roadway and the appropriate ROW and pavement widths.

1. **Major Arterial:** The major arterial roadway is the core of the regional highway system, designed to serve as a major traffic artery for movement of vehicles through a city or between various parts of a city. Typically, this would be a four-lane roadway, with two lanes in each direction, and a fourteen-foot median if desired. Parking along major arterials is discouraged. Pavement width can vary between 48 feet and 52 feet, back-to-back of curb, with a minimum 3-foot median and 12-foot left-turn lane. The larger width is preferred when accommodating bike or truck traffic.

Major arterial streets should be spaced at two-mile intervals. Generally, right-of-way should be 120 feet. If a median or parkway is desired, the right-of-way may be increased.

Regarding 120,000 lbs. roads, future roads, and road upgrades will be reviewed as necessary. Such road networks will need to be planned and analyzed as part of the Transportation Plan.



- 2. Minor Arterial.** Minor arterial roads are designed to carry a fairly large volume of traffic to the major arterial road. Minor arterials should be used in areas of dense development to supplement the major arterial system and in areas of lower density development where there are not sufficient traffic volumes to warrant construction of major arterials.

Typically, a minor arterial road will have one lane of traffic in each direction and a fourteen-foot median if desired. Minor arterials can consist of two through lanes with parking on both sides. However, parking on minor arterials should be avoided where possible. Pavement width should be 40 feet, back-to-back of curb. These roads should be spaced at one-mile intervals. Generally, right-of-way would be 80 feet to 100 feet, if a median or parkway is desired for safety or other reasons. Usually, an 80 to 100-foot right-of-way will be appropriate.

- 3. Major Collector:** Major collector roads are designed to channel smaller volumes of traffic from local residential and commercial/industrial streets onto the network of minor and major arterial roadways.

Typically, a collector road will have one lane of traffic in each direction, with two through lanes and parking on one side. Pavement width should be 40 feet, back-to-back of curb. These roads are located approximately midway between two arterial streets. Right-of-way should be 66 to 80 feet.

- 4. Neighborhood / Local Streets:** Neighborhood streets are designed to provide direct service to abutting residential lots and to carry residential traffic to major collector streets. However, existing adjacent substandard roads or streets and rights of way should be improved as part of the subdivision to provide continuity and appropriate street facilities for a cohesive and expanded neighborhood.

Typically, a neighborhood street will have one lane of traffic in each direction, with at least one through lane, and parking on one or both sides. Pavement width should be 31 feet, back-to-back of curb. These roads are located approximately midway between two arterial streets. Right-of-way should be 60 to 66 feet.

The design of the neighborhood-level street system is a key element in fostering a sense of community and attractive environment for all users. The following standards should guide new residential developments:



- Successful communities thrive on accessibility and communication between neighbors. Ensure easy access between housing types and between housing and other uses. Subdivisions should not be walled off into separate enclaves but should be oriented toward major streets.
- Streets should be laid out in an interconnected network, similar to the existing pattern of development in the City. There should be more than one direct way to get to most destinations; the use of cul-de-sacs is limited in design layout. A regular grid system of streets is the most historically enduring form of town planning. However, as long as the overall pattern of the grid is respected, the internal configuration of streets should be flexible to preserve natural features and allow for creative designs, which incorporate internal open space and variation in the grid pattern.
- Provide several attractive alternatives to the use of the automobile, such as walking, bicycling, and riding transit. This should be accomplished by making “complete streets” e.g., including dedicated space for motorists, bicyclists, pedestrians, and transit riders. And, just as street connectivity is important, so too is sidewalk and bike path connectivity, so that there is a comprehensive interconnected network of pedestrian shared-use paths in all corners of the community.
- The layout of blocks and streets should encourage walking and bicycling, and require a “complete the street” facility for all pedestrian users. Walkable blocks have sidewalks or shared-use paths and are shaded by canopy trees. The use of a regular grid facilitates walking. Blocks which are very long, and incomplete blocks with cul-de-sacs, discourage walking.
- Design residential intersections with small curb radii and with marked crosswalks. A large turning radius, such as 30 feet, requires a person to cross more of the street and allows cars to turn at greater speeds, increasing safety problems for pedestrians. Smaller radii, such as 20 feet, result in reduced street pavement to cross.
- Design residential streets narrow enough to discourage speeding, but wide enough to allow parking along at least one side of the street. The benefit is a safer and more attractive, intimate streetscape character.
- Encourage alleys, in appropriate areas, for vehicle access and utility placement. The use of alleys allows garages to be built at the rear of the lot, removing automobile storage as a dominant aspect of the house front.



Access Management

Access management is the process of coordinating, planning, designing, and implementing land use and transportation strategies so that the flow of traffic between the road and the surrounding land is efficient and safe. Poorly controlled property access along portions of the City's arterial and collector roads and local commercial/industrial streets contribute to congestion, safety problems, poor appearance, and deteriorating street infrastructure. The problem is sometimes traffic volumes, but it also stems from the frequent number of turning movements of vehicles not intended for a local street within relatively short distances from each other.

The following standards should guide the City's management of access points along its roads:

- Limit the number of future access points/curb cuts along arterial and collector streets. Limit truck routes to the appropriate zoning districts while providing access to established Class II truck routes.
- Consolidate existing access points whenever possible by requiring private access "frontage" drives that serve multiple developments.
- Space signalized intersections and full-access driveways about 1,300 feet apart, with right-in/right-out driveways a minimum of 650 feet apart. With regard to non-residential development, this spacing may be somewhat restrictive in allowing incremental development. However, this can be overcome by allowing temporary access drives which would be replaced by "frontage" service drives interconnecting several businesses after a sufficient number of parcels are developed. This requires that setbacks for parking areas and other site improvements be adequate to allow future construction of a frontage service road.
- Prepare corridor plans for the City's key arterial and collector roads to ensure more aesthetically pleasing, safer, and less congested roadway corridors and pedestrian and bike facilities and to provide specifics on the number and approximate location of future access points, landscaping, and streetscape appearance improvements along major arterial roads.
- While the Transportation Plan Map shows conceptual alignments of future arterials and major collector streets, a corridor plan can provide more detail on access points and design guidelines. Both the Transportation Plan element of the Comprehensive Plan and the corridor plan(s), when available, should be referenced when reviewing proposed development plans or subdivision plats.



Intersection Signalization

Attendant to the establishment of the functional organization of the City's arterial system is the management of traffic and road capacity to ensure safe and efficient vehicular movement. An evaluation of the existing and proposed roadway network resulted in the identification of critical intersections, which may warrant new traffic signalization. The Transportation Plan identifies locations where new signalization may now or in the future be warranted; two proposed traffic signals along IL Route 38 east of IL Route 251 shown in the previous Plan are removed; several other proposed signals have been added: IL Route 251, IL Route 38 west of Rochelle, Queens Road, Creston Road, Flagg Road, Caron Road, Stewart Road and Hayes Road. The installation of automated traffic signals at any one of the recommended intersections must be studied further to determine if present or future conditions meet specific criteria established by the State of Illinois Department of Transportation (IDOT), Manual Uniform Traffic Control Devices (MUTCD), and the Institute of Traffic Engineers (ITE) Manual.

Further monitoring and analysis of intersection traffic counts/turning movements and road capacity will be necessary as development continues. Furthermore, the City may need to consider traffic signals at other critical intersections, not identified in the Plan, depending on actual development patterns and the resulting changes in traffic origin/designation.

Pedestrian Shared-Use Path System

Pedestrian and bike paths should be an integral part of the transportation system, permitting alternative modes of movement to major activity centers of the City and providing recreation opportunities. A joint effort, undertaken by the Rochelle Area Cycling Committee (RACC), the City of Rochelle, and the Flagg-Rochelle Community Park District, resulted in construction of several miles of bicycle path along the Kyte River corridor and 20th Street. The RACC developed a plan to expand this trail system throughout the City and link it to a proposed County-wide pathway, shown on the Transportation Plan. Planning for this system should be extended throughout the City and the County, linking employment centers (including the Rochelle Airport and the newly developing industrial and commercial areas south of I-88), neighborhoods, parks, schools, and the downtown. Pedestrian and bike path overpasses should also be considered to allow people traveling on foot and by bike to be able to cross streams, railroads, and roads safely and quickly in a pleasant manner. At any existing road bridge, dedicated lanes should be provided for pedestrians and bicyclists as well. The Kyte River corridor and other greenways identified on the Land Use Plan should be considered as the major spines for this system. Greenways provide a safe, continuous, and scenic route for trails. In an effort to enhance its primary corridors the City of Rochelle has constructed a 1.7-mile shared-use path along a portion of Steward Rd and South Main Street. This path is expected to be extended as roadway improvements are made along this route.



Other routes for the extension of these paths should be considered to make a complete network of pedestrian shared-use paths linking every public facility, park, and open space. Currently, unconnected paths and trails should be linked to the existing system. Rochelle’s trails are planned so as to link with both existing and future trails as outlined in the Ogle County Greenways and Trails Plan. While nearby Lee County and DeKalb County do not currently have existing or planned future trails that directly extend to the border of Ogle County in the vicinity of Rochelle, the opportunity exists for enhanced cooperation and coordination among all three of these counties and the City of Rochelle to eventually connect their respective trail networks.

According to the American Association of State Highway and Transportation Officials (AASHTO), the space recommendations for bicyclists include a minimum of four to five feet for a bike-only lane. While 8 feet is the minimum acceptable width that IDOT will approve for grant funding purposes. In order to provide sufficient space for both pedestrians and bicyclists, the recommended minimum width of improved pathway surface is 10 feet. In areas of high pedestrian/bicycle volumes, the minimum pathway width should be 10 to 12 feet. In general, sidewalks and bike paths should be given distinct facilities for safety and efficiency reasons, as illustrated in the accompanying images shown here.

Construction of these paths could be facilitated through the use of zoning incentives and bonuses negotiated under planned development procedures, through the subdivision process, or through annexation agreements. Incentives such as increased density, smaller lot sizes, and reduced setbacks could be granted to a developer in return for their dedication to easements and/or the construction of pedestrian shared-use paths for public use. In conjunction with this approach, or as an alternative, the City could fund the extra cost of constructing additional pavement over that amount associated with required sidewalks.

Quiet Zones

A Railroad Quiet Zone (QZ) has been established and maintained, for nearly 8 years, in the City of Rochelle. This QZ spans across 12 railroad crossings along the two major Class 1 railroads that cross Rochelle. The City’s Industrial Railroad (CIR) is not covered in the QZ due to certain operational requirements for the class of railroad. However, the CIR currently crosses truck routes within mostly industrial zoned sections of the City. The City should pursue designating the entire municipal incorporated area as a “no engine brake” zone.



Aviation

Koritz Field/Rochelle Municipal Airport serves local aviation needs for the City of Rochelle and is a vital component of the City's economic development. The airfield, with one 5,001-foot runway, is located on the south side of the City immediately south of I-88. At the time of this Plan's publication, there are 40 aircraft based at the field, and on average, the airport handles approximately 50 aircraft operations per day.

The City has recently completed significant improvements and enhancements to the airport in 2021. These improvements include infrastructure improvements, such as center apron replacement, taxiway replacements, runway resurfacing, improved runway lighting, and south apron resurfacing, among other investments. The total cost of these enhancements is estimated at around \$5 million.





















The Illinois Department of Transportation – Aeronautics completed an Economic Impact Study of Koritz Field in 2021. They determined the positive impact on the region to be \$17,100,000 per year – primarily due to skydive activity, flight training activity, and the on-field restaurant.

The Airport Layout Plan (ALP) notes that the current runway will be lengthened, widened, and shifted 1000 feet to the southwest. The layout shows aviation easements (areas that limit on what can be built) to buffer the proposed runway on both the northeast and southwest end, as well as on the east side of Route 251.




In order to facilitate the future growth and development of Koritz Field, the City should preserve ample open space in appropriate areas. This may entail the acquisition of lands to the south of the existing facility to ensure that future airfield development can proceed in a timely and cost-effective fashion. In addition, adjacent lands should be developed with uses that are compatible with an airfield, such as light industrial, warehousing, distribution facilities, and RV Camping. Residential uses should be avoided (or strictly limited to designated residential airparks) in the vicinity of the airfield in order to avoid associated noise pollution and in the interest of public safety.

CITY OF ROCHELLE Transportation Plan

TRANSPORTATION

-  Expressway
-  Existing Major Arterial
-  Existing Minor Arterial
-  Existing Collector
-  Future Major Arterial
-  Future Minor Arterial
-  Future Collector
-  Roadway Upgrade
-  Future Roadway Extension
-  Existing Railroad
-  Future City Railroad Extension
-  Existing Truck Route
-  Existing Bike Trail
-  Future Bike Trail
-  Existing Traffic Light
-  Future Traffic Light
-  Existing Overpass
-  Existing Interchange
-  Potential Future Interchange
-  Future Overpass

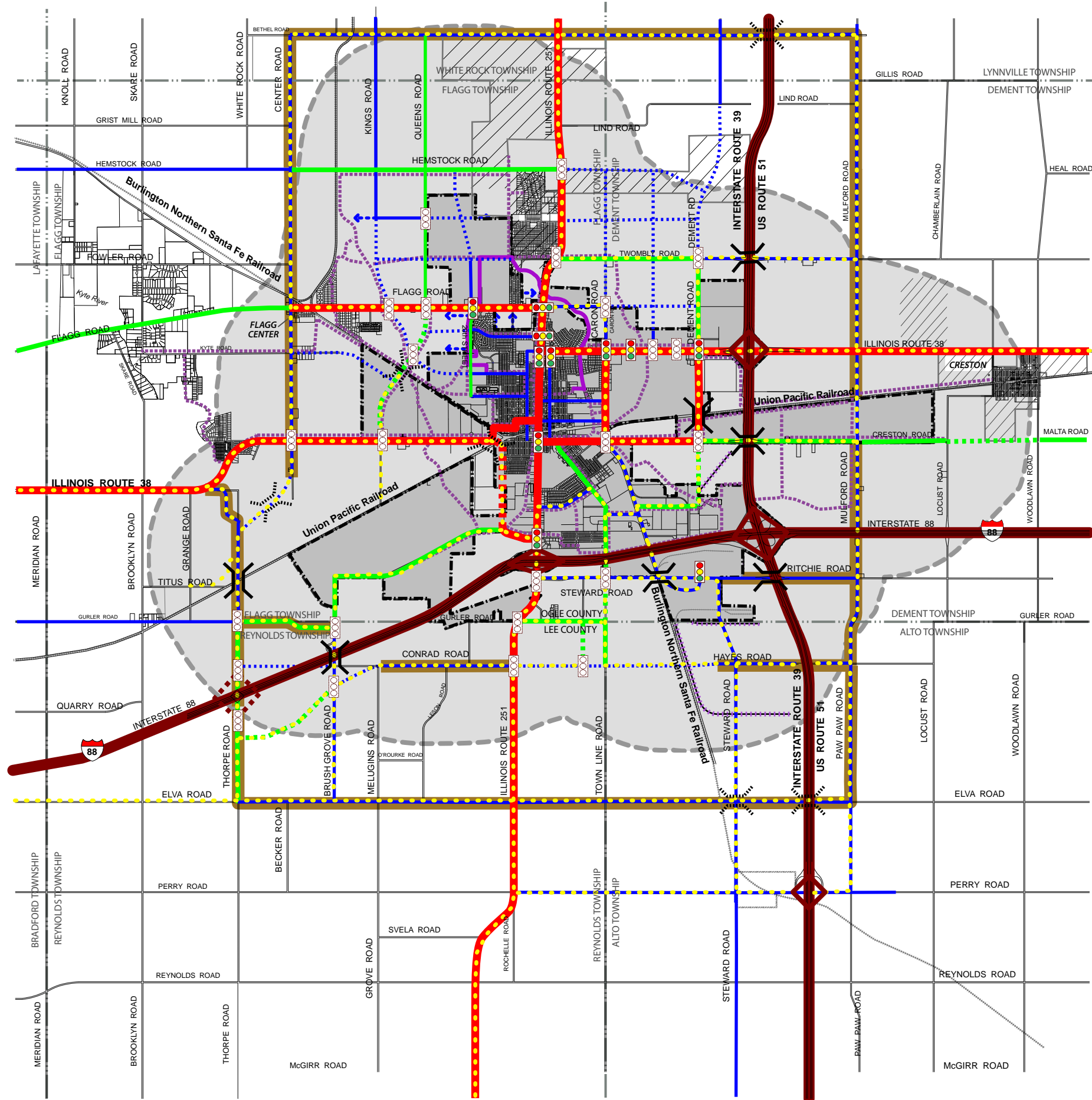
MISCELLANEOUS

-  Rivers/Lakes
-  Rochelle Municipal Boundary
-  1.5 Mile Planning Boundary

Last updated in March 2015 by



0 1/4 1/2 3/4 1mi





Chapter 6: Community Facilities and Services Plan

This element of the Comprehensive Plan concentrates on the essential public facilities and utility systems necessary to support urban growth. Proposals regarding existing and future community facilities and utility needs (e.g., parks, schools, fire stations, institutional facilities, and pedestrian/bicycle pathways) are presented on the Community Facilities Plan Map and the Community Utilities Plan Map. As the population of the City of Rochelle and the surrounding area expands, so will the demands placed upon facilities such as schools, parks, public buildings, and utilities. Therefore, at some point in the future, the need for additional facilities will become a major concern.

Municipal Services

Administrative Services

For most staffing issues, the City should anticipate its current level of service as sufficient at this time. With the recent purchase of the City of Rochelle Campus located at 1030 S. 7th Street, other facilities are not needed at this time.

Police Department

The Police Department occupies part of the City Hall building. Currently, the Department has the approval to employ 24 full-time police officers, 3 part-time officers and a part-time community service officer, 7 full-time dispatch, and 1 full-time administrative staff members. The Department, which operates a fleet of 13 patrol cars, may need a new police facility in the next five to ten years. If the Police Department relocates, it will leave space in City Hall to allow other departments to expand. Other ongoing Departmental needs include information technology investments and training.

Fire Department

The Rochelle Fire Department occupies a single building on Fifth Avenue. The Department has one 2000 aerial ladder truck, one 2015 fire engine, and one 2020 heavy rescue squad. For ambulances, one 2021 ambulance and one 2000 ambulance. For support vehicles, the Department has one 2018 Tahoe, one 2012 F250 pickup truck, one 1995 E350 drive truck, and one boat, motor, and trailer that is jointly owned by RFD and OLFPD.

The Department currently employs 13 full-time and 30 part-time/on-call staff, with plans to increase staffing to 16 full-time by the end of 2023 and add 3 additional staff by the end of 2026.



The Department has two capital improvement projects currently underway. The remodeling of the station dormitory and main bathroom. This project will allow for more privacy in the dorm and add an additional shower stall in the bathroom. In addition, the department is moving forward with the construction of a joint training facility in cooperation with the Ogle-Lee Fire Protection District. An additional capital project is the purchase of a replacement ambulance which is included in the FY 2023 budget. The vehicle fund (funded by money received from ambulance calls) is currently sufficient to cover the costs of this replacement. The vehicle fund also should be able to support any other equipment acquisitions through 2023, which may include additional hazardous material equipment.

As Rochelle continues to grow in land area and increase in population, there will be a need for new, manned fire facilities. To enhance efficiency in fire protection service, some of the services provided by Rochelle and the Ogle/Lee Fire Protection District have been consolidated. This resulted in an expanded service area of 135 square miles and an additional population of 5,000 people, for a total service area population of 15,000. The Department currently responds to about 3,000 calls per year, an increase of approximately 40 percent over the past four years. Long-term plans envision areas adding a second station to house additional staff and shorten response times.

Refuse and Recycling Services

The City of Rochelle, in connection with other local organizations and businesses, provides a broad range of refuse and recycling services to residents and businesses. Rochelle contracts with Northern Illinois Disposal Services for waste disposal, residential recycling, and yard waste collection. The City promotes recycling through the 'Reduce, Reuse, and Recycle' program. Recycling programs with local businesses provide opportunities to recycle used tires and motor oil. Keep Northern Illinois Beautiful accepts household hazardous waste. KNIB site is located in Rockford, IL. The Rochelle police department accepts waste medicine. The following are current residential recycling programs offered in the City:

- Residential bins are offered for a broad range of plastic and paper materials, except for containers that have been exposed to hazardous materials.
- Appliance and electronic recycling curbside service is available from the Rochelle Public Works Department for an additional fee. Rochelle, Ogle, and Lee Counties also provide drop-off locations.
- Rochelle Public Works Department works with Ogle County Solid Waste Management to provide three electronic recycling drop-off events each year. Two of these events include appliance recycling and bulk items, and household trash drop-off.



- All yard waste is recyclable through the City’s yard waste recycling program, including brush that is bundled. In addition to regular landscape waste pickup provided by Northern Illinois Disposal Services, Rochelle Public Works provides a monthly large brush collection program and provides leaf vacuum services during fall months.

Health Care

In Rochelle, residents obtain health care services from Rochelle Community Hospital, independently-owned health and rehabilitation centers, health-care professionals, physical therapy/rehab facilities, and a prenatal clinic.

Rochelle Community Hospital

The hospital is one of the largest employers in the community, employing nearly 325 people. Having access to quality healthcare in a city of 10,000 is a vital part of the community and the surrounding area, which it serves, totaling approximately 35,000 people. A total of 26,000 square feet was added in 2016, making the overall hospital campus 108,000 square foot facility.

Rochelle Community Hospital (RCH) is a 25-bed, full-service Critical Access Hospital, which specializes in a holistic-approach to the well-being of its patients, enhancing every aspect of their care by giving the personal attention its patients have come to know with the latest in advanced technology. The active medical staff consists of 9 providers emphasizing Family Practice, Internal Medicine, Orthopedics, and General Surgery. Specialists in Cardiology, Oncology, Neurology, Podiatry, General Surgery, Orthopedic Surgery, and Pain Management see patients in the Multi-Specialty Clinic five days per week.

Physicians from EmCare Emergency Physicians staff the Emergency Department 24 hours a day/7 days a week. They have a same-day surgery unit and an Intensive Care Unit for patients. Rochelle Hospital has an established a network affiliation with OSF St. Anthony Hospital in Rockford IL.

Outpatient services include Diagnostic Imaging, Laboratory, Fitness Center/Cardiac Rehabilitation, Infusion/Chemotherapy, Pain Management, Pulmonary Rehabilitation/Respiratory Therapy, Diabetic Education and Rehabilitation Services. In addition, classes are offered to the community including CPR, First Aid, Safe Sitter, and classes for healthcare providers.

RCH offers a Convenient Care Clinic for the treatment of minor illnesses and injuries as an alternative when doctors’ offices are closed. RCH provides Convenient Care that works for you with extended



Convenient Care hours and Save My Place online scheduling. The Urgent Care Clinic is open seven days a week on a walk-in no appointment needed basis.

Rochelle Community Hospital operates an Occupational Health Services Clinic located at the Petro Travel Plaza and a Family Healthcare Clinic on the hospital campus. Rochelle Community Hospital is known for its personal care and attentive staff.

Social Services

While economic and physical improvements are needed to enhance the quality of life in Rochelle, they must be complemented with social improvements that raise self and community pride and enhance the well-being both of individuals and the overall community. A variety of social service and outreach agencies serve the greater Rochelle area, providing programs and services relating to family services, counseling, mental health, seniors and transitional housing opportunities, clothing and food, health, education, employment, and financial assistance. The extensive range of social service agencies servicing Rochelle and area residents, as described below, is one of Rochelle's strengths.

Senior Services

The Hub City Senior Center originated in 1980 for Rochelle senior citizens. The Center, at 401 Cherry Avenue, Rochelle, provides transportation, daily activities, services, and programs for the senior citizens in the greater Rochelle area. Hub City Senior Center in partnership with Lee Ogle Transportation System (LOTS) provides door-to-door transportation, anywhere throughout Rochelle to area seniors and individuals with disabilities.

Lincoln Manor and Countryside Village Apartments provide subsidized housing for qualifying senior citizens, and Liberty Village offers assisted living, nursing care, and memory care services.

Domestic violence

HOPE: Help Offer Protective Environment (HOPE) provides temporary shelter for women and their children; adult counseling for women and men who are victims of abuse and individual children's counseling; support groups for women and their children, and assistance in obtaining orders of protection and support through the legal process. Crisis and support counseling are available twenty-four hours, seven days a week, with referrals to outside resources also available.



Disability assistance

The Northwestern Illinois Center for Independent Living (NICIL) is a community-based, non-residential organization, dedicated to enhancing the options available to people with disabilities so they may choose and maintain individualized and satisfying lifestyles in Whiteside, Carroll, Lee, Ogle, and JoDaviess counties. To fulfill this mission, NICIL offers direct services to individuals, combined with advocacy for social change, to allow greater integration of persons with disabilities to live independently within their respective communities.

Village of Progress is a private not-for-profit corporation, founded in 1969 to meet the needs of adults with disabilities who reside in Ogle County. The agency is governed by a 15-member Board of Directors that represent the various walks of life and virtually every community in the County. The purpose of the Village is to provide training services to persons, age 16 or older, with disabilities, so that they may live a fulfilling life as contributing members of their home and community.

Rochelle Area Community Foundation (RACF)

The Rochelle Area Community Foundation offers an opportunity for individuals, families, and businesses to leave a legacy for future generations that will sustain the quality of life, which we have enjoyed for decades. The Community Foundation is a public, charitable organization designed to attract gifts that will be shared with Rochelle Area non-profit organizations for the benefit of the entire community.

Other services

Brooks Learning Center (Focus House) is an Ogle County-owned youth shelter-care facility operated by the Ogle County Probation Department. Established in 1975, Focus House provides 24-hour care services for adjudicated youth, including residential care, on-site schooling and education, counseling, health care, leisure/recreation activities, and post-discharge (aftercare) services. The primary goal of Focus House is to return each child to his/her family, avoiding further — and more severe — court-mandated actions.

Sinnissippi Centers' vision of how it serves clients and its communities is: *"Together creating the highest level of care, empowering people of all ages to find joy and hope."* In following that vision, Sinnissippi strives to provide the best behavioral healthcare services in the most professional and culturally sensitive manner possible through its mission to provide quality, coordinated, and responsive behavioral healthcare services to children, adolescents, adults, and families from Sinnissippi's office location at 1321 North 7th Street in Rochelle.

Sinnissippi offers over 30 individual programs and services to residents of Rochelle and Ogle County, including mental health, substance use, and family counseling. Among Sinnissippi's programs and services



offering are alcohol and drug treatment services; individual, group, family, and marital counseling; psychiatric services; intensive day treatment; the Healthy Families Program; the Early Childhood Mental Health Program; employee assistance programs; student assistance programs; the Domestic Violence Intervention Program; and supervised apartment living. Sinnissippi also offers anger management groups, the divorced parents' education program, Parenting Today's Youth, and Wellness Action and Recovery Plan (WRAP) classes.

Park Districts

Community Parks

As the name implies, a community park provides facilities and open space for the entire municipality. This type of park serves as a community focal point, providing a site for special events, sports tournaments, and daily recreational enjoyment of Rochelle residents. Community parks are typically between 30 and 50 acres, although smaller parks may also be classified as Community Parks when their function is to provide facilities to the entire community - not just to a specific neighborhood or activity.

Community parks should be easily accessible from all parts of the community. They often include lighted ball fields, swimming pools, community centers, trails, picnic areas, playground equipment, and off-street parking.

Neighborhood Parks

Neighborhood parks provide residents with "close-to-home" open space and recreational facilities. The size of each neighborhood park will vary with the size and population of the neighborhood served but should generally be between 3 and 12 acres. Neighborhood parks are often equipped with playground equipment, informal ball fields, and tennis or basketball courts.

A pocket park is a small neighborhood park, less than an acre and serving an area less than ¼ mile service area. It can usually only accommodate a playground for active uses or remain as open space for passive uses. Even though these parks are small, they serve a useful purpose by providing drop-in recreation opportunities within neighborhoods.

Current Situation

There are two park districts within the City limits: Flagg-Rochelle Community Park (FRCP) District and Creston-Dement Park District.



Flagg-Rochelle Community Park District

In 1964, a referendum was passed in Flagg Township, which now includes only a portion of the City of Rochelle, to create the FRCP District to provide parks and recreation services. This Plan incorporates applicable portions of the FRCP District’s comprehensive plan.

The FRCP District currently operates 16 parks and three indoor recreational facilities (Spring Lake Marina, Teen Town, and The REC Center). The parks total 522.61 acres. The vast majority of this acreage is either outside of town or on the outskirts of town. At 320 acres, Skare Park is the largest park in the District and is located five miles west of the City. The second largest park (at 108 acres) is the Lyle Kunde Recreation Area. This recreational area, acquired in 1994, contains a 75-acre fishing lake, a boat ramp, parking lots, and picnic areas.

Based on the National Recreation and Park Association’s (NRPA) long-used guidelines (which, while the NRPA no longer specifies particular quantitative ratios, still serves as a good starting point for analysis) of 10 acres of park land per 1,000 people served, the FRCP District would need 143.26 acres to serve the existing population of the City of Rochelle and Flagg Township. Currently, it has more than three and a half times this amount. In fact, it has more than enough acres to serve the entire population of Flagg Township even when the City has developed all the land proposed for residential on the Future Land Use map; however, the acreage is not dispersed in parcels throughout proposed residential areas.

Creston-Dement Park District

In 1992, Creston-Dement Park District (CDPD) was organized to provide parks and recreation to the residents of Dement Township and the Village of Creston. The District maintains Booster Park, a 7.5-acre community park on the south edge of Creston adjacent to Creston School. Booster Park has a shelter with full kitchen, restrooms, volleyball court, and it includes an enclosed building, which is available for parties, etc., and also is used as the School's bus garage. CDPD also assists Creston School with maintenance of two ball fields and basketball courts at the school.

Maps have been prepared for the District’s future plans for a shared-use pedestrian path around and through Creston extending east along Malta Road and west along Creston Road, with a footbridge over the Union Pacific Railroad tracks in the Tower Park area, a new neighborhood park. The District also has plans for two neighborhood parks with softball fields and playground equipment in the new Creston Commons subdivision. These neighborhood parks will be created as part of Creston Village ordinances which require a 10% green space set-aside for parks and recreation.



School Facilities

THE GREATER ROCHELLE AREA SCHOOL SYSTEMS

Rochelle Township High School District 212 (D212)

Rochelle Township High School (RTHS) District 212 (serving grades 9-12) is the HUB in the wheel of the greater Rochelle area education system. Home to just under 900 students in the Flagg Road Campus, RTHS draws students from preK-8 schools including Rochelle Elementary School District 231, Kings District 144, Eswood District 269, Creston District 161, Steward District 220, all rural elementary districts, and one private school, Paul Lutheran School.

RTHS District 212 encompasses 12 townships in DeKalb, Ogle, and Lee counties. Rural districts could not provide a comprehensive high school curriculum as their enrollments fell and academic requirements increased. RTHS District 212 was established to serve high school-aged students in the greater Rochelle area.

The following townships lie within the boundaries of RTHS District 212: Alto, Dement, Flagg, Lafayette, Lynnville, Malta, Monroe, Pine Rock, Reynolds, Scott, South Grove, and White Rock.

The current RTHS District 212 campus (880 enrolled in the fall of 2022) opened in 2004. It is built to accommodate 1500 students, is ADA-compliant, secure, and energy-efficient. In 2007, the D212 purchased 34 acres west of the campus for future development, bringing the Flagg Road Campus to 100 acres.

Approximately 35-40% of those enrolled in RTHS prepare for a college education at a four-year institution. The Advance Placement Class Exam pass rate is 84%. RTHS alumni are studying at MIT, Notre Dame, Lake Forest College, North Central College, Washington University, and the University of Illinois. The remaining 60-65% of RTHS students enlist in the military, enroll in community college, or prepare for technical and vocational professions. Dual credit coursework in cooperation with the Kishwaukee College and the Kishwaukee Education Consortium enables RTHS students to graduate high school with as many as two years of college credits.

As projected residential development occurs, RTHS District 212 feeder districts will face unique challenges. Residential growth is forecast for the northwest sector of the District while industrial development continues in the southeast. Constructing adequate facilities in the feeder districts to accommodate growth in the residential sector, absent an increasing industrial and commercial tax base, will be the challenge.



Rochelle, Illinois Comprehensive Plan Update

The demographic breakdown of the 888 students enrolled in 2021-2022 was:

- Male – 51.2%, Female - 48.8%
- Native American/Alaskan - <1%
- Asian/Pacific Islander - <1%
- Black - 2%
- Hispanic - 39%
- White - 57%
- Multiracial – 4%

Rochelle Elementary School District (RES D) 231

Rochelle Elementary School District (D231) serves just under 1,600 pre-kindergarten through 8th grade students from three neighborhood elementary schools and the Rochelle Middle School. These students reside in Flagg and Dement Townships in Ogle and Lee Counties.

The 1909 Lincoln School building (c. 1909) was replaced in 2013 and is located immediately west of the Rochelle Township High School. D231 took an option on 49 acres west of the high school for a future use site. May Elementary School, built in 1959, was closed in 2020-2021 due to declining enrollment.

Rochelle D231 serves a very diverse population. The Hispanic population and English Language Learners have increased significantly over the past decade. Rochelle D231 now offers a dual language immersion program in which students learn half of the day in English and half of the day in Spanish. There has also been a significant increase in the number of families qualifying as low-income.

Rochelle Elementary School District is a state leader in the Response to Intervention model of instructional delivery to meet the needs of students.

For reference, the aforementioned feeder school enrollments in 2022-2023 are as follows: Kings District 144 serves 82 students, Eswood District 269 serves 66 students, Creston District 161 serves 94 students, Steward District 220 serves 66 students, and St. Paul Lutheran School serves 110 students.

Kishwaukee College

Kishwaukee College is a 120-acre, fully accredited college offering programs in nursing, radiology, automotive technician, finance, welding, and emergency services, among others. The college enrolls roughly 3,852 students as of 2021, at a cost of \$147 per credit hour. The campus offers many student



activities and clubs, and competes in men’s and women’s sports including baseball, basketball, bowling, cross-country, golf, soccer, softball, and volleyball.

GROWTH IMPACT ON CITY OF ROCHELLE SCHOOLS

While Rochelle’s schools are currently experiencing stagnant-to-limited growth, new residential development is designated primarily in the northwest quadrant of the City’s planning area. Based on population forecasts, the Rochelle schools will experience little to no growth in the immediate future. Residential growth in the NW quadrant will likewise impact the adjacent Kings Elementary District 144.

The expansion of Rochelle’s non-residential tax base as proposed in this Plan, together with the potential use of development impact fees, should be considered to offset the rising costs of education for existing and new students.

The 100-acre Rochelle Township High School Flagg Road Campus in northwestern Rochelle is well positioned to address projected residential growth patterns for the long term.

Miscellaneous Services

Library: The Flagg-Rochelle Public Library District maintains a collection of over 60,000 volumes at the central library location in downtown Rochelle, and offers programs for children, adults, and seniors including: Story Time, Books with Friends, Beanstack, and Monthly Morning Book Club.

Historical Society: The Flagg Township Historical Society and Museum provides historical and genealogical information to the community in a building located in the downtown area.

Lee-Ogle Transportation System (L.O.T.S.):

Lee-Ogle Transportation System (LOTS): LOTS is the designated public transportation provider that offers curb-to-curb public transit services for residents and guests of Lee and Ogle Counties. This includes in-town and out-of-town transportation rides for various purposes, including employment, grocery shopping, school, medical appointments, and a variety of other reasons to support everyday needs. LOTS is a low-cost transportation alternative that is available to the public and operates from 6:00 a.m. to 6:00 p.m., Monday through Friday.



Rochelle, Illinois Comprehensive Plan Update

Per ride costs are based on in-town rides (trips that occur within the same zip code) and out-of-town rides (trips that require travel outside of the passenger's hometown zip code.) In-town rides for general public passengers cost \$2.00 per one-way trip. Out-of-town rides are at a cost of 35 cents per mile.

Individuals over the age of 60, persons with disabilities, and veterans receive reduced fares with in-town rides costing \$1.00 per one-way trip and out-of-town rides costing 35 cents per mile with a maximum one-way cost of \$5.00.

LOTS offers recurring transportation to out-of-county locations such as Rockford, DeKalb, and Kishwaukee College in Malta. If passengers need to travel further east to Chicago, west to Davenport, or south to Oglesby, Bloomington-Normal, Champaign, or Danville, Greyhound buses service the Petro Travel station in Rochelle and the LOTS Reagan Transit Center in Dixon numerous times per day, 365 days per year.

The Lee-Ogle Transportation System is funded by the Federal Transit Administration (FTA) and the Illinois Department of Transportation (IDOT).





For additional information about the services LOTS provides, please visit their website at www.lotsil.org.

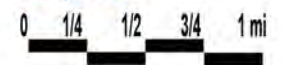
CITY OF ROCHELLE Community Facilities Plan

MUNICIPAL/INSTITUTIONAL USES

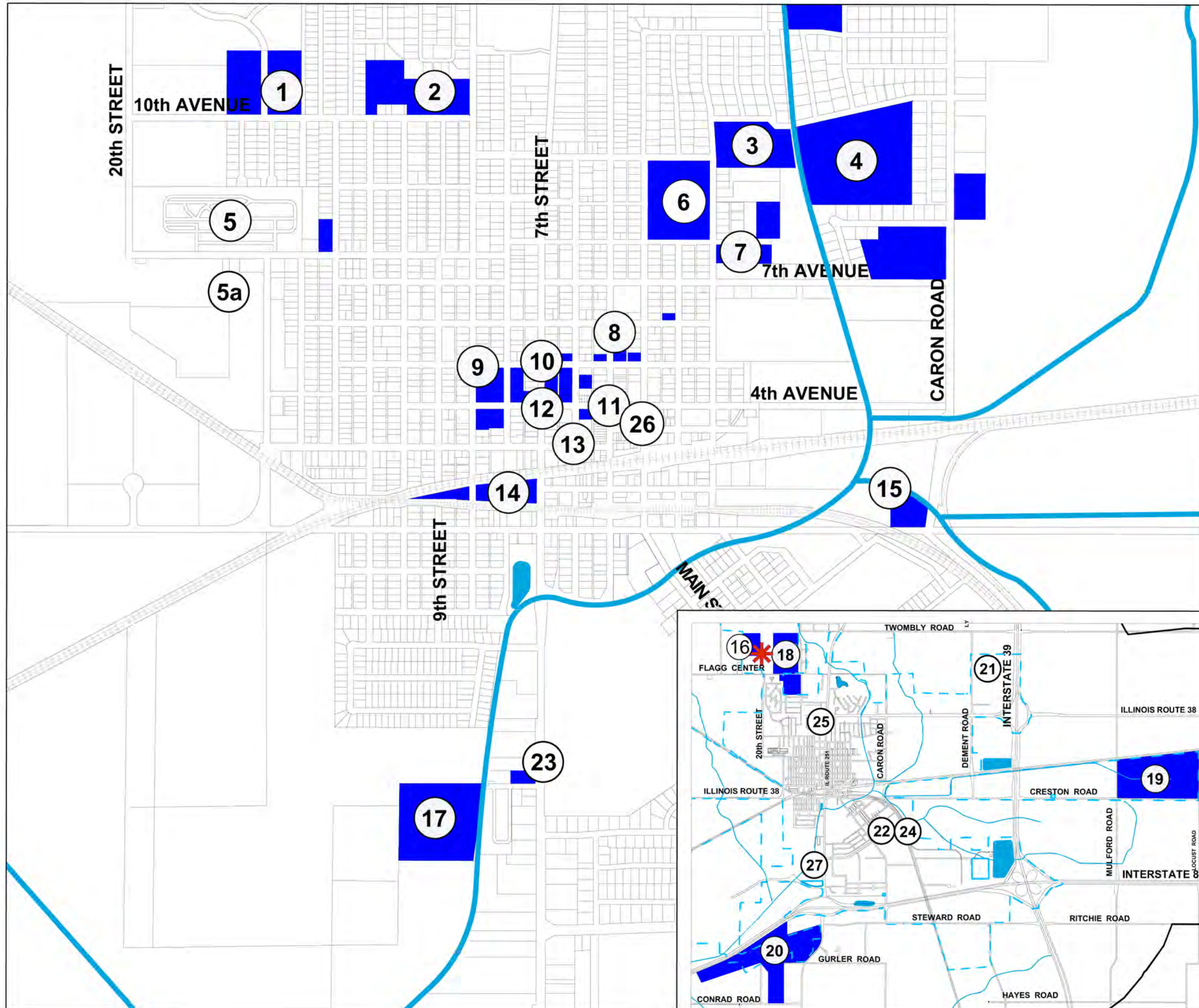
1. St. Paul Lutheran School
2. Tilton Elementary School
3. May Elementary School
4. Rochelle Middle School
5. Lawnridge Cemetery
- 5a. Lawnridge Cemetery Expansion
6. Rochelle Community Hospital
7. Flagg Rochelle Park District - Rec Center
8. Rochelle Fire Station
9. Central Grade School
10. Rochelle City Hall and Police Department
11. Rochelle Municipal Utilities
12. Rochelle Public Library
13. Rochelle Visitors Center
14. Rochelle Rail Fan Park
15. Rochelle Public Works
16. Lincoln Elementary School
17. Rochelle Water Reclamation Plant
18. Rochelle Township High School
19. Rochelle Landfill
20. Rochelle Municipal Airport
21. Rochelle Technical Center
22. St. Patricks Catholic Cemetary
23. Water Department Building
24. Fire Training Facility
25. Community Recreation Center
26. Rochelle Municipal Utilities
27. Rochelle Municipal Utilities

MISCELLANEOUS

-  RIVERS/LAKES
-  RAILROAD
-  ROCHELLE MUNICIPAL BOUNDARY
-  POTENTIAL FUTURE RECREATION CENTER SITE







September 2023









CITY OF ROCHELLE Parks and Trails Plan

TRAILS

-  Existing Bike Trail
-  Future Bike Trail (2003 Plan)
-  Future Bike Trail (since 2003 Plan)
-  Proposed Pedestrian Multi-Use Path
(To be built along with the Jack Dame Road Overpass / Rochelle Southwest Truck Loop)


PARKS

-  Water
-  Existing Parks
-  Proposed Neighborhood Parks
-  Proposed Community Parks
-  Floodplain / Conservation-Recreation Areas
-  Stormwater Detention Area

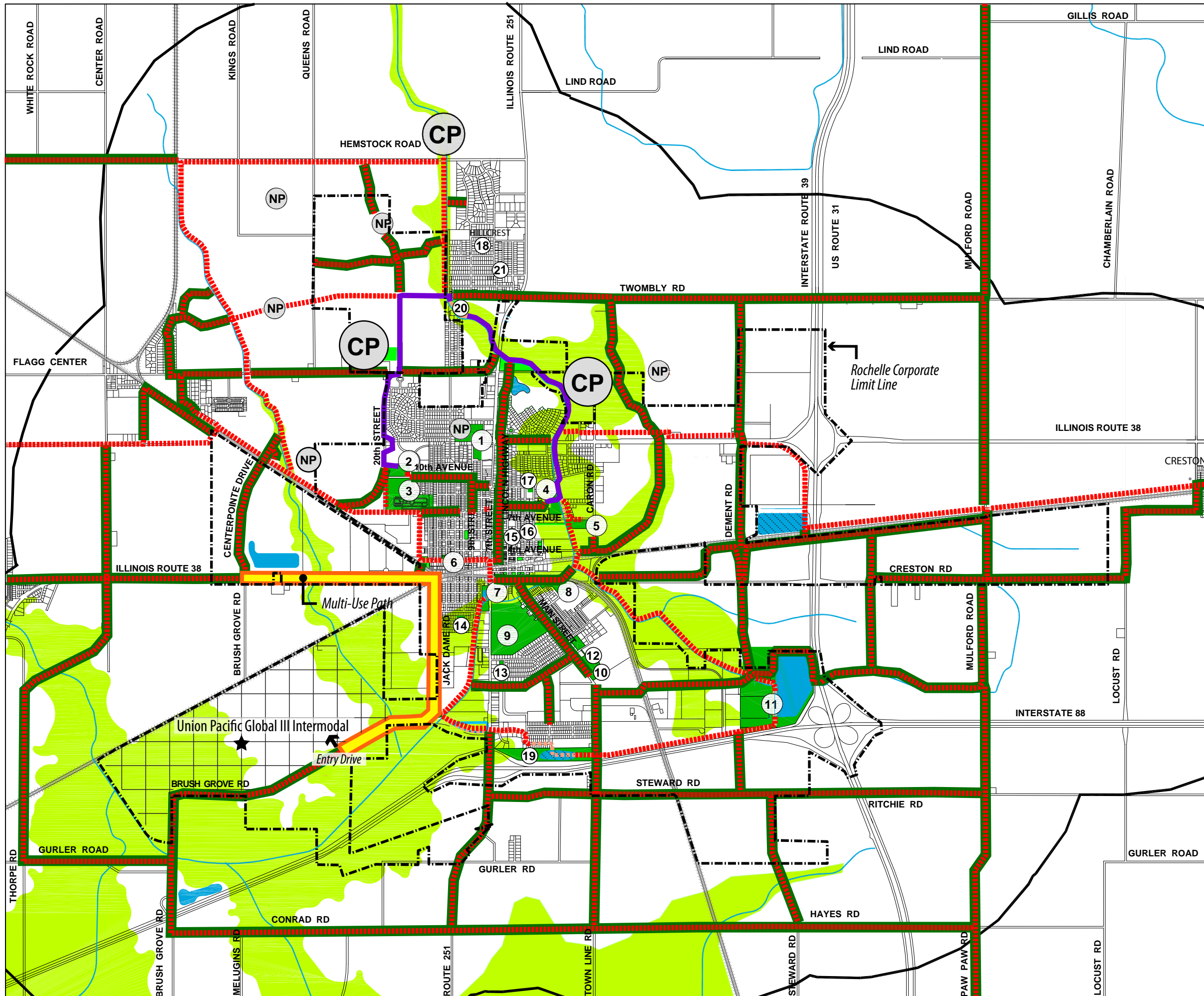
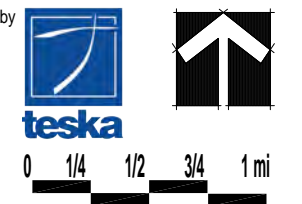
EXISTING PARKS

1. Helms Park (North and South)
2. James T. Atwood Memorial Park
3. Peter and Mary Cooper Memorial Park
4. Floyd J. Tilton Memorial Park
5. Midwest Park
6. Frank and Marie Kelly Park
7. Spring Lake Aquatic Park
8. Memorial Park
9. Golf Course
10. VFW Park
11. Lyle Kunde Recreational Area and Lake Sule
12. Bark Park
13. Connolly Park
14. Sweeney Park
15. Page Park (City owned)
16. Gazebo Area (City owned)
17. Community Ice Rink
18. Powers Park
19. Drexler Park
20. Flannigan Park
21. Hillcrest Park

OTHER

-  Union Pacific Global III Intermodal
-  Rochelle Corporate Limit Line

Last updated in March 2015 by





Chapter 7: Utility Plan

Rochelle’s Municipal Utilities (RMU) plan for future water and water reclamation collection facilities is shown on the Community Utilities Plan Map (See Figure A12 in the Appendix). Water reclamation system extensions, lift stations, water mains, water storage facilities, and wells planned for the foreseeable future are included, along with existing facilities and the current IEPA Facilities Planning Area.

ADVANCED COMMUNICATION DIVISION

All new developments in Rochelle include provisions for connectivity to the City-owned fiber optic network by RMU’s Advanced Communications Division. The City of Rochelle has approximately 50 miles of fiber optic network services within the RMU territory. Currently, approximately 125 businesses in Rochelle receive internet and/or VOIP services, as well as 15 residential customers. The expanded fiber network has allowed for connectivity between the Rochelle Police Department to the Ogle County Sheriff’s Department in Oregon IL which allows for the Rochelle Police Department to link to the Ogle County CAD and 911 systems. The fiber optic network is currently available for further expansion within the Rochelle City Limits, as well as potentially to customers within the RMU service territory. With the RMU Technology Center located in the Rochelle Business and Technology Park, Rochelle is well-positioned to provide state-of-the-art communications services to all sectors of the community through direct support and sales, or connectivity to other providers through colocations services within the Technology Center via available Dark Fiber Agreements. The Technology Center is currently at capacity, generating over \$1 million in revenue yearly for the City.

Our goal is to make RMU Advanced Communications services the premier fiber and colocation provider in Northern Illinois. This is a lofty goal, but one which we believe is attainable through continued expansion of services based upon customer needs and reinvestment in infrastructure.

Future Advanced Communication plans include:

- Further extension of the fiber optic footprint within the City Limits, as well as potentially further out into the RMU service territory based upon needs; and
- Expansion of colocation services within the Tech Center.



ELECTRIC DIVISION

RMU is a Load Serving Entity and Distribution Provider. RMU is not FERC-regulated. The City's utility's electrical service area includes long-term contracts with neighboring cities of Hillcrest and Creston. The Hillcrest service agreement (10 years) ends in January 2028. The Creston agreement was signed in 1998 for 40 years. RMU does not see any material changes to this relationship and the two municipalities are cooperating in other areas such as water reclamation. The Electric System service area encompasses an area of approximately 100 square miles. The population of this service area is presently estimated by the City to be in excess of 20,000. RMU serves approximately 7,066 retail customers.

RMU is connected to the Commonwealth Edison Company ("ComEd") system in two interconnect points located approximately two miles apart. The Caron Road substation is fed through a 138 kV transmission line to ComEd at a location 6.3 miles south of the City in Steward, Illinois. RMU's second substation, known as the Twombly Road substation, is fed through a 12-mile 138 kV transmission line to a separate location also in Steward, Illinois. RMU's third substation, the Ritchie Road Substation, is fed through a ComEd-constructed 138kV ring bus in the southeast corner of the service territory. For reliability purposes, a 3-mile 138 kV line was constructed which extends due north from the Caron Road substation to provide a redundant feed to the Twombly Road substation. In total, RMU owns 130 miles of distribution lines.

Generating Facilities

The present generating facilities operated by RMU consist of dual-fuel and diesel generating units, with an aggregate nameplate rating of 17,700 kW, two peaking generators with a combined nameplate rating of 5,000 kW, 6 Caterpillar engines with nameplate ratings of 1825 kW each, and a gas turbine with a nameplate rating of 4,200 kW. These units are located at three sites within the corporate limits of the City, and the units are interconnected with RMU's distribution system.

During 2014, RMU added a solar Photovoltaic ("PV") plant with a power of 312 kW. The solar plant was 60% funded by a grant from a private foundation.

Electric Division plans include long-term power supply needs to be provided by the Joint Action Agency of NIMPA with the addition of medium-term block contracts for peak hour energy requirements. RMU has added the Ritchie Road substation by adding 12 feeder connections and related transformers for greater capacity. Long-range planning will require continued improvements and expansion of the distribution system. Substation and distribution facilities throughout the electrical system will continue to expand as the service territory increases in density and load.



Rochelle, Illinois Comprehensive Plan Update

The authority for the establishment of rates and charges for the various services provided by the Electric Division is vested exclusively in the City Council. Duly established electric rates are not subject to review or approval by any administrative agency of the State of Illinois or any other governmental agency.

The electric rates were increased by 1% effective May 1, 2023, to compensate for the increase in energy costs being imposed on PJM-served utilities. Based on the independent rate analysis studies completed over the last two years, RMU designed the changes in the rates to further move revenue requirements toward a full cost of service allocation. RMU is reviewing the rate structure each year and is consistently reviewing added services such as energy savings rates selectable by e.g., residential customers. One such service is the optional Time of Use “Summer Saver” introduced in July 2014 which provides a risk-free way for residential users to save on their monthly bill by moving demand off-peak hours. This leads to RMU overall saving money as the demand capacity charges are the most volatile charges expected in the industry for the next three years.

Future Electrical facility plans include:

- Additional substation and distribution facilities to serve planned industrial and residential growth along west IL Route 38, and commercial growth along east IL Route 38 between Caron and Dement Roads.
- Additional underground facilities in areas with heavy vegetation conflicts.
- Rebuilding of the feeder exits from the generation plant.

Sustainability Initiatives

The Electric Division currently engaged in developing a utility sustainability program to conserve energy consumption and reduce the city-wide electric load. The following programs and initiatives are underway in Rochelle:

- In 2014, RMU added a solar Photovoltaic (“PV”) plant and generators that provide efficiency in peak shaving and critical backup capabilities for cold warehouse customers.
- Rochelle’s arrangement with the bio-gas plant at the landfill continues for 24/7 energy through a power purchase agreement. RMU recently installed a GIS system, which helps track electric, water, and sewer assets.
- The optional Time of Use “Summer Saver” rate plan introduced in July 2014 provides a risk-free way for residential users to save on their monthly bill by moving demand off-peak hours.



Rochelle, Illinois Comprehensive Plan Update

- RMU provides energy savings incentives, such as Variable Frequency Drive (“VFD”), Roof Top Unit, and rooftop solar incentives for industrial and commercial customers.
- For residential customers, RMU offers an extended residential incentive program offering rebates on Energy Star rated refrigerators, certain AC units, remote thermostats, tankless water heaters, and other select appliances, in addition to rebates for energy-saving home improvements including attic insulation, exterior door replacement, and window replacements. These incentives have the effect of reducing segment demand peaks which reduces the requirements to invest in distribution systems and peak shaving equipment.
- RMU is exploring incentive options for commercial and industrial customers making energy efficiency upgrades.
- RMU is currently reviewing demand response technologies for its distribution system to further lower demand peaks.
- RMU offers half-price energy audits for residential and small business customers through an agreement with PanOptic Solutions.

WATER RECLAMATION DIVISION

Consistent with the City’s utility service policy, all new growth areas will be served with water reclamation collection extensions. Ensuring there are adequate services to new growth areas is one part of RMU’s program to upgrade all water reclamation collection services, including replacement of aging infrastructure. The City added a new \$1 million lift station through grants. Additionally, six new lift stations are called for throughout the planning area as indicated on the Community Utilities Plan map.

There are no plans for the expansion of the water reclamation plant at this time, which is operating at approximately 35 percent organic capacity. Upgrades to the facility made in 2020, without further expansion, are anticipated to be capable of serving the growing needs of Rochelle and its surrounding area for the foreseeable future.

Future water reclamation collection system plans include:

- An extension north along Queens Road and Fowler Road to serve potential future residential development to the northwest of Rochelle.



WATER DIVISION

RMU currently maintains four water towers with a capacity of 2.25 million gallons. Long-range plans include an ongoing capital improvement program to upgrade undersized water mains throughout the community. Furthermore, the City should ensure that the capacity of the water reservoir system should be adequate to serve the existing population if the well system is out of service. The City's long-range plans include two new reservoirs, and two new water towers, as indicated on the Community Utilities Plan map (See Figure A. This Plan also anticipates the extension of the existing water production and distribution facilities.

Future water system extensions include:

- An extension along Caron Road south of Creston Road to complete a loop, which will serve future industrial growth in the southeast quadrant of the City;
- A loop, utilizing Creston Road and IL Route 38 and connected on the east side of I-39, to serve potential development east of the expressway;
- Connect service to the Village of Steward with a connection at Elva Road. This line will loop along Town Line Road, Gurler Road, and Brush Grove Road to the UP Global Three Intermodal Facility;
- A series of looped lines, which will serve future development west of the existing community. These loops will utilize Center Road, IL Route 38, and Flagg Road, and they will connect to the existing line installed to serve the UP Intermodal facility.
- A looped line, utilizing the Queens Road, IL Route 251, Bethel Road, and Hemstock Road rights-of-way as well as the Kyte River corridor, will serve future residential development in the northwest quadrant of Rochelle.
- A loop, which will use the Twombly Road, Dement Road, Hemstock Road, and Mulford Road rights-of-way, to provide service to potential future development in the northeast quadrant of the community.
- Drill and develop another well within the next ten years.

Sustainability Initiatives

The Water Reclamation and Water Division is currently engaged in several sustainability initiatives to conserve water use and energy consumption. The following are programs and initiatives underway in Rochelle:

- Residential rain-barrel program to harvest rainwater for local irrigation.
- Exploration of reducing and recycling bio-solids for fertilizer on farm fields.
- Implementation of a SCADA system that improves the efficiency of the treatment plant.













Rochelle, Illinois Comprehensive Plan Update

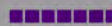






- Replacing and lining sewer lines to reduce the amount of water inflow/infiltration.
- Water leak detection program to identify leaking water lines and corrosion prevention to minimize water line breaks.
- Improve efficiency of staff on-site through the use of GIS software to obtain data on local conditions from the field.
- Future expansion of the solar array to offset the electrical demand of the wastewater treatment plant.
- Convert aeration system to fine-bubble diffuser reducing power consumption.

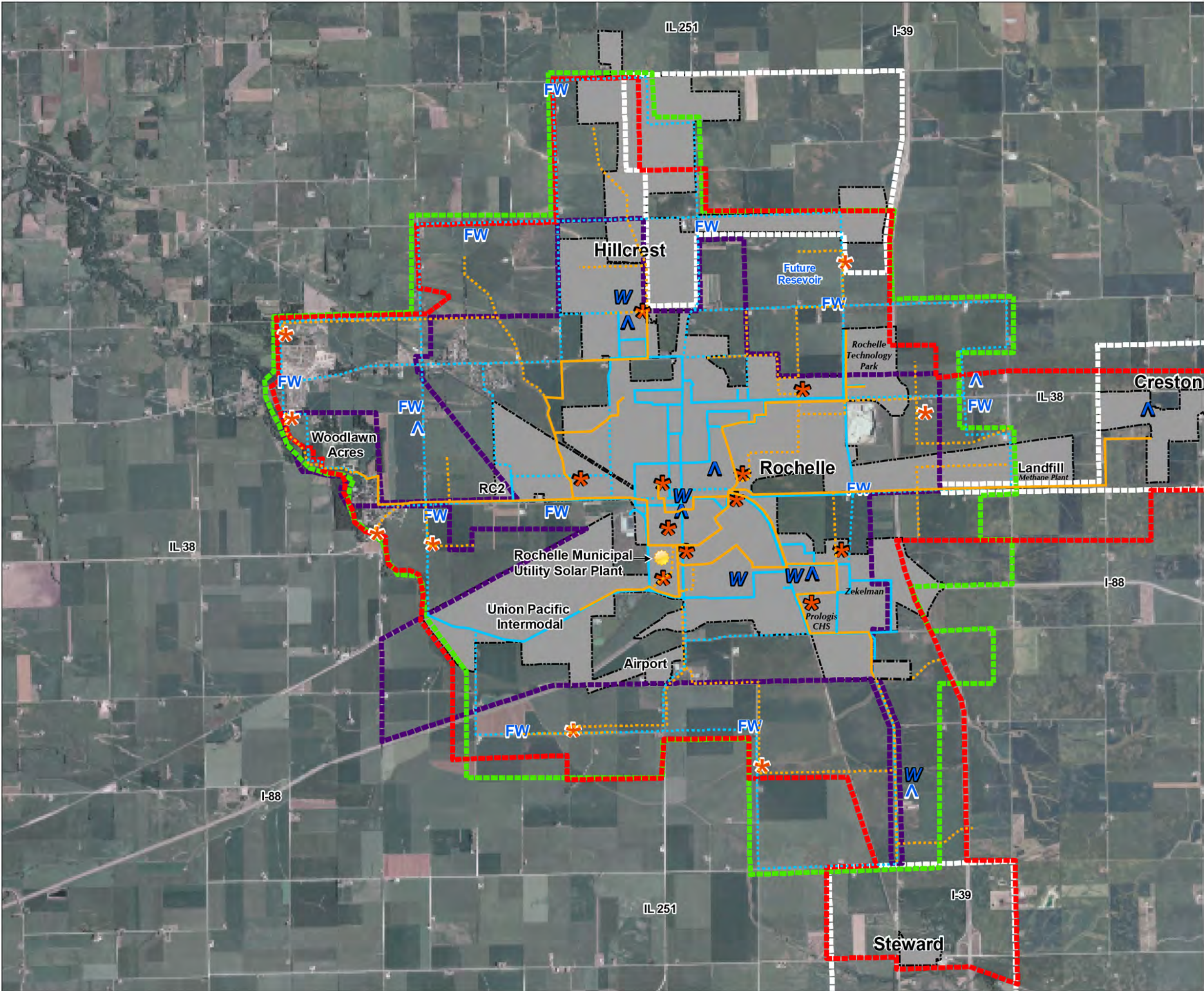
CITY OF ROCHELLE Community Utilities Plan

Utilities

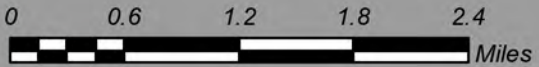
-  Existing Trunk Sewer
-  Future Trunk Sewer
-  Existing Water Main
-  Future Water Main
-  Well
-  Future Well
-  Water Tower
-  Future Water Tower
-  Lift Station
-  Future Lift Station

Miscellaneous

-  Rochelle FPA
-  Creston FPA
-  Steward FPA
-  Hillcrest FPA
-  RMU Sewer Service Area Boundary
-  RMU Water Service Area Boundary
-  City Boundaries



September 2023





Chapter 8: Watershed Management

In July 2003, the City of Rochelle adopted the Stormwater Management Regulations Ordinance. Since that time various revisions have been made to the ordinance to better the stormwater management within the City of Rochelle.

The City, through its Stormwater Management Ordinance, Special Flood Hazard Area (SFHA) Development Ordinance and newly adopted FEMA/FIRM maps in 2017, the City recognizes the critical need to limit or reduce reoccurrence of extensive flood damage, reduce stormwater runoff peak discharge from developments, provide for site runoff detention and/or retention storage facilities, and the development of additional floodplain compensatory storage facilities. The Plan recognizes the integrated nature of the watershed system and the need to consider stormwater management planning on a watershed basis. Plan objectives include reducing potential for stormwater damage; controlling or reducing future increases in stormwater damage; protecting and enhancing the quality of water resources; preserving and enhancing the quality of water resources; preserving and enhancing aquatic and riparian environments; control sediment and erosion; and promote equitable stormwater measures.

Watershed plans need to be completed for the watersheds in the greater Rochelle area. Watershed plans define and map areas to be protected such as floodways, floodplains, wetlands, and riparian environments. Watershed plans also provide plans for remedial projects to alleviate damage and specific guidance to prevent development, which would be subject to future damage. The remedial projects may focus on storage and non-structural projects rather than conveyance projects; however, it is recognized that periodic maintenance of the watershed conveyance systems and public drainage infrastructure are just as critical to providing unimpeded flow throughout the community and therefore reduce localized or regional flooding. The implementation of a Stream Maintenance Program and drainage infrastructure replacement and upgrade capital improvement program are necessary to obtain these goals. A multi-year drainage replacement program was implemented in 2019 via the Engineering Capital Improvements program to replace scores of storm inlets, catch basins, manholes, and stormwater pipes. However, most of this infrastructure is within roadways and therefore the pavement, curb, and sidewalk replacements have become an integral part of the program.

The Stream Maintenance Program was implemented and began in 2006 and continues to this day. To this end, the City has acquired new dredging equipment in 2021. To date, more than four miles, along the Kyte River and associated tributaries have been cleaned. Under this program, debris, and nuisance vegetation is removed from the stream corridor in order to return the natural flow conveyance to the stream.



Rochelle, Illinois Comprehensive Plan Update

Furthermore, isolated areas of bank stabilization were necessary to reduce scouring, erosion, and sedimentation of the stream banks and channels. Over the past 20 years, this routine maintenance and vegetation control program has had a significant impact on reducing flooding in Rochelle. The City Engineering Department helps coordinate these efforts along with the City Street Division and applicable Drainage Districts.

The developing plan should include provisions for the protection or replacement of Army Corps of Engineers (ACOE) jurisdictional wetlands. Secondly, efforts are not only focused on the environmental aspects such as plants, habitat, and endangered species, but also focus on the stormwater management aspects such as stormwater storage and water quality aspects of wetlands and tributaries within and adjacent to the City of Rochelle corporate limits.

Updated FEMA/FIRM maps for the City of Rochelle and adjacent areas within Ogle and Lee County have been approved by the IDNR and FEMA. Rochelle City Council approved them in August 2017. The Plan will provide for an updated floodplain and base flood elevation comprehensive study of the Kyte River and other tributaries throughout the community and up to approximately 1.5 miles outside the City corporate limits.

The Plan will also stress preservation of the environment through the preservation of existing wetlands and creation of new wetlands. These will have multi-use functions for improving or providing water quality, natural habitats for native plants and wildlife, groundwater recharge, recreation, and service as regional or site-specific flood control facilities.

Areas in and around Rochelle have recurring flooding problems that can be significantly addressed through regional and localized stormwater management programs. The programs would include cooperative planning between Lee and Ogle Counties and the municipalities, regional regulations of floodplains, regional construction of flood-control projects, and mitigation. The City, through stormwater requirements as part of the approval of new developments, has expanded stormwater management ponds which have reduced flooding by controlling or reducing the release rate of water runoff. Other Best Management Practices (BMPs) have been incorporated into the site designs of new development projects that further reduce runoff.

As the City grows, increasing pressure will be placed on natural rivers and drainage systems to convey storm water run-off in a manner that does not cause flooding. New developments should be equipped with on-site flood control facilities, such as wet bottom ponds, and detention and retention facilities. The City's subdivision and Stormwater Management Ordinance should incorporate best management



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practices and standards for the maintenance of such facilities regarding issues such as aeration, insect control and safety, nuisance vegetation, and aquatic life. In addition, other critical areas of the City and environs should likewise be sites of storm-water management facilities, as identified by strategic planning studies on this matter. For example, a strategic planning study for flood control performed by the Illinois Department of Transportation, Division of Water Resources, dated January 1990, identified several alternative plans for storm water management along the Kyte River in the Rochelle planning area. According to this study, a levee constructed adjacent to the Lakeview Subdivision, on the west side of Kyte River, just north of the City's water reclamation plant, had a high benefit-to-cost ratio. In 2009 much of the Lakeview Subdivision improvements were constructed along with the Jack dame Road construction. In addition, several regional and local storm water detention/retention and/or compensatory storage facilities have been constructed or are still being evaluated as part of this plan; however, additional regional or smaller site-specific facilities will be required to satisfy the Rochelle Municipal code requirements and accommodate growth.

These larger facilities are illustrated in the Framework Plan Map and are more accurately described as follows:

- Hemstock Reservoir: The facility utilizes a lowland depressional area upstream of the Kyte River near the Hemstock Road crossing. Utilizing a dam structure and associated spillway, this lowland area could be converted into valuable storage for a portion of the watershed. This location allows water to be retained upstream, and released at a controlled rate, prior to entering Rochelle. This project estimated at \$50M is extremely costly as measured against the benefit ratio.
- The Flagg Road quarry site: This facility has the ability to be utilized as a small regional storage facility providing stormwater retention for the local area, and it offers possible use as additional stormwater detention for improvements to the IDOT IL Route 251 widening and urbanization improvements expected to begin in 2026.
- Another facility is located on a major tributary to the Kyte River west of Rochelle which will provide relief to both future residential development northwest of the City and to future industrial development west and southwest of the City.
- The Caron Road/UP Railroad storage facility: This facility is located at the northeast corner of the intersection of the Union Pacific Railroad line and Caron Road.
- The Riley Ditch storage facility: This facility is situated at the intersection of two tributaries of the Kyte River in the southeast quadrant of the community and is designed to mitigate flooding in this quadrant, thus increasing viability of the area for future industrial development. This site is located south of Creston Road and East of Caron Road. Lake Sule has been considered in



conjunction with this type of facility but would most likely need to be expanded to provide the capacity above the normal water level.

- The Lakeview/Jack Dame Road storage facility: This facility is located south of the Lakeview Subdivision and east of Jack Dame Road and is designed to mitigate or reduce flooding in this immediate area as well as a retention storage facility for portions of the Lakeview Subdivision, Jack Dame Road, and the future Jack Dame Road overpass over the UP Railroad to west IL Route 38. The facility was built in 2009.
- Southwestern storage facility(s): These facilities could potentially be located south of Intermodal and Jack Dame Roads and possibly south of Interstate 88 to assist with the backwater conditions that are present near the confluence of the Kyte and Steward tributaries.



Chapter 9: Economic Development

Rochelle’s potential for economic development is enhanced by its geographic location, by growth in the Chicago and Rockford metropolitan regions, by availability of intermodal transportation services, and by its broadband technology services. The expanded City boundaries have caused the City’s planning area to include a large percentage of Flagg, Dement, Alto, and Reynolds Townships within Rochelle’s one-and-one-half-mile jurisdiction. The City’s economic development efforts over the past 6 years since the last plan update have resulted in attracting significant new employers, including CHS, CSS, and the Wheatland Tube manufacturing facility.

“Since 2019 when the Union Pacific Railroad closed their Global III Intermodal Park in Rochelle, the City has aggressively sought to expand its own railroad system for the purpose of stimulating industrial development in the City’s industrial parks. Between 2019 and 2023 more than \$11.2M of grant funds have been awarded to the City to expand the City of Rochelle Railroad (CIR). Three additional miles of track were built, the new Rochelle Intermodal Transload Center was created, and a 4-track rail bridge was constructed. In June of 2023, Intermodal services will restart through the “new” Rochelle Intermodal Transloading Center. This opens the door for industries all cross the Rochelle region to access intermodal services without being forced to incur the costs and lost time of shuttling containers by truck into Chicago/Joliet.” The revenues created by this new service are expected to exceed \$1M within two years of the startup.

A short-term goal of the City of Rochelle Railroad (CIR) is to build, in cooperation with the BNSF, a new interchange whereby the BNSF will abandon the current interchange which requires a train to cross three unprotected rail crossings before it fully lands on to the CIR. This project will involve expanding the southern rail yard by adding a 4th track and extending three of the existing tracks. These tracks will then be connected to a new interchange switch coming off the BNSF main. Once constructed, there will be 4 tracks capable of landing three 3-mile trains and storing them off the BNSF main. This much rail capacity will allow the CIR to handle rail service for up to a dozen new rail-served industries which will add millions of dollars of rail revenue for the City.

In addition to rail infrastructure development, the City has invested more than \$50M in water, sewer, power, and road infrastructure that reaches into Lee County for the purpose of attracting more industrial development. The largest infrastructure investment was the new 120MW Substation which was built through a collaboration between RMU and ComEd. These improvements have opened more than 1,000 acres up for development. The Lee-Ogle Enterprise Zone has expanded its base of incentives to include a



3-tier tax abatement schedule which provides industries from 6 years and up to 16 years of tax abatements based on the number of jobs being created and capital investment made on a single project.

Additional plans for infrastructure development that will spur new industrial development are the construction of a new 50MW substation along IL Rt 38 in the western industrial park complex. This project will help to shore up the lack of power available for existing industries on this side of town and will spur additional industrial development in this area”.

The City's potential for economic development will continue to offer competitive economic advantages for industry and commerce.

This chapter of the Comprehensive Plan identifies Rochelle’s strengths and weaknesses as they relate to the stability, retention, and expansion of the City’s economic base. It also includes an analysis of the labor force and employment sectors, and the description of existing policies and programs to ensure that Rochelle capitalizes on its long-term economic potential.

Economic Factors

Rochelle possesses unique strengths and opportunities for the City's long-term economic potential, the most significant of which are mentioned in the following paragraphs:

Connection to the Northern Illinois Technology Triangle

The Rochelle Business and Technology Park is connected to the Northern Illinois Technology Triangle, allowing users high-speed data connection to the world.

Excellent access to rail and interstate highway transportation facilities

Rochelle's location at the crossroads of major Midwest interstate road and rail facilities and to major metro centers offers competitive economic development advantages for industry and commerce seeking connection to National and international markets.

Historic downtown business district

The relative health of the Downtown Business District is in large part due to the fact that most property owners are local and willing to adjust services and marketing strategies accordingly. The long-term viability of the historic downtown district is important to City leaders and residents alike.



Growth of surrounding counties

Growth in Ogle and surrounding counties: DeKalb, Kane, Lee, and Winnebago, combined with Rochelle’s interstate and rail access advantage, will result in significant new regional commercial opportunities.

Lower cost of living and business operation

A stable, affordable housing market that serves the local employment base is an important asset for economic growth. Rochelle has a lower overall cost of living compared to Illinois and the United States in general.

Availability of public utilities and access to information networks

Increased access to broadband services through the expansion of the existing fiber-optic infrastructure, and availability of low-cost municipally-owned utilities will continue to be of importance for all types of development in Rochelle and the City’s utility service territory.

Rochelle provides a good employment base for local residents

The growth in manufacturing and industrial employment provides local jobs for residents who are interested in that service sector.

Implications for Planning Based on Economic Factors:

Rochelle must maintain a high quality of life for residents as it continues to promote its competitive advantages and grow.

The unique character of Rochelle and services like schools, health care, recreation, open spaces, and quality residential areas should be protected as growth and development continues. The desire to ensure a high quality of life and services has been a goal shared by community leaders, stakeholders, and City officials.

Economic Development Trends

Planning for the future of Rochelle requires an evaluation of economic trends, as they are likely to influence long-range growth and development. The analysis of these factors influenced the prescribed land use plans and policies included throughout this Plan. The following section offers an analysis of the existing economic conditions in Rochelle.



'Labor Force' is defined as people of working age available for employment, including the unemployed looking for work, but excluding full-time students, caregivers, and the long-term sick and disabled. Industry is the type of activity at a person's place of work while occupation is the kind of work a person does to earn a living, per the U.S. Census Bureau. Table 1 below shows the employment status for different types of individuals over a decade. As of 2020, 63% of Rochelle's population was (U.S. Census) employed, which is higher than the national employment rate, of 60%. The number of unemployed civilians decreased from 8% in 2010 to 7%. Armed forces continue to be nonexistent in Rochelle.

DISCLAIMER: Not all percentage rates add up to 100% due to estimations and different methodologies used. Data was retrieved from the U.S. Census Bureau using the most up-to-date data available. Some categories may have changed or combined with other categories and do not align with previous data research.

Table 1: Employment Status – Rochelle versus U.S.

Employment Status	Rochelle, IL		United States
	2010	2020	2020
Armed Forces	0%	0%	0.4%
Employed Civilians	58%	63%	60%
Unemployed Civilians	8%	7%	3%
Not in Labor Force	35%	29%	37%

Source: DP03 Economic Characteristics

2010: ACS 5-Year Estimates Data Profiles | 2020: ACS 5-Year Estimates Data Profiles

Table 2: Occupation Classification – Rochelle versus U.S.

Occupation Classification	Rochelle, IL	United States
	2022	2022
Blue Collar	38%	22%
White Collar	43%	62%
Service & Farming/Forestry/Fishing	20%	17%

Source: Esri 2022, U.S. Census Bureau 2000 & 2010



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Table 2 demonstrates that ‘White Collar’ jobs surpassed ‘Blue Collar’ jobs and are the most prevalent in Rochelle, with 43% compared to 38%, respectively. The United States retains 62% as ‘White Collar’ but only 22% for ‘Blue Collar.’ Occupation jobs in Table 3 summarize growth trends in employment for Rochelle for 2010 and 2020 while also showing a comparison of those figures to the national average in 2020.

Table 3: Occupation Category

Industry employment growth trends for Rochelle versus U.S.

Occupation Category (16+)	Rochelle, IL		United States
	2010	2020	2020
Management, business, science, & arts occupations	20%	29%	40%
Service occupations	14%	17%	17%
Sales & office occupations	26%	18%	21%
Natural resources, construction, & maintenance occupations	9%	10%	9%
Production, transportation, & material moving occupations	32%	27%	13%

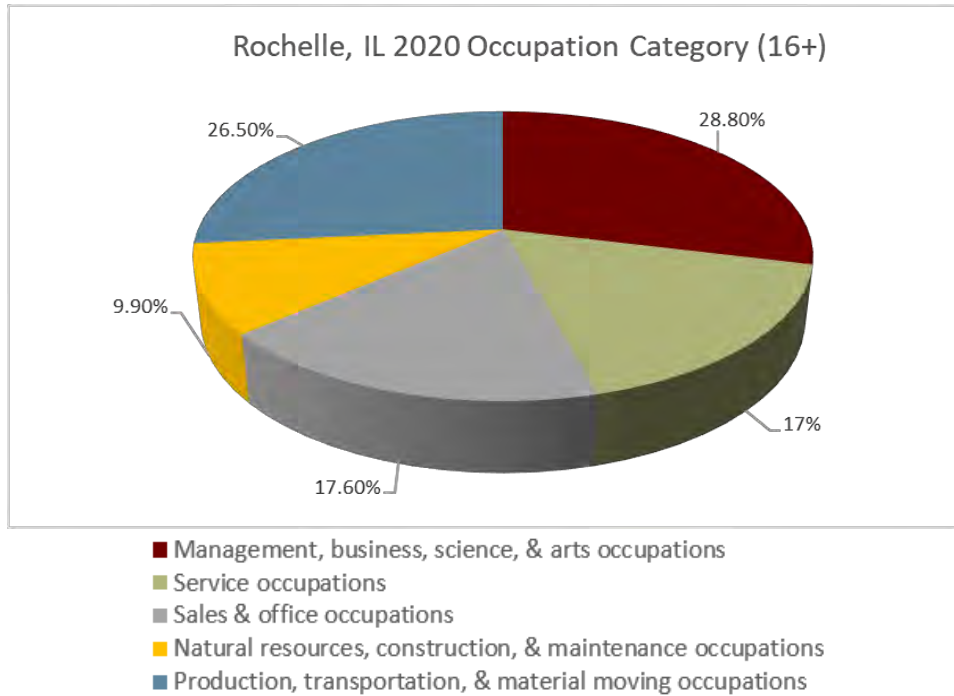
Source: DPO3 Economic Characteristics

2010: ACS 5-Year Estimates Data Profiles | 2020: ACS 5-Year Estimates Data Profiles

As Table 3 and Figure 1 show, Rochelle has experienced a major employment shift over the years. ‘Management, Business, Science, & Arts occupations,’ leads Rochelle’s employment type with 29%. ‘Production, Transportation and Material Moving’ occupations follow with 27%, which was once the lead in 2008. ‘Service and sales, & office occupations’ have similar employment rates at 17% and 18% respectively.

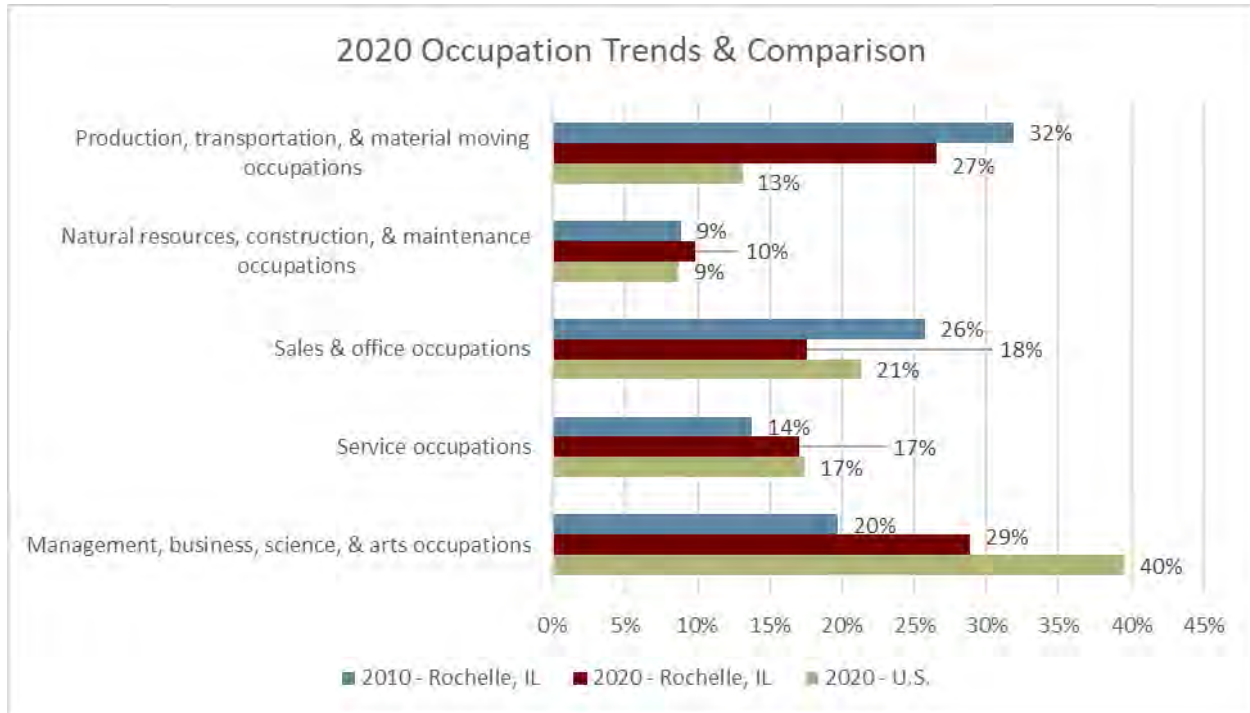
Figure 1: Occupation Category Divisions

Rochelle’s economic base is highly influenced by national trends and the skillset of individuals, as demonstrated by Figures 1 & 2. ‘Management, Business, Science, & Arts’ occupations grew from 20% in 2010 to 29% in 2020, and ‘Production, Transportation, & Material Moving’ occupations declined from 32% in 2010 to 27% in 2020. ‘Service’ occupations increased to 17% in 2020, which was 14% in 2010. This typically includes jobs such as hairdressers/hairstylists, childcare workers, and various types of attendants, according to the U.S. Bureau of Labor Statistics. Despite some employment occupations witnessing a decrease, Rochelle has mostly seen growth in employment.



Source: DPO3 Economic Characteristics
2020: ACS 5-Year Estimates Data Profiles

Figure 2: Occupation Trends – Rochelle Compared to US Average



Source: DPO3 Economic Characteristics
 2020: ACS 5-Year Estimates Data Profiles

Workplace and Employment

In 2020, ‘Manufacturing’ and ‘Educational services, Health Care, and Social Assistance’ were the two industries that retained the most employees with 1,109 and 1,080 respectively. ‘Arts, entertainment, recreation, accommodation, and food services’ follows with 386 employees working in this industry.



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Table 4: Establishments and Employees by Industry Category

2020 Industry Category (16+), Rochelle, IL	Number of Establishments	Number of Employees
Agriculture & Mining	6	36
Construction	16	228
Manufacturing	16	1,192
Wholesale Trade	13	134
Retail Trade	103	1,642
Transportation & Warehousing & Utilities	17	298
Communication	7	40
Utility	5	22
Finance, Insurance & Real Estate	42	239
Services	167	1,892
Public Administration	15	200
Unclassified Establishments	12	19

Source: 2023 Esri Business Analyst

Implications for Planning Based on Economic Development Trends

Growth in basic industries will likely be the strongest driver of overall growth in the City, fueling development of retail and housing. The City's Economic Development Department estimates current and pending projects will add two million square feet of industrial and commercial development during the next decade. Basic employment also has a multiplier effect on non-basic businesses, such as those in the service and retail sectors. Economic research suggests that for every manufacturing job in a community, 1.5 or more non-manufacturing jobs are created. Therefore, the number of those employed in basic industries will be a significant determinant of the size of the City.

To develop this cycle further, the City should focus attention on providing a continued high-quality living environment in order to attract new residents/employees.

2020 Household Incomes

Linked inherently to trends in retail sales is the factor of household incomes. Household income is the sum of money income received in the previous calendar year by household members 15+ years old, including household members not related to the householder, people living alone, and others in nonfamily households.



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Table 5 shows the number of households and household income for 2010 and 2020. In 2010, 918 households, or 24%, were earning between \$50,000 and \$74,999. After a decade, only 702 households, or 17%, were making the same income range. Those between the \$75,000 and \$199,999 income brackets experienced an increase. Households making less than \$10,000 increased from 6% in 2010 to 9% in 2020. Other households saw no change or had a decrease in income. The 2010 median income in Rochelle was \$45,035 and \$49,413 in 2020.

Table 5: Comparison of household income in Rochelle between 2010 and 2020

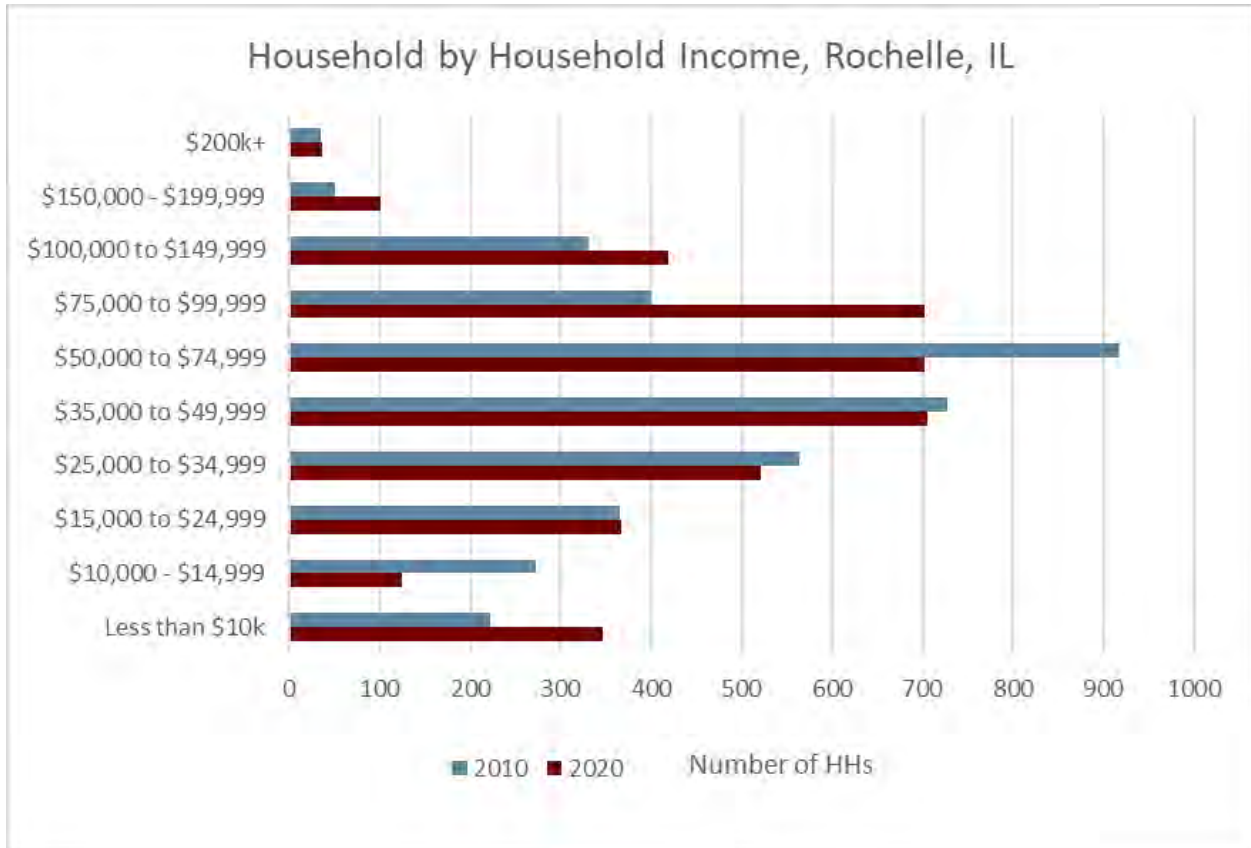
Households Income	2010		2020	
Less than \$10k	222	6%	347	9%
\$10,000 - \$14,999	272	7%	125	3%
\$15,000 to \$24,999	365	9%	367	9%
\$25,000 to \$34,999	564	15%	521	13%
\$35,000 to \$49,999	727	19%	706	18%
\$50,000 to \$74,999	918	24%	702	17%
\$75,000 to \$99,999	400	10%	702	17%
\$100,000 to \$149,999	330	9%	420	10%
\$150,000 - \$199,999	51	1%	101	3%
\$200k+	35	1%	36	1%
Total	3,888		4,035	

Source: S1901 Income in Past 12 months (2010 Inflation – Adjusted Dollars)
2010 and 2020: ACS 5-Year Estimates Subject Tables

The information shown in Figure 3 regarding household income suggests more affordable housing also needs to be considered.

Affordable housing is defined as a segment of the housing market where a proportion of the housing is targeted or reserved for those people who have a special housing requirement and/or who are unable to compete in the existing local market for housing.

Figure 3: Households by household income 2010 to 2020



Source: S1901 Income in Past 12 months (2010 Inflation – Adjusted Dollars)
 2010 and 2020: ACS 5-Year Estimates Subject Tables

Poverty Level

Rochelle’s average household income between 2010 and 2020 increased from \$45,347 to \$50,500, while the number of households below poverty has declined. According to the U.S. Census Bureau, in 2020, 9% of residents in Rochelle were living below the poverty level (reduced from 10.4% in 2007). This is lower in comparison to the state of Illinois, with 12.1% of residents living below poverty in 2020, and also less than the National average of 11.4%. It should be noted that based on school district reports, the number of students receiving reduced meal plans in Rochelle has increased to 63.34% in 2020 (from 40% in 2009). This number may indicate that poverty numbers are being underreported, as reflected in the 2020 Census.



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Families and persons are classified as *below poverty level* if their total family income or unrelated individual income is less than the poverty threshold specified. There are 48 possible poverty thresholds that vary according to family size, age of householder, and number of related children under 18. This being said, poverty level and household income are not directly comparable. For example, whereas a five-person household, earning \$32,000 is below the poverty line, an individual living alone, earning \$14,000 is above it.

Poverty status is determined for all families and members therein. For people not in families, poverty status is determined by their income in relation to the appropriate poverty threshold. The poverty thresholds are updated every year to reflect changes in the Consumer Price Index.

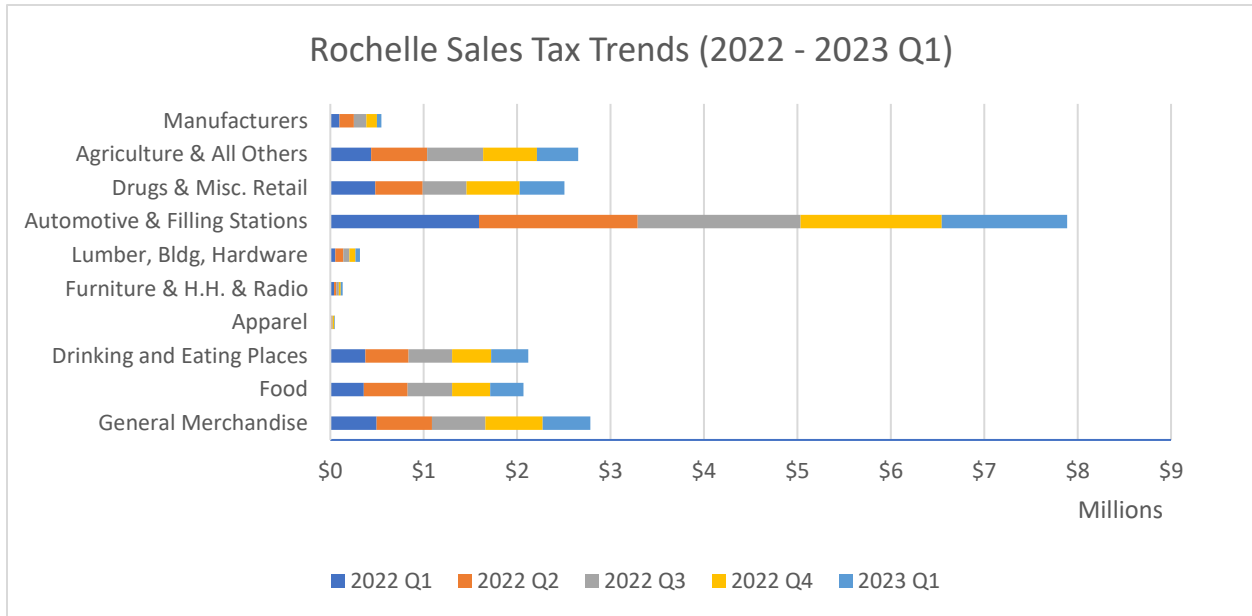
Retail Trade

The largest retail sales generators in Rochelle are, Petro Truck Stop, Road Ranger, Walgreens, and a super Wal-Mart. At the County level, retail expenditures per person are lower than other comparable counties and close to one-half less than the regional average.

Sales Tax Trends in 2008 by quarter sales are shown in Figure 4. While it is clear that the majority of dollars spent as a whole were in automotive, agricultural, and food sales, most category sales had a tendency to diminish over the course of 2008, the highest sales being in the first quarter. Manufacturing sales remained generally consistent, increasing in the third quarter. This steady growth in manufacturing sales is expected to continue based on the new manufacturing and warehouse distribution jobs in Rochelle.



Figure 4: Rochelle Sales Tax



Source: Illinois Department of Revenue

Downtown

Merchants believe a key to the downtown’s long-term success will be to distinguish the historic downtown from newer developments along IL Route 38. Completion of a downtown plan will be beneficial to its continuing revitalization.

IL Route 38 Corridor

IL Route 38 has become the City’s principal commercial corridor, with ample space for new businesses, and it will continue to have an overall positive benefit on the City’s economy. Improving its character through stronger architectural, landscaping, and sign controls, however, will be a key component in its long-term success and positive contribution to the City’s image. Lack of utility services currently limits development potential east of I-39.

Recent developments along IL Route 38 include retail and commercial centers. Given Rochelle’s excellent transportation access, consideration should be given to targeting a site(s) and promoting the development of a regional shopping center or outlet/discount mall. The Lighthouse Pointe development will provide over 700,000 sq. ft. of potential commercial space. Long-term plans include the redevelopment and improvement of the Caron Ridge and May Mart shopping centers, and additional retail uses on the Sullivan Foods property.



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IL Route 251 Corridor

'Financial, insurance, and home' are anticipated categories that will experience future demand. 'Financial' services are forecasted to be in the \$439 million range, 'Insurance' is expected to be \$28 million, and 'Home' at \$61 million. The highest retail potential will be derived from Food at \$30,027,607, Entertainment and Recreation at \$10,725,277, Apparel & Services at \$6,769,033, and Household Operations at \$6,137,872.

Table 6: IL Route 251 Spending Potential

Category	2022 Consumer Spending	2027 Forecasted Demand	Projected Spending Growth
Apparel & Services	\$6,211,653	\$6,769,033	\$557,380
Computer	\$564,332	\$615,114	\$50,782
Entertainment & Recreation	\$9,848,101	\$10,725,277	\$877,176
Food	\$27,558,456	\$30,027,607	\$2,469,151
Financial	\$403,175,798	\$439,082,231	\$35,906,433
Health	\$1,965,154	\$2,138,269	\$173,115
Home	\$56,044,430	\$61,056,979	\$5,012,549
Household Furnishings & Equipment	\$4,155,881	\$4,528,080	\$372,199
Household Operations	\$5,634,716	\$6,137,872	\$503,156
Insurance	\$25,797,362	\$28,093,341	\$2,295,979
Transportation	\$19,136,118	\$20,844,834	\$1,708,716
Travel	\$5,476,098	\$5,968,324	\$492,226

Source: Esri forecasts for 2022 and 2027; Consumer Spending data derived from 2018 & 2019 Consumer Expenditure Surveys, Bureau of Labor Statistics.

Redevelopment Sites: The old Rochelle High School site was redeveloped into a Walgreens' store site. Other existing redevelopment site opportunities include the following:

- PBM Concrete Factory: Second St @ Fourth Ave
- Caron International: Second St @ Ave E
- Area downtown between RR tracks: Ninth St east to Second St.
- IL Route 251 corridor 1st Ave south to I-88
- Downtown Rochelle – distinguish it visually
- Town and Country Trailer Park



Economic Policies

(The policies listed below are also included within Chapter 2: Community Development Policies of the Plan)

Goal: Build a strong, diverse, and self-sufficient economic base.

Objectives (not prioritized):

- Develop the industrial base, focusing on manufacturing, technology/research, transportation, and distribution businesses that benefit from proximity to the Rochelle Intermodal Transload Center, the interstate highway system and technology infrastructure.
- Promote development and growth of retail establishments, which are currently underrepresented.
- Limit the development of strip malls along IL Route 251, IL Route 38, and 7th Street. Encourage compact commercial centers.
- Encourage new business development as part of existing centers of the community.
- Maintain the historic downtown area as a unique shopping, entertainment, and living area, distinct from commercial corridors in other parts of the community, with numerous annual community-oriented events.
- Provide Rochelle Area Chamber of Commerce members with current economic, demographic, traffic, and market data to sustain vitality and growth.
- Develop a distinctive streetscape style and other design features to better define the downtown business district from surrounding areas.
- Develop user-friendly online brochures on development permits, signage, design review, site plan review, fence regulations, and energy code requirements, among others.
- Take a proactive approach to development and redevelopment by identifying key areas, creating a parcel inventory, and assembling potential sites.
- Support the continued development of a renewable energy campus on the City's south side.

Economic Development Resources and Initiatives

The success of Rochelle's economic development is not only due to its location advantages, but also because of the progressive actions and implementation of various programs to encourage business growth. The agencies and organizations listed below are resources available to businesses to help continue the expansion of the City's economic base.

- *Greater Rochelle Economic Development Corporation (GREDCO)* – a non-profit joint City/County economic development agency established 30 years ago as an IRS Code 501(c) (4) organization,



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with a 13-member Board of Directors. GREDCO facilitates development through the purchase and selling of land for development, road, and infrastructure improvements through a revolving loan fund.

- *Greater Rochelle Area Chamber of Commerce* – a partnership between the City and the Chamber of Commerce, focusing on enhancing existing and future retail opportunities and on providing technical support for local businesses.
- *The Downtown Rochelle Association* has the potential to play a key role in maintaining downtown as a retail center. Extensive merchant volunteer and community support of special events throughout the year not only continue to foster a strong sense of community, but they will help market the downtown business district.
- *Team Rochelle* – a City initiative to streamline the development approval process and to provide a unified, coordinated effort to ensure a well-thought-out and timely response to assisting new and existing businesses.

Local initiatives being advanced by the City and local economic development agencies to provide further incentives for business growth include:

- *City Owned Railroad* – The City has expanded and improved its rail system through \$9 million in grants, into areas both north and south of existing facilities to serve new distribution businesses. The City rail system generates \$1 million/year for Rochelle.
- *Rochelle Business and Technology Park* – The City secured options for a 160-acre site, and it is developing a technology-oriented business park and taking advantage of the access to the Northern Illinois Technology Triangle fiber-optic system. Through the use of State grants, the City improved Dement Road and the Technology Parkway; Community Development Assistance Program (CDAP) grants funded the utility extensions. Sixty of the 160 acres have been sold for the following facilities which are either completed, underway, or planned for construction:
 - Allstate Insurance Data Center - 25 acres
 - Northern Trust Data Center - 13 acres
 - Rochelle Technology Center - 5 acres
 - Ogle County 911 Center – 4 acres
- *Renewable Energy Campus* – The City is considering a way to build upon the success of the CHS Ethanol Plant by attracting other similar renewable fuel and “green” businesses via promotion of a renewable energy source park. The location south of I-88 has significant advantages, including



access to the City’s power, fiber, water, sewer, rail, and to major markets for energy, with great exposure.

- *Logistics and Distribution Center* – Preliminary plans are underway to expand opportunities north and west of the railroad for new business-seeking locations, that would take advantage of proximity to the Rochelle Intermodal Transload Center.
- *Property Tax Abatement for Industrial Properties* – A City-administered program to encourage job growth with high wages. Property taxes are abated on the increase in EAV from new investment for equipment and building. The level of abatement varies by size of project and is offered for a one-to-five-year period based on the merits of the project.
- *Small Business Development Centers (SBDC)* – Local Community College job training assistance offers small businesses to develop targeted programs by teaching trade and workplace skills to youth and adults who may not go to college.
- *Lee Ogle Enterprise Zone (EZ)* – An incentive area for industrial expansion projects since 1999, when the city added the Union Pacific Global 3 to the neighboring Lee County Enterprise Zone, along with several other industrial additions prior to its expiration in 2016. In 2017, this tax abatement program was expanded to most business, commercial, and industrial property within the city, along with many expected growth areas, such as the areas south of the ethanol plant along Steward Road into Lee County.
- *Tax Increment Financing (TIF)* – An economic development tool that leverages future increases in property taxes to provide incentives to property owners to improve or redevelop their property. The City currently has 3 TIF Districts, including the Northern Gateway TIF, the Southern Gateway TIF, and the Lighthouse Pointe TIF.
- *Rochelle Municipal Utilities* – Offers a reduced utility rate to promote redevelopment and occupancy of vacant buildings that have been abandoned for more than one year.
- *Rochelle Capital Improvement Plan* – An annual program to address multi-year capital improvement needs within the City, including maintenance and upgrading of existing roads, storm and sanitary sewers, water, and other infrastructure providing the foundation necessary to support economic growth.
- *Transportation Improvements* – The City is undertaking or has partnerships with other agencies to improve key transportation corridors to enhance access to existing and future business areas, including: (see Transportation Plan Chapter for other planned improvements)
 - Southwest Truck Loop to improve access from the west to UP Global 3. It involves upgrading several roads and bridges, including Brush Grove, Jack Dame Road, Intermodal



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Drive, Gurler and Thorpe Roads, to create a better connection with IL Route 38 and eliminate truck conflicts along IL Route 251.

Other initiatives to support and stimulate economic development in Rochelle may be obtained through State and Federal agencies, including but not limited to:

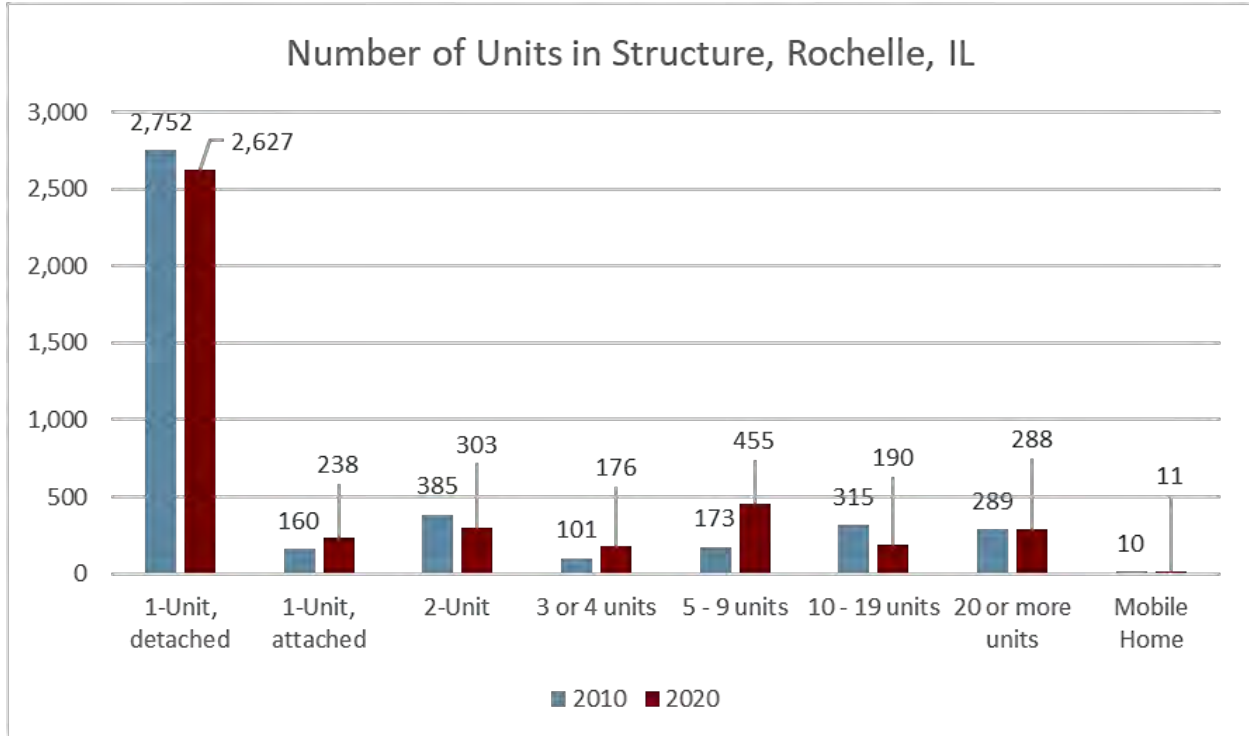
- Illinois Department of Transportation (IDOT)
 - Illinois Dept of Commerce and Economic Opportunity
 - Illinois Commerce Commission
 - Economic Development Administration – Federal Department of Commerce
- * Data utilized for this chapter of the Plan is supplied by the City of Rochelle, US Census, in combination with market research firm Claritas.*



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Residential Housing

Figure 5: Housing Units by Type



Source: Units in Structure
 2010 & 2020: ACS 5-Year Estimates Detailed Tables

Rochelle is primarily single-unit detached housing. Despite having a drop in 2020, Rochelle had 2,627 units of single-family homes. Single-unit, attached, grew from 160 to 238. Multi-unit housing, 5 – 9 units, increased from 173 to 455.

Growth in the housing industry has continued into the current decade, although the rate of growth has slowed since the 1990s in general, and significantly since the COVID pandemic in 2020. The current inventory of homes for sale is lower than average and will likely have the effect of driving up home prices. Local realtors indicate that new industries are not the prime factor of this growth trend, but rather, the result of natural increases and the migration or urban exodus from metropolitan areas. This urban migration has increased significantly since the pandemic due to the trend of more and more companies allowing work from home. The 2021 American Community Survey indicates that nearly 18% of Americans



(27.6 million) have worked from home during the previous week, which is roughly three times the number pre-pandemic (9 million in 2019).

The consensus of community leaders is that Rochelle enjoys a good balance and diversity of housing, principally in the more affordable range, and this condition of a well-balanced housing market should be maintained into the future. Home prices have been steadily increasing, from a median sale price of \$123,000 in 2020 to \$175,000 in 2023. However, average rental prices have been decreasing, from over \$1,200 per month in January 2022 to \$900 per month in August 2023. No new residential subdivisions have been approved since the last update of the Comprehensive Plan in 2016.



Chapter 10: Plan Implementation

Introduction

Plan implementation consists of a wide range of activities, some of which are proactive while others are reactive. Both types, however, are vital to implementing this Plan. Proactive activities are those in which the City initiates actions through a proposal, plan, improvement, or regulatory change. Reactive activities are those in which other parties approach the City with a proposal on which the City must act. Development review is an example of reactive implementation, while downtown streetscape improvements are an example of proactive implementation.

The initiatives described in this Chapter are the proactive measures identified as essential to carrying forward the recommendations of this Plan, and they are projects and programs that can be planned for and controlled by the City.

Plan Implementation Initiatives

Because implementation of the Plan requires time and effort on the part of City Staff and the City Manager in concert with the City Council, the City Council should establish the priority for all activities to be undertaken. To implement the Comprehensive Plan, the City should consider the following initiatives which are not in priority order. Each initiative is discussed in terms of the scope of the actions required and the likely benefits to be gained.

Downtown Revitalization Plan. By utilizing our economic tools in place, such as TIF, Enterprise Zone, National Historic District, and Façade Improvement Program, there appears to be significant potential to increase the number and quality of businesses within the Downtown. New development and rehabbing of existing spaces include, Kennay Farm’s Distilling, Midwestern Clothing Company, Pickin Station, Steder Tattoo, Acres Bistro, Artist Garden, Scalehouse Lounge, Remedy Boutique Tanning, and Down Range. Progress towards filling all vacancies will continue. A significant focus on addressing blight within the Downtown and surrounding areas needs to be a priority. A large mural was completed on the back of the Hub City Furniture Store. This mural faces the Community Gazebo where most of our community events occur. More artwork and murals will be completed in the years to come.



Downtown Streetscape Improvements. Significant strides have been made in the Downtown regarding streetscape improvements. Lighting fixtures have been replaced, and banners have been placed along Lincoln Highway and all municipal parking lots. Several parking lots have been professionally landscaped and beautiful hanging baskets have been placed on the new light poles throughout the main corridor. The City implemented a downtown Tax Increment Financing (TIF) in 2015 to help fund this initiative.

Residential Historic Preservation and Design Guidelines Manual. The City has listed three individual structures on the National Register of Historic Places, and the Downtown is now designated a National Historic District. Programs and ideas should be explored to encourage an appreciation of the City's architectural heritage that would result in voluntary actions to support the historic character of the older residential areas.

Proactive Special Area Planning and Design Guidelines. This initiative would involve refining the general land use recommendations of the Comprehensive Plan to respond to specific issues and actual site conditions of subareas and neighborhoods of the City. One example of this approach would be to establish a specific plan for the IL Route 38 and Seventh Street corridors. This effort would result in specific recommendations for limiting access points, landscaping, sign control, and overall streetscape elements that could unify and create an attractive and special image for these important entry points into the City. Gateway beautification should be a priority as funding becomes available.

Greenway System. An attractive and functional greenway system in Rochelle along the Kyte River and other tributaries, and throughout the region, would provide recreational, non-vehicular transportation, and visual benefits. A series of tasks are required to implement this system. First, the appeal of such a system would need to be explored to determine the level of support and cooperation of other local jurisdictions, namely the Flagg-Rochelle Park District, Creston-Dement Park District, and Ogle County. Once the scope of the system is determined, minimum standards should be defined with respect to environmental standards for the protection of streams and wetlands, types of trails, greenway widths, security, safety, funding, and other important considerations. This would then allow proposed locations of greenways to be identified and mapped, leading to an implementation schedule for the various segments of the system.

City Appearance Plan. A series of coordinated tasks could be undertaken to implement a broad community appearance enhancement initiative. The first task would be to more clearly define specific elements of such a program. These might include (1) Kyte River enhancement; (2) inventorying important features of the Rochelle landscape for preservation and enhancement; (3) exploring ways to upgrade the appearance of public facilities, open spaces, community gateways, and parks; (4) establishing a City-wide



tree planting and maintenance program. This initiative would benefit the City by actively pursuing ways to strengthen Rochelle’s appearance. The City has recently adopted a new Zoning Ordinance in 2021 to establish site plan review, and preferred architectural and landscaping recommendations.

Pedestrian/Bike Shared-Use Plan. The pedestrian/bike shared-use system shown on the Parks and Trails Plan should be extended throughout the City to provide an alternative mode of transportation to jobs, schools, shopping, and other community facilities, as well as a recreational amenity for all residents. Some of these paths will be little more than striping a bike lane on an existing road and adding signs. In new developing areas, consideration should be given to separate off-road bike trails or bike lanes along the roadway.

Park Plan Implementation. Parks and open spaces should be an integral part of the overall vision and development strategy of the City. The City should work with the Flagg-Rochelle Community Park District to facilitate any new multi-use paths to connect the southern corridor with other areas of the community.

Utility Extensions to Support New Growth. With new growth on the horizon, the City of Rochelle must plan on extending its existing utility service to serve future development. The City should continue in the planning for expansion of all traditional utilities and advanced communications in a manner that supports the Plan’s policy to encourage a contiguous, compact pattern of urban development, so as to minimize sprawl and negative environmental impacts. The availability of service for new development shall be considered as an important part of the long-range planning process, with an emphasis on environmental stewardship and conservation.

Housing Plan. The creation of a Housing Plan will ensure that quality housing will be provided to meet the needs of residents at all income levels. New housing developments should be encouraged to provide affordable housing and housing options at higher prices, greater living options for seniors and the disabled, energy-efficient homes, and other sustainable incentives. The City also should assess the condition of the local housing stock and develop strategies, programs, and other actions to ensure high-quality neighborhoods are maintained. Ease of access to new schools, parks, bike paths, and other community facilities should be considered to create stronger and more sustainable neighborhoods. The objective of the Housing Plan should be to protect and foster healthy, safe, attractive, quiet, convenient, economically diverse, and sustainable residential neighborhoods, which maintain stable property values.



Watershed Management Plan. The Watershed Management Plan recognizes the integrated nature of the watershed system and the need to consider stormwater management planning on a watershed basis. Plan objectives should include reducing the potential for stormwater damage; controlling or reducing future increases in flooding; protecting and enhancing the quality of water resources; preserving and enhancing aquatic and riparian environments; controlling sediment and erosion; and promoting equitable and economically sustainable stormwater regulations. The goal of the Plan is to provide updated floodplain and base flood elevation information as part of a comprehensive study of the Kyte River Watershed. Preservation of the environment through the protection of existing wetlands and the creation of new wetlands should be considered to improve and maintain water quality, natural habitats for native plants and wildlife, and groundwater recharge areas. Consideration should also be given to coordinating regional flood improvement projects with recreation and trail plans.

Environmental Conservation “Green” Building and Infrastructure Plan. Establishing environmental guidelines is desirable to ensure a sustainable future that protects natural areas while allowing for new development. While Rochelle Municipal Utilities continues long-range planning for expansion and improvements to the utility infrastructure, the use and development of natural resources, such as wind power, solar, and other renewable energy resources, as well as “green” building practices should also be considered and encouraged. Green infrastructure refers to site systems, including vegetation and porous surfaces, as key elements to slow, cool, cleanse, and infiltrate rainwater. These systems include green roofs, permeable pavement, bio-retention/rain gardens, LED lighting, and urban trees. The aim of the environmental guidelines is to reduce the consumption of resources, while incorporating sustainable development into all stages of planning, design, and decision making. A comprehensive approach to sustainability integrates ‘complete-streets’ guidelines and ecologically-based green infrastructure practices that address water, energy, and urban ecology should be developed. (See the Appendix for the list of ‘Opportunities for Sustainable Design’ providing the best examples and resources)

There are several useful tools to help plan, design, build, and operate/manage sustainable buildings and sites. Projects that have used these tools provide excellent examples of the potential to integrate high-performance building and site characteristics into the redevelopment of existing sites, as well as all future building and development initiatives in Rochelle:

- Leadership in Energy and Environmental Design (LEED) <http://www.usgbc.org/LEED/>
- Sustainable Sites Initiative (SITES) <http://www.sustainablesites.org/>
- One Planet Communities <http://www.bioregional.com/oneplanetliving/>



Development Impact Fees. Development Impact Fees may be charged by the City to developers in connection with the approval of a project. The goal of impact fees is to relieve in whole or partially the burden of public facilities related to the project, e.g., to finance roads, schools, affordable housing, etc.

Development Control Ordinances and Official Map. The benefit of this initiative is to put the policies and guidelines of this Plan into ordinance and map form and to begin implementing the private sector aspects of these policies and guidelines through ordinance enforcement. This effort should include the creation of development regulations in area greenways and the use of conservation standards to protect environmentally sensitive areas from development impacts. The City has adopted a new Zoning Ordinance in 2021 to establish new watershed management practices.

Annexation Plan. An Annexation Plan should be created to address the City's priorities for growth and development relative to long-term planning goals and should designate lands, which are desirable for annexation by the City. Expansion plans should be coordinated with an analysis of public facilities and infrastructure for the new area(s), including an examination of the impacts and fiscal benefits. The Annexation Plan should also include policies, statements, goals, and planning components, which serve to define the community's strategy and desires for expansion through annexation.

Digital Access Plan. Increasing the amount of online information regarding City and regional issues, events, programs, regulations, and job opportunities available on the City's homepage will improve communications to residents. This plan should also consider how to expand broadband and fiber optic services to make Rochelle more economically competitive.

Capital Improvement Programming. Long-range community planning has value only to the extent that it is used to guide private and public development to bring about the future environment, which it envisions. The methods employed in putting this plan into effect fall into two major categories:

- Those applied to the development and use of private property; and
- Those concerned with public property and public services.

The acquisition and development of public property and facilities needed to support new development should be guided by a long-range capital improvements program. Hence, the bridge between the overall community plan and the financial capabilities of a community is the capital improvements program. Expressed quite generally, capital improvements programming is the scheduling of public improvements over a certain time period, on a priority basis, relating the need for such improvements as streets and



highways, parks and open spaces, etc., to a community’s fiscal ability and capacity to support such improvements. The basic objectives and benefits of the capital improvements program should be:

- To relate public works construction to the City’s goals for community growth and development;
- To program public works projects over a number of years, thus avoiding extreme fluctuations in the rate of spending and allowing stabilization of the tax rate;
- To relate the City’s financial resources to proposed public improvements so that proper and realistic means of financing may be scheduled in advance of actual need;
- To provide the City’s government and citizens of the community with a means of visualizing and anticipating the long-term needs of the community;
- To assure that proper planning and coordination of projects will occur well in advance of actual construction so that maximum benefits from the money spent are obtained.

The value of the capital improvements program is that it gives citizens and public agencies of the community a clearer perception of the projects to be constructed and financed in the coming years. It is under these circumstances that the community may avoid duplicating wasteful services, as well as call further attention to the deficiencies of the community and stimulate action to correct them. Currently, the City uses ClearGov to submit and monitor the Capital Improvement budget. Each department is responsible for submitting its yearly CIP budget to the system.

Impact Analysis. Understanding the impact of new development, both on potential revenues and expenditures, can be an important component of the capital improvement programming process. The purpose of any impact analysis is to provide a municipality insight into all implications of growth on the community. Benefits to be derived from the results of a fiscal impact analysis include enabling the City to understand departmental and facility needs, and the real estate requirements, related to the various public improvements. This will guide decisions about the acquisition of lands needed for future facilities before development makes acquisition too costly or infeasible. Necessary engineering and legal arrangements required for proposed projects can be achieved more effectively through advance planning which may also expedite participation in various grant programs.

Action Plan

The most effective approach to plan implementation is to establish a prioritized Action Plan focusing on accomplishing the most important projects first. In order to be successful in the pursuit of the Action Plan, the City must establish the strategic framework for growth and development through priorities set in this Plan. This approach is commonly used because it is difficult for communities to successfully engage in a large number of plan implementation initiatives simultaneously. The flow chart below is designed to provide a starting point for prioritization and budgeting of actions needed to implement the strategies and recommendations outlined in this Plan. The deliberate ordering of the following planning categories is intended to establish the significance and impact of certain actions on the priorities that follow.

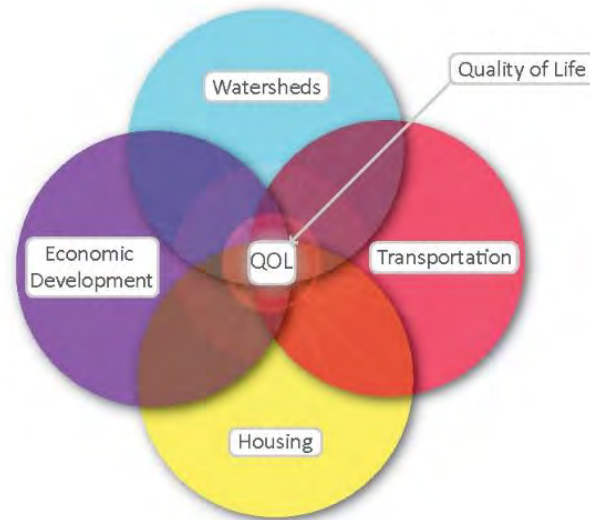
Figure 6: Prioritized Planning Categories



Figure 6 depicts a prioritized list of planning items for the City to focus on, from a phasing perspective, in order for those categories that follow to take place. For instance, prior to new development taking place, infrastructure (i.e., watershed management) and then roads (i.e., transportation) must be in place to support such growth (economic development); following this growth comes the development of housing, community amenities, and employment.

Additionally, achieving a high quality of life in Rochelle is dependent on all of these planning elements being fully addressed through ongoing action plans in all categories.

Figure 7: Quality of Life Diagram



Each of the categories listed in the circles in Figure 7 contributes to an individual’s level of living or quality-of-life (QOL). The categories are interrelated in the sense that in order for an individual to experience the utmost QOL, the community they reside in must create and maintain quality housing, transit, economic development, and watersheds.

The implementation of any of these priorities will be dependent on the financial requirements to be met and programs to be established, such as the City’s overall financial capacity to undertake suggested priorities and future projects (i.e., bonding for improvements) in light of growth and fiscal projections, and potential legislative changes.

For each of the Action Items listed in Table 7, action should be taken to implement recommendations established in the Comprehensive Plan. Items designated For Consideration are important, but should be considered as time and finances allow.



Table 7: Action Items by Category

1. Watershed Management Categories

- Watershed Management Plan
- Greenway Corridor Plan
- River Maintenance

2. Transportation Categories

- Pedestrian/Bike Shared-Use Plan
- Southern and Western Bypass (includes I-88/Thorpe Road Interchange)
- Rochelle Municipal Airport, Koritz Field
- Truck Route Designations / Guidelines (120K load construction)

For Consideration

- Center Road Western Bypass
- Conrad Road Southern Bypass
- General Roadway Upgrades
- Route 38 Overpass
- Dement Road Extension
- Route 251 South Gateway
- Carrie Avenue Extension
- Kyte Road Extension
- Flagg Road Extension
- Hayes Road Underpass
- Thorpe Road Realignment
- Intersection Signalization Improvements
- Green Infrastructure Action Plan

3. Economic Development Category

- Economic Development Plan
- Enhance Broadband Capabilities
- Housing Plan
- Promote New Single-Family Development
- Downtown Revitalization

For Consideration

- Special Area Planning / Guidelines
 - Historic Preservation Plan / Guidelines
 - Downtown Streetscape Improvements
 - Commercial Corridor Plan
- Establish Development Impact Fees for City Services



Utility Extensions to Support New Growth
Establish Environmental Guidelines
Annexation Plan
Official Map

Comprehensive Plan Monitoring and Review

The Comprehensive Plan is based on variables that are dynamic and whose future direction cannot always be accurately predicted. Accordingly, such variables as population and urban development trends should be periodically compared against the Plan's assumptions and recommendations. Based upon this periodic review, modifications to the Plan elements may be necessary to ensure that the Comprehensive Plan is kept current and accurately reflects the community's vision and needs. In addition, a yearly report on the progress of implementing prioritized action plan items should be developed by the Planning and Zoning Commission to aid in determining the need for modifications to the Plan elements.

Additional Considerations

- An annual review and evaluation of revenue sources;
- Every five to seven years a review, evaluation, and update of the Comprehensive Plan shall be completed. This feedback loop is necessary to ensure the Plan responds to changing needs and conditions. Elements contained in this report should include:
 - *Changes in the development patterns in the past five years and the impacts of these changes on the environment;*
 - *An update of the Plan's baseline data;*
 - *Adjustments to the boundaries of the City;*
 - *A five-year summary of the capital improvement updates and evaluations;*
 - *The degree to which the goals, objectives, and policies of the Plan have been successfully reached;*
 - *Obstacles or problems that resulted in under-achievement, if any, of the goals, objectives, and policies;*
 - *The occurrence of unanticipated and unforeseen challenges and opportunities (Such as the recent Covid-19 pandemic in 2020); and*
 - *Recommended amendments, modified goals, objectives, policies, level of service standards, or data analyses needed to correct problems.*



Appendix

Community Assessment Summary

The following information is a synopsis of the factors and impressions shaping the future of the City of Rochelle. The information provided below is a collection of thoughts, views, and perceptions of community leaders and residents, as well as an analysis of demographics gathered from several sources in and outside the City.

Issues identified in this section provide the framework for the preparation of goals and objectives and the overall strategy/plan for growth of the City through 2040.

Regional Trends and Influences

Rochelle's location within reasonable commuting distance to the expanding job centers in the metropolitan areas of Chicago and Rockford provides significant new opportunities for growth and development. In 2020, the Chicago area was the third largest populated metropolitan area in the United States. Since World War II, the vast majority of all population growth in the Nation has occurred in metropolitan areas. During the 2000s, the Chicago metropolitan area population increased by 6.6%, and the Rockford area increased in population by 19.6%.

Much of the Chicago area growth has occurred in the western suburban communities within Kane and DuPage Counties. The Kane County communities of Aurora and Naperville, along the I-88 corridor, have experienced significant growth. Dramatic growth and increased land prices within these cities have resulted in "leapfrog" residential development pressure in more remote communities such as DeKalb, Rochelle, and Dixon. This pattern of exurban migration is fueled by higher taxes and land prices, overcrowded schools, traffic congestion, and "reasonable" commuting distances, at least for some workers, to places like Rochelle. Commuter rail service has recently been approved to be extended from the current terminus in Geneva to continue to Rockford, with new stops in Elgin, Huntley, Belvidere, and Rockford by 2027. The Interstate and other state highways continue to provide exceptional access between Rochelle and the Aurora/Naperville employment centers. While this migration pattern is and may continue to be a significant portion of the new growth in Rochelle, the number of persons choosing to commute such distances is not expected to increase the overall growth rate of the City dramatically. DeKalb has seen significant industrial growth as well with companies like Kraft Heinz, Ferrara, Meta, and Amazon which could draw potential employees out here as our cost of living is a little lower. However, changing work patterns due to the recent COVID-19 pandemic may increase the number of employees who can work remotely from home.



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Since the 1960s, non-metropolitan areas have increased their share of manufacturing and distribution employment in the U.S., as is evidenced in Rochelle. Manufacturing and distribution investments will likely continue to be located on the metropolitan fringe. An economy based on the production and distribution of durable goods is a mixed blessing since such activity is highly sensitive to fluctuations in the national economy.

While recent trends suggest that the City of Rochelle will experience growth, several significant changes will have to occur in order to create growth pressure beyond that experienced historically in Rochelle. These include:

- Growth in basic employment surpassing levels experienced during the past two decades fueled by the opening of the Union Pacific Intermodal Global 3 Facility (now the Rochelle Intermodal Transload Facility). This growth is expected to be primarily in new manufacturing and warehouse distribution jobs. Growth in this sector of the local economy will likely be the strongest driver of overall growth in the City, fueling new development of retail and housing starts. Basic employment has a “multiplier” effect on non-basic businesses, such as those in the service and retail sectors. Economic research suggests that for every manufacturing job in a community, 1.5 or more jobs are created in non-manufacturing businesses. Therefore, the number of people employed in basic industries may be a significant determinant of the size of the City.
- Infrastructure expansion, upgrading, and capacity improvements will need to continue to occur, particularly for water reclamation service and stormwater drainage management.
- Rochelle becomes a “suburban” commuting community for workers employed in rapidly expanding communities on the “urban fringe” of the Chicago metropolitan area, particularly along the Fox Valley and I-88 development corridors. The City of Rochelle is approximately a 45-minute drive to major employment areas along the I-88 Development and Research Corridor, such as Aurora and Naperville, IL. Residential development stimulated by this “leapfrog” migration pattern will have to increase substantially. Historically, Rochelle has been far enough away from the Chicago metropolitan area so as not to be influenced by a commuting population. However, the local realtors indicate that this activity currently makes up approximately 25% to 30% of the new home sales in Rochelle, and recent trends in remote working may increase demand even more.



Regional Transportation Influences

Highway System

Rochelle, located in Ogle County in north central Illinois, is directly served by east-west tollway I-88, and north-south I-39; both of which were constructed within the last 25 years in response to increasing traffic volumes, as well as to provide for a complete interstate highway system linking major metropolitan areas of the Nation. These highways directly, and in conjunction with other highway networks, provide the City with access to Chicago and the “Quad Cities Area” (Rock Island and Moline, Illinois, and Davenport and Bettendorf, Iowa), and other major cities in the Midwest. The importance of this highway corridor for economic development purposes is evidenced by the State of Illinois’ commitment to facilitating research and high technology industries through the designation of I-88 as the “Research and Development Corridor.” Recent development in Naperville and Aurora is evidence of the potential for such growth in Rochelle.

While rail access is still important to Rochelle, the extension of the East-West Tollway (I-88) to Rochelle in the mid-1970s and beyond, and later construction of I-39, dramatically enhanced both personal (via automobile) and freight (via truck) mobility throughout northern Illinois. Direct access to this highway system from Rochelle is provided by the interchange facilities at IL Route 251 and I-88 on the southern end of the City, and at IL Route 38 and I-39 on the eastern end of the City. IL Route 38 and IL Route 251 provide major access to Rochelle from the surrounding areas. A system of other arterial and collector streets supplements these major highways.

Rail Transportation

Historically, Rochelle’s railroad access and connections to the east and west coast of the U.S., including Canada and Mexico, have been a key factor in its growth. Rochelle is served by the Union Pacific and Burlington Northern/Santa Fe Railroads. Although Union Pacific provided passenger service in the past, it currently provides freight transport only.

Rochelle is the only place in the nation where an industry can access the “mainlines” of both the Burlington Northern/Santa Fe and Union Pacific railroad at the same location by using the City-owned railroad. Local officials believe this to be one of the single most important reasons Rochelle has experienced significant growth in basic employment and industrial tax base.

As opposed to trends evident in the City of DeKalb, where local industry reliance on rail service has diminished, Rochelle continues to benefit from the convergence of two major rail lines and highway systems. Rail access was further enhanced in 1987 when the City of Rochelle invested in the construction of its own railroad for the City’s industrial park.



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The Union Pacific Railroad developed an intermodal facility in Rochelle (now the Rochelle Intermodal Transload Facility). The primary function of intermodal facilities is to transfer cargo containers from railroad cars to trucks, and vice versa, for continued transportation. This transfer can typically be accomplished in less than 20 minutes meaning the railport is likely to generate significant levels of truck traffic.

Rail facilities not only provide excellent access for industrial users, but also have the potential for commuter service. There has been interest expressed by residents, the business community, and City officials to reestablish such service. A study produced by the Regional Transportation Authority in the Chicago area finds that the re-establishment of commuter service to DeKalb may be feasible, supplemented with bus linkages from Rochelle and other nearby communities. Of interest is the fact that Northern Illinois University is the only university not served by rail.

Several options have been under consideration including bringing Amtrak service from Chicago to Des Moines, IA, through DeKalb and Rochelle. The feasibility of this plan has been supported by IDOT through its department of railroads. Extending commuter rail from its current west termination at Elburn has recently been approved to be extended to Rockford by 2027. Commuter rail service will be an efficient way to increase the number of industries and businesses to expand their labor market for “blue collar” positions.

Air Transportation

According to a study for the City of DeKalb, general aviation airport facilities nationwide have experienced dramatic increases in use. Air transportation has become a very important factor in decisions of individuals and companies to locate in cities that have good access to other regions by air. Cities that provide convenient access by air transportation are in a better position to attract desired economic development.

The Rochelle Municipal Airport (RPJ), south of I-88, is one of approximately 50 general aviation airports in the State of Illinois. The Airport is located on a ±145-acre site immediately south of the I-88 / IL Route 251 interchange. The airport consists of one blacktop surfaced runway which is 5,000 ft. in length.

The City of Rochelle benefits from the proximity and accessibility to Rockford Airport, which has become a major cargo and commercial service airport and is home to the second largest UPS sorting facility. This facility has one 10,000-foot runway and one 8,200-foot runway making it capable of handling larger jets than can be accommodated at the Rochelle Municipal Airport.

Telecommunications Network



In the information age, public and private access to very high-speed wireless connections provides significant economic opportunities, enhances educational possibilities, and can help improve quality of life. Rochelle Municipal Utilities (RMU) is an Internet Service Provider (ISP: rochelle.net), providing high-speed broadband service with access to fiber optic lines throughout the City.

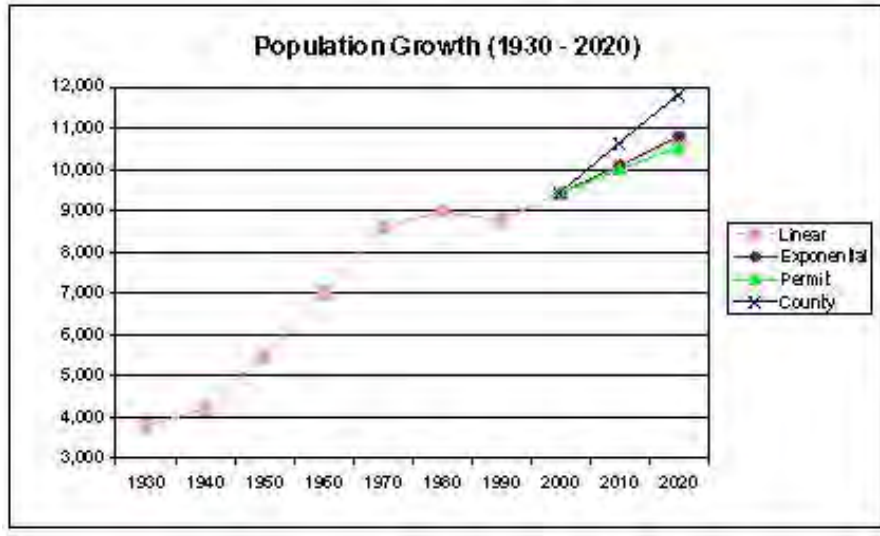
Local Trends and Influences

Demographic Trends and Forecasts

The City of Rochelle experienced rapid growth between 1900 and 1970, growing by more than 12% each decade. During the following twenty years, the population remained rather stable. There was a slight increase in the population between 1970 and 1980 and a slight decrease in the following 10 years. During the 1990s Rochelle's population grew by 7% or less than one percent per year. While this is a significant increase in the growth experienced in either of the past two decades, it still represents a very modest increase in population. Based on this information on historic growth trends, Rochelle is projected to grow by very modest amounts during the next two decades.

Estimating the current population or projecting the 2040 population is not an easy task. Figures A1 and A2 compare four different population growth projections based on different sources. Building permit and water meter hook-up data do not show such dramatic increases. Historic growth trends also indicate only modest increases in population. However, the addition of the Union Pacific Intermodal facility and the job growth it is expected to generate in Rochelle, coupled with the continued expansion of both the Chicago and Rockford metropolitan areas and the presence of considerable land available for development, suggest that these growth projections may underestimate the population growth potential of the City. Therefore, this Plan is designed to accommodate the population growth anticipated by these projections and additional growth, which may occur due to factors that could not be adequately captured based on available data.

Figure A1: Rochelle Population Growth



A projection based on building permits over recent years reveals only a modest rate of increase, reaching an estimated 2040 population of 10,544 (from 9,343 in 2022). Projecting a linear or exponential rate of growth based on the average growth over the past 60 years produces a slightly higher rate of growth. Finally, from a review of rapidly growing communities near Rochelle, we would set a 1% annual growth rate as an upper limit. This rate also mirrors the growth occurring in Ogle County in the last ten years. A constant growth rate of 1% over the next 17 years would result in a 2040 population of 10,955.

The proportion of Ogle County residents who live in Rochelle has remained stable over the past 30 years. Rochelle contains approximately 18% of all people in the County. The populations of nearby communities such as Dixon, DeKalb, and Oregon have either remained stable or decreased. The population of unincorporated areas within Ogle County continues to decline as cities expand their boundaries and fewer families work on farms.

Age:

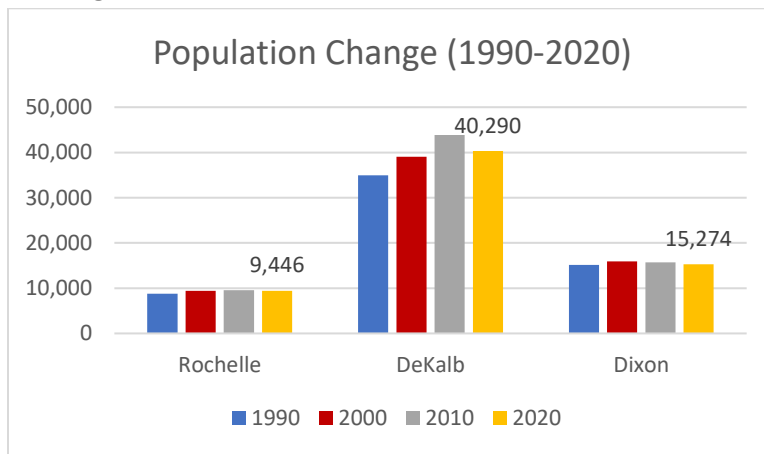
Looking at the total number of people obscures changes, which have occurred within the population. Mirroring national trends, there are more senior citizens, more ethnic minorities, and a bulge in the population representing the baby boomers.



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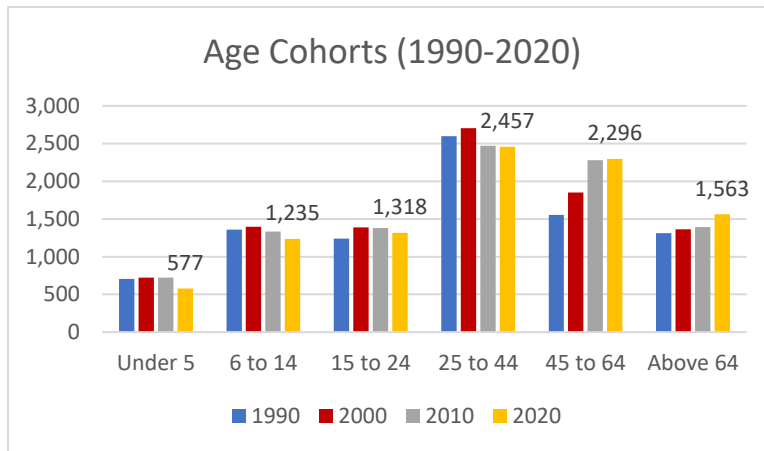
As shown in Figure A3, the number of citizens over 65 has increased steadily from 482 in 1950 to 776 in 1970 to 1,301 in 1990 to 1,362 in 2000 to 1,665 in 2022. Seniors represent roughly 18% of the population. Seniors are a valuable resource to the community because they participate in local politics, have leisure time to spend money, boost the local economy, and do not drain school resources. Contrary to images advanced in the media, most seniors are financially secure, and only 8% live in poverty. The City already provides a variety of services and amenities for this population, but it should continue to explore new ways to cater to this group including special housing developments and commercial, recreational, and healthcare facilities. The baby boomer population is most clearly represented in the 25 to 44 year old category in the 1990 census. Baby boomers are currently retiring, and by the year 2040 they will be a part of the senior population which may represent as much as 25% of the community by that year. The number of children in Rochelle has declined since 1970. School-aged children (5 to 17) were 20% of Rochelle’s 2000 population and 19% of the population in 2020.

Figure A2: Population Change



Source: U.S. Census Bureau

Figure A3: Age Cohorts



Source: U.S. Census Bureau

Examining the ethnic make-up of the community, whites represented 85.5% of the total population. Hispanics are the largest minority group in Rochelle, making up 22.4% of the total population.

Rochelle has always provided a wide range of housing options. In 1950, slightly more than one-third of all housing units were in multiple-family structures. In 1990 that percentage had increased to 37% and was 39% in 2000 (Figure A4). The number of duplex units decreased between 1980 and 1990, indicating that some structures may have been converted back from duplex units into single-family homes. In 2020, 48.6% of the housing units in Rochelle, IL were occupied by their owner. This percentage has declined from the previous year's (2019) rate of 54.8%.

Existing Land Use

Existing patterns of development regarding the type, intensity, and location of certain uses are a fundamental component in determining appropriate future land use patterns. New development should complement existing uses by being compatible in use, form, and function, while providing opportunities for desirable new types of development which currently do not exist in a community.

Environmental Factors

Soil suitability analysis undertaken by Land Planning Services (LPS) in association with a professional soil classifier (see attached map), reveals that most of Rochelle’s planning area is considered to have soils with poor to severe limitations for septic systems (Figure A6). The extensive amount of flood plains (see attached map) confirms the poor quality of many areas to support development without public sewer and water.

Rich gravel deposits in the area provide long-term economic opportunity, as is the case for Macklin Brothers, Inc., owners of the quarry at the southwest corner of the IL Route 38 and I-39 intersection. The Macklins’ note that the gravel deposit at this site has a 50+ year life span, and thus, have expressed concern over potential development of adjacent and nearby properties, particularly for residential purposes due to blasting activity.

Opportunities for Sustainable Design

Developers are strongly encouraged to incorporate green elements within plans, and the City should consider adopting ordinances to ensure environmental protection and incentives for energy conservation through new development and day-to-day activities in the City. Opportunities exist to incorporate ‘green’ elements into landscaping practices, streetscape design, public places, and private projects within Rochelle. The following Green opportunities may include the following:

Bioswales: Vegetated swales are located in parking lot islands, adjacent to parking lots, and near other large expanses of impervious surfaces. The swales are planted with native materials that slow the speed of runoff and allow water to infiltrate back into the ground instead of into storm sewers or detention ponds.

Rain gardens: Similar to bioswales, rain gardens are vegetated depressions that slow stormwater runoff and allow water to infiltrate back into the ground. Native materials that can tolerate wet and dry conditions are planted in the bioswales and rain gardens. Rain gardens can be located near buildings, in parkways, and in and around parking areas.



❖ *Bioswale*



❖ *Raingarden*



❖ *Level Spreader*

Naturalized Detention: A naturalized detention area temporarily collects and stores stormwater runoff in a ‘wetland’ type area. It is then released at a slow and controlled rate to allow it to infiltrate into the ground. These areas are planted with native wetland plantings that can tolerate severe wet and dry conditions.

Level Spreaders: To assist with bioswales and naturalized detention, level spreaders can be utilized. Level spreaders collect and evenly disperse stormwater runoff into bioswales and other naturalized detention facilities.

Native Landscaping: The use of native grasses, forbs, shrubs, and trees is strongly considered. Native species can withstand a wide range of temperature extremes, use less water, require less maintenance, and use less fertilizer.

Efficient Irrigation: Efforts should be undertaken to reduce the amount of irrigation that is needed onsite. Native plant materials should be planted that require little irrigation. Other ways to be efficient with irrigation are to utilize rain-triggered shut-off devices, flow reducers, head layout that only sprays in softscape spaces, and the use of drip irrigation systems.

Permeable Paving: Various paving products exist that allow stormwater to infiltrate through the pavement and infiltrate the soil below. Various options include permeable concrete, permeable precast pavers, reinforced gravel and grass paving, and permeable asphalt. The benefits of permeable paving are the reduction in on-site storm sewer capacity, the recharging of underground water supplies, and the filtering out of pollutants and other debris.

High Albedo Paving: Light colored pavement can be utilized to reflect sunlight away from paved areas. This will help reduce the urban heat island effect, allow vegetation to thrive, and cut down on the amount of irrigation required in high pavement areas.



◆ Permeable Pavement



◆ Green Roof



Green Roof: Vegetated roofs can assist with reducing the energy costs of heating and cooling buildings. In addition, green roofs help to reduce urban heat islands, reduce the rate and quantity of stormwater runoff, and provide unique and sometimes pedestrian-accessible outdoor spaces. Green roofs require waterproofing, sub-roof drainage, structural soil, and native plantings.

Dark Sky Lighting: To reduce light pollution, dark sky lighting techniques should be utilized. Dark sky lighting fixtures are designed to be energy-efficient and to direct the lighting down and out, rather than up into the sky.

Recycled Construction Materials: Where possible, the use of recycled materials is strongly encouraged. Pre-consumer and post-consumer content can be incorporated into building materials, site amenities, paving, and various finishes.

Alternative Energy: Various options exist to incorporate alternative energies into the development. These include geothermal, reflective roofing, solar energy, and wind turbines.

Programs for Green Design

Smart Design Assistance Program: The Smart Energy Design Assistance Center (SEDAC) provides advice and analyses enabling private and public facilities in the State of Illinois to increase their economic viability through the efficient use of energy resources. SEDAC is sponsored by the Illinois Department of Community and Economic Opportunity in partnership with ComEd and Ameren Illinois Utilities and provides valuable services at no cost to for-profit businesses and public facilities. SEDAC is managed by the School of Architecture at the University of Illinois at Urbana-Champaign and the 360 Energy Group.

The Smart Energy Design Assistance Program consists of:

- Technical services to small to medium-sized, for-profit businesses and public entities in Illinois that will identify opportunities to save energy and money by reducing overhead and operational costs.
- A network of Energy Service Providers and Design Assistance Experts to assist SEDAC with program implementation.
- Resource efficiencies in building design, materials selection, and construction practices as they relate to energy.



- Job creation by increasing demand for sustainable and energy efficient practices in buildings while increasing the supply of qualified practitioners who can provide these services through the education of working trade allies and UIUC students.

SEDAC provides to businesses and public facilities:

- Free Energy Audits;
- Free Design Assistance to reduce energy usage and improve the bottom line;
- Education and training (for both working professionals and students);
- Support for Illinois building codes and standards;
- Information dissemination; and
- Assistance to adopt sustainable energy practices and reduce emissions.

Other Illinois Programs:

Large industrial customers are eligible for the **LEAP** - Large Customer Energy Analysis Program that provides assistance with energy management practices. The Illinois Department of Commerce and Economic Opportunity administers the Large-customer Energy Analysis Program (LEAP) to reduce the cost of doing business in Illinois by reducing energy costs for large energy users (with annual energy expenditures of \$500,000 or more), such as manufacturers, hospitals, large commercial buildings, universities, and local governments.

Not-for-profit entities can contact the Illinois Clean Energy Community Foundation for grant opportunities. Those entities in the ComEd or Ameren Illinois Utilities territories can contact the utilities to apply for incentives and rebates under EEPS.



Rochelle, Illinois Comprehensive Plan Update

Figure A4: Future Land Use Capacity Analysis

FUTURE LAND USE CAPACITY ANALYSIS - November 2007

Land Use Classification	Percent of Total Future	Gross Acres (approx) Future	Density du./sq. acre		Total d.u.s.		Total Population		Park Acres Req.		Total Elem. Children		Total Jr. H.S. Children		Total H.S. Children		Total Elem. School Acres		Total Jr. H.S. School Acres		Total H.S. School Acres	
			(Low)	(High)	(Low)	(High)	(Low)	(High)	(Low)	(High)	(Low)	(High)	(Low)	(High)	(Low)	(High)	(Low)	(High)	(Low)	(High)	(Low)	(High)
Single Family Residential (3.5 du./acre)	17%	4240	2.0	3.5	5956	10388	14943	25970	148	280	2790	4882	1739	3148	4497	7889						
Single Family Residential (6.0 du./acre)	6%	1600	4.5	6.0	4680	6240	11700	16600	117	199	1616	2158	645	861	1661	2216						
Multi-Family Residential (12.0 du./acre)	1%	150	10.0	12.0	975	1170	2438	2925	24	29	231	277	62	75	161	163						
Multi-Family Residential (28.0 du./acre)	1%	148	24.0	28.0	2278	2857	5694	6643	57	95	1668	2179	95	109	259	279						
General Commercial	2%	520																				
Downtown Mixed Use District	0%	30																				
Business-Research Park/Light Industrial	13%	3180																				
Industrial/Warehousing	29%	7380																				
Interchange Commercial	2%	560																				
Intermodal	5%	1187																				
Municipal/Institutional	3%	679																				
Recreation/Public Open Space	3%	650																				
Environmentally Sensitive	19%	4880																				
Total	100%	25252			13889	20465	34572	51138	347	611	6508	9496	2600	4183	6598	10266	103.47	168.25	49.84	80.36	181.15	211.12

Notes:
 Estimates for school age population based upon Illinois School Consulting Service/Associated Municipal Consultants, Inc. 1999 data.

Figure A5: 2020 Soil Suitability Map

