



2022 City of DeKalb Comprehensive Plan



8/9/2022

CITY OF DEKALB

2022 COMPREHENSIVE PLAN

UPDATE

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Cohen Barnes

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Acknowledgments

The City of DeKalb wishes to thank the many citizens who participated in the comprehensive planning process that led to this updated plan. Some attended informal workshop sessions and public hearings before the Planning and Zoning Commission and City Council. Others engage City staff in one-to-one conversations about their community or neighborhood. We are also grateful for the efforts of representatives from other local taxing bodies who worked cooperatively with the City to develop a plan that is consistent with their long-range planning.

In the preparation of the map exhibits, Planning Technician Doug Eaton was particularly helpful. Planning Director Dan Olson and City Manager Bill Nicklas provided the working drafts that sparked lively comment and debate. All members of the City's executive team took the time to spot unseen errors and help reconcile inconsistencies in early drafts. Finally, Planning and Zoning Commission chair Max Maxwell was most generous in leading public discussions and offering careful criticism that led to more clarity and precision.



Mayor Cohen Barnes and City Manager Bill Nicklas toured the DeKalb Data Center in March 2022 with representatives from Meta and Mortenson Construction and Real Estate Development. Recent economic development, including the data center, have provided a once-in-a-generation opportunity to position DeKalb for smart growth.

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Chapter One: Introduction

A comprehensive land use plan is a synthesis of ideas and recommendations drawn from public discourse that suggest a blueprint for managing growth in the community. A comprehensive plan typically consists of three components: (1) a history that includes an inventory and analysis of the community; (2) a formulation of goals and objectives for a period of, for instance, five years; and (3) a future land use plan that explains the ways that the community wants to grow. The inventory and analysis establish the community's needs, constraints, and opportunities. The goals and objectives represent the community's vision in general value statements and provide tangible steps to realize that vision. The future land use plan defines the desired character of land uses with reference to these goals and objectives.

The current DeKalb Comprehensive Plan was adopted on March 14, 2005. Since the adoption of that Plan, the City Council has approved several sub-area and corridor plans noted below. This Comprehensive Plan draws from these previous plans and also recognizes unique City-approved plans such as the City of DeKalb Sustainability Plan, 2022-2024 Financial Plan, and 2018 Annie Glidden North Revitalization Plan.

- ❖ East Lincoln Highway Corridor Plan – Adopted June 13, 2005
- ❖ 2007 Downtown Revitalization Plan – Adopted February 26, 2007
- ❖ Pleasant St. and Greek Row Plans – Implementation Review – Adopted April, 2007
- ❖ Sustainable Community Redevelopment Plan for the Fourth Street Corridor and Pearl Street Neighborhood – Adopted April 21, 2008
- ❖ Pearl Street Neighborhood Revitalization Plan – Adopted August 11, 2008
- ❖ Downtown DeKalb – Design Guidelines for New Construction – Adopted 2011
- ❖ Ellwood Historic Neighborhood Implementation Strategies – Adopted September 2011
- ❖ DeKalb City Center Plan – Adopted July 8, 2013
- ❖ Annie Glidden North Revitalization Plan – Adopted November 26, 2018

Notwithstanding the attention to the detailed planning of specific sub-areas in the community, a comprehensive land use plan is long overdue. This Plan identifies goals and objectives for the following elements of community development:

- Community Appearance
- Residential Development
- Commercial Development
- Industrial Development
- Downtown Enhancement
- Economic Development
- Community Facilities
- Natural Features
- Transportation



History

The City of DeKalb is an urban community with a vital commercial base situated in a rural setting. It is located approximately 60 miles west of downtown Chicago. The City's current land area is 17.2 square miles, all of which is located within DeKalb County. Neighboring communities include Sycamore, Malta, and Cortland.

The City of DeKalb was incorporated in 1856 and since that time has continued to expand as new residents move farther west of the Chicago area to find quality affordable housing in a congestion-free community with a premium quality of life. The regional road system serving the City includes Annie Glidden Road, Peace Road, State Routes 23 & 38, and two full interchange connections with I-88. The DeKalb Taylor Municipal Airport accommodates private aircraft from one-seater planes to large corporate aircraft.

DeKalb's downtown is the heart of the community, playing host to numerous annual events and providing unique dining, shopping, entertainment, and residential alternatives. The community offers excellent City services, easy mobility around the town, and access to cultural, sports and educational activities.

DeKalb is home to Northern Illinois University, which hosts 16,234 students and employs 3,300 faculty and staff. NIU's operations, capital projects and visitor spending generate over \$400 million in local economic impact. The marriage of community and university provides DeKalb with a solid foundation as a regional hub with major retailing and employment opportunities.

The DeKalb Community Unit School District No. 428 serves the City of DeKalb with six elementary schools, two middle schools, and one high school. Kishwaukee Community College, the DeKalb Public Library, and the DeKalb Park District all serve the DeKalb community and provide expanding opportunities for its residents.

Council-Manager Form of Government

The City of DeKalb's municipal government operates under the Council-Manager form of government. Policy-making authority is concentrated in the elected City Council and the Council hires a professionally trained manager to oversee the delivery of public services. DeKalb is also a home rule community. The most significant powers granted to a home rule community under the Illinois Constitution pertain to finance. Home rule communities have the ability to issue bonds without referendum, are exempt from property tax caps under the Property Tax Extension Law Limit (PTELL), and have the ability to establish taxes and fees with local public approval and without state legislative action.

Population

DeKalb was incorporated in 1856 and designated a City in 1877. At the first decennial census after that designation, the population of DeKalb was 1,598 (1880). Since the beginning of the twentieth century, our population has generally increased at each decennial census except in 1920 and 2020, as shown in the table below:

Census Year	Population	Change	% Change
1900	5,904	NA	NA
1910	8,102	2,198	37.23%
1920	7,871	(231)	-2.85%
1930	8,536	665	8.45%
1940	9,146	610	7.15%
1950	11,567	2,421	26.47%
1960	18,408	6,841	59.14%
1970	32,949	14,541	78.99%
1980	33,157	208	0.63%
1990	35,076	1,919	5.79%
2000	39,018	3,942	11.24%
2010	44,095	5,077	13.01%
2020	40,290	(3,572)	-8.14%

Demographics & Housing

In addition to raw population counts, the U.S. Census Bureau typically publishes demographic and housing data as part of its “**American Community Survey (ACS)**”. The ACS based on the 2020 decennial census has not yet been published but is expected by mid-2022. Based on ACS data published in 2018-2019 and shared by the DeKalb County Housing Authority, the following demographical information has been derived:

	DeKalb	DeKalb County
Population	40,290	100,420
Growth	-8.14%	-4.51%
Population by Age		
Less than 10 Years	9.7%	12.1%
10-19 Years	15.3%	15.0%
20-34 Years	39.7%	28.6%
35-54 Years	17.5%	22.7%
55-64 Years	8.7%	10.4%
65 Years and Older	9.1%	11.2%
	100%	100.0%
Median Age	25	31
Educational Attainment		
High School Diploma or Higher	92.4%	92.4%
Bachelor's Degree or Higher	38.9%	31.4%
Household Incomes		
Median Household Income	\$45,020	\$61,086
Housing		
Owner-Occupied Units	6,200	21,746
Renter Occupied Units	9,299	16,406
Median Value, Owner-Occupied	\$157,900	\$173,100
Median Gross Rent	\$903	\$924
Household Income by Age		
Under 25 years	\$19,864	\$24,963
25-44 Years	\$44,083	\$65,834
45-64 Years	\$83,468	\$86,188
65 Years and over	\$46,625	\$51,360

Rent Expense as Percentage of Income		
Less than 15%	11.7%	12.9%
15% to 25%	20.4%	24.3%
25% to 35%	20.0%	20.9%
35% or more	47.9%	41.9%
	100.0%	100.0%
Context for Affordability		
Median Household Income	\$45,020	\$61,086
80% MHI*	\$39,016	\$48,869
30% of 80%--Rent/Month**	\$900	\$1,722
Affordable House Price***	\$117,052	\$158,824
Rate of Persons in Poverty		
	28.5%	

(Figures based on 2019 ACS Survey. Note that this is the most recent data available)

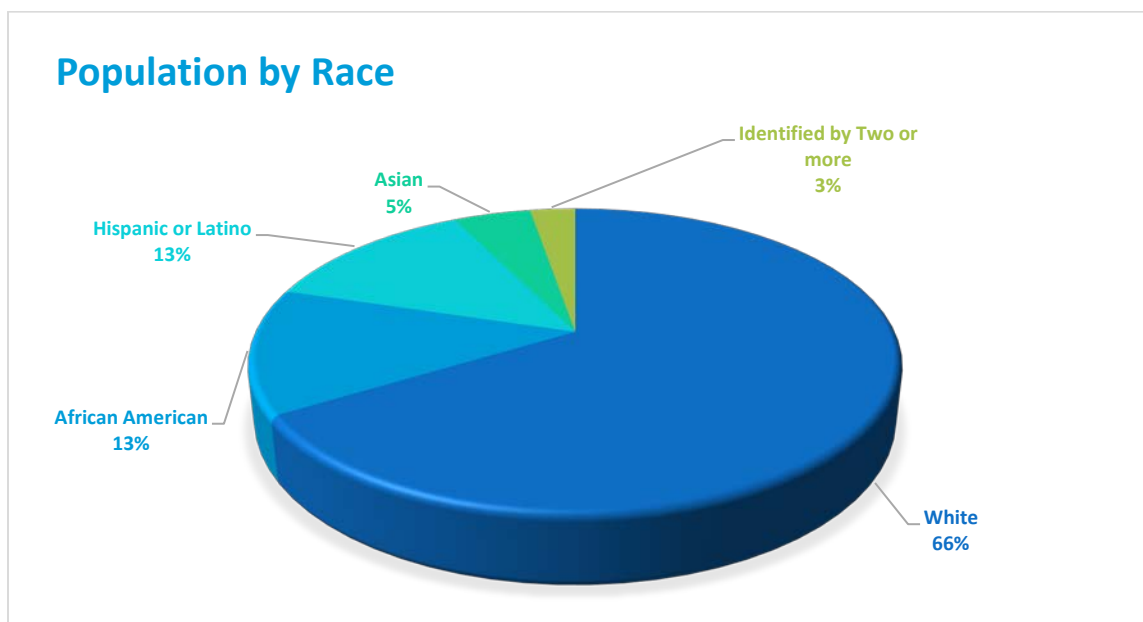
*Affordability in this context assumes a household earning 80% of the median household income can still rent or own without being cost-burdened in terms of non-housing demands on income (e.g., education, health, etc.).

**What a household earning 80% of the median household income can afford using 30% of their income for housing costs.

***"Affordability index is 2.6 times the median family income

Race & Ethnicity

DeKalb is a diverse, welcoming community. While 66% of the population identifies as White, 13% identify as Black or African American, 13% identify as Hispanic or Latino, and 5% identify as Asian.



Economic Factors

Although the City's property tax base is primarily residential, significant expansion in the community's commercial and industrial property values is an integral component in the diversification of the City's tax base. In the 2020 tax year, the equalized assessed valuation (EAV) for residential properties was \$381,550,762 or 62.5% of the total EAV. The Commercial EAV was \$216,039,502 or 35% of the total EAV. Farm, industrial and other EAV was \$72,423,226 or 11.87% of the total EAV. In the 2021 tax year (taxes payable in 2022), the overall DeKalb EAV is expected to increase from \$610,333,062 (2020) to about \$704,000,000. The community's Industrial EAV grew by \$11.7 million owing to the new Ferrara distribution and packing center in particular, and by another \$1,675,499 owing to a small, partial assessment of the first phase of the Meta (Facebook) data center now under construction. Included in the overall jump in community EAV was \$59 million owing to the one-time "recovery" of TIF increment as the City's Central Area TIF district is terminated. EAV approximates 33 1/3% of the market value of real property within the City's corporate limits. Property taxes imposed on property within the City's corporate limits provide a stable revenue source. Because the City is a home rule municipality, it is not subject to the Property Tax Extension Limitation Law.

The City's principal employers have been stable. The following table identifies those top employers and their number of employees:

Employer	2020		2010	
	Rank	Employees	Rank	Employees
NIU	1	3,291	1	3932
Target Distribution Center	2	1,250	6	500
Northwestern Hospital (Kish)	3	1,200	2	1297
DeKalb School District	4	931	3	785
Tegran Sonoco	5	700	7	370
3M	6	572	4	609
Walmart	7	525	5	525
Ferrara Candy	8	500	N/A	N/A
American Marketing & Publishing	9	358	8	295
Ideal Industries	10	336	N/A	N/A
Nestle Distribution	11	265	9	265

Planning and Development Activity Since 2005

Since 2005, a wide range of development and planning activity has occurred. Most recently, light industrial development on an unprecedented physical and financial scale has dominated the attention of the Planning & Zoning Commission and the community.

Residents and visitors alike cannot get a sense of the changing development interest over the past 17 years without taking a glance at the season-by-season, year-by-year march of public planning and zoning decisions. The major policy and development decisions of the period 2005-2021 are highlighted in the following pages.

2005

March 14, 2005 – The City Council approved the “DeKalb 3D 2005 Comprehensive Plan Update.”

May 9, 2005 - Authorized the Execution of an Annexation Agreement with BGR DeKalb LLC regarding Property Located at the Northwest Corner of Barber Greene Road and Peace Road (12101 Barber Greene Road).

June 13, 2005 - Amended the Municipal Code of The City of DeKalb, Illinois, Chapter 30, “Official Comprehensive Plan,” by Including an Approved East Lincoln Highway Corridor Plan.

June 27, 2005 - Approved a Final Plan and Final Plat for The Bridges of Rivermist Unit Four, Located East of Sangamon Road and South of Rich Road in The Bridges of Rivermist PUD.

October 10, 2005 - Annexed 7.675 Acres of Land Generally Located Northeast of 201 Harvestore Drive to the City of DeKalb.

December 12, 2005 - Authorized the Execution of an Annexation Agreement with Keating Resources, Rockefeller Group and Others Regarding Property Located at the Northeast Corner of Gurler Road and Route 23.

2006

June 12, 2006 Amended the Municipal Code of the City of DeKalb, Illinois Chapter 21, “City Planning,” Section 21.01, “Plan Commission,” by Increasing the Membership from Five to Seven Members.

June 26, 2006 - Approved A Final Plat for “Green Tree Villas PUD.”

July 10, 2006 - Authorized the Execution of an Amended Annexation Agreement with Paul J. Zgonena Trust, Nancy H. Zgonena Trust, and Dalan/Midam DeKalb LLC Regarding Property Located at the Southwest Corner of Annie Glidden Road and South Malta Road/Taylor Street.

July 10, 2006 - Annexed Approximately 21.8 Acres of Vacant Land to the City of DeKalb Located at the Southwest Corner of Annie Glidden Road and South Malta Road/Taylor Street.

August 14, 2006 - Authorized the Execution of a Development Agreement with Panduit Corporation Regarding Expansion of Its Facility at Peace Road and Fairview Drive.

August 28, 2006 - Amended the Municipal Code of the City of DeKalb, Illinois, by adding a New Chapter 17, "Administrative Hearing Procedure," for Ordinance Enforcement.

October 23, 2006 - Amended the Unified Development Ordinance of the City of DeKalb, Illinois, Article 7, "Supplemental Regulations," By Adopting Article 7.14, "Design Requirements for New Residential Construction in Older Neighborhoods."

October 23, 2006 - Extended A Moratorium on Demolition Permits, Resubdivisions, and Construction or Conversion of New Residential Dwelling Units in Certain Areas of the City of DeKalb Until March 31, 2007.

December 11, 2006 - Authorized the Execution of an Annexation Agreement with DeKalb 343 LLC Regarding Property Located at the Northeast Corner of Gurler Road and Route 23.

2007

January 22, 2007 - Amended Chapter 30, "Official Comprehensive Plan" by Including an Approved Sustainable Community Redevelopment Plan for the Fourth Street Corridor and Pearl Street Neighborhood.

February 26, 2007 - Amended Chapter 30 "Official Comprehensive Plan," Section 30.01, "Adoption," by Including an Approved Downtown DeKalb Revitalization Plan.

March 26, 2007 – Extended and Modified a Moratorium on Construction or Conversion of New Two-Unit and Multiple-Unit Residential Dwelling Units in Certain Areas of the City of DeKalb Until December 31, 2007.

April 9, 2007 - Approved the Final Plat of Unit 2 of Park 88 and the Final Plan for Lot 9 of Park 88, Located on the North Side of Fairview Drive, West of Peace Road.

May 14, 2007 - Approved a Final Plat for Mason Townhome Suites PUD.

July 9, 2007 - Authorized an Annexation Agreement with Park 88, LLC Regarding Property Located West of Peace Road and South of Illinois State Route 38.

July 9, 2007 - Amended Chapter 23 "Unified Development Ordinance," Article 5, "Zoning District Regulations," by Adding Section 5.14, "RC-1 Residential Conservation Districts," as a New Zoning District.

July 9, 2007 - Approved an Amended Preliminary Plan and Final Plan for Lots 6 and 8 of Oakland Place (Target) to Provide for a Store Expansion.

September 9, 2007 - Authorized a Second Amendment to the Development Agreement with Joyce Pontiac, GMC, Jeep-Eagle, Inc., and Joyce Pontiac, GMC, Jeep-Eagle, Inc., d/b/a Joyce Toyota of DeKalb, Regarding Property Located at 1890 Sycamore Road.

October 8, 2007 - Amended Chapter 13, "Housing and Property Maintenance Regulations," in its Entirety and Adopting the International Property Maintenance Code 2006 with Commentary.

November 13, 2007 - Approved a Property Tax Abatement for Property Located at 1111 Macom Drive (Target Distribution Center).

November 13, 2007 - Authorized a Property Tax Abatement Agreement with 3M Corporation for Property Located at 2600 Wirsing Drive.

November 26, 2007 - Extended and Modified a Moratorium on Construction or Conversion of New, Two-Unit and Multiple-Unit Residential Dwelling Units in Certain Areas of the City of DeKalb Until July 1, 2008.

2008

January 14, 2008 - Approved the Preliminary Plat of Elliott Business Park.

June 23, 2008 - Approved The 2008 Amendment to the TIF Redevelopment Plan and Project and the Boundaries of the Central Redevelopment Project Area.

June 23, 2008 - Extended and Modified a Moratorium on Construction or Conversion of New, Two-Unit and Multiple-Unit Residential Dwelling Units in Certain Areas of the City of DeKalb Until December 31, 2008.

August 8, 2008 - Amended the Municipal Code of the City of DeKalb, Illinois, Chapter 30, "Official Comprehensive Plan," Section 30.01, "Adoption," By Adopting the Pearl Street Neighborhood Revitalization Plan.

August 25, 2008 - Authorized the Execution of an Amended Annexation Agreement with Covington Court Partnership and Mill Creek Land Company (Shodeen, Inc.) Regarding Property Formerly Owned by DeKalb Associates Located at the Southeast Corner of Peace Road and Route 38 – DeKalb Commons.

October 13, 2008 - Rezoned all Properties Bound by First Street on the West; Franklin Street Between First and Fifth Streets and Grove Street Between Fifth and Seventh Street on the North; Seventh Street on the East; and Taylor Street on the South, Excluding 612 Grove Street, from "TFR" and "MFR" Multi Family Residential to "RC-1" Residential Conservation District.

October 27, 2008 - Approved a Property Tax Abatement for Property Located At 1211 Fairview Drive, 3M Corporation.

November 10, 2008 - Approved A Final Plat and Plan for Unit 5 of The Bridges of Rivermist Planned Unit Development.

November 24, 2008 - Rezoned Various Properties located on Pleasant, North Seventh, State, Market and Oak Streets From "TFR" Two-Family Residential, "MFR" Multi-Family Residential, "GC" General Commercial and "LI" Light Industrial Zoning To "RC-1" Residential Conservation District.

November 24, 2008 - Rezoned Various Properties Bounded by South First Street, Gurler Street, Clifford Drive, Glidden Avenue and West Taylor Street From "TFR" Two-Family Residential, "MFR" Multi-Family Residential, and "LI" Light Industrial Zoning To "RC-1" Residential Conservation District.

December 8, 2008 – Repealed a Moratorium on Demolition Permits, Resubdivisions, and Construction or Conversion of New Residential Dwelling Units in Certain Areas of The City of Dekalb.

December 8, 2008 - Authorized the Execution of a Development Agreement with First Rockford Group, Inc., Regarding A Portion of the DeKalb Shopping Center (1612 To 1718 Sycamore Road).

2009

February 23, 2009 - Renamed the North-South Terminus of Bethany Road as the “John Huber Parkway.”

April 27, 2009 - Authorized the Execution of an Annexation Agreement with DeKalb Community Unit School District #428 Regarding Property Located at the Northwest Corner of Dresser Road and Wildflower Lane.

April 27, 2009 - Rezoned Property at 901/907 Greenbrier Road from “MFR-2” Multiple Family Residential to “PD-R” Planned Development Residential with approval of a Final Plan.

May 26, 2009 - Authorized the Execution of a Second Amendment to an Annexation Agreement with Glidden Crossings LLC (formerly Paul Zgonena Trust, Nancy H. Zgonena Trust, and Dalan/Midam DeKalb, LLC) Regarding Property Located at the Southwest Corner of Annie Glidden Road and South Malta Road/Taylor Street.

May 26, 2009 - Amended the Unified Development Ordinance of the City of DeKalb, Illinois, Article 7, “Supplemental Regulations,” by Amending Article 7.14, “Design Requirements for New Residential Construction in Older Neighborhoods.”

2010

May 10, 2010 - Approved the Final Plat for the Pappas-Glasgow Subdivision.

June 14, 2010 - Authorized a Property Tax Abatement Agreement with 3M Corporation for Property Located at 1250 Macom Drive.

July 12, 2010 - Annexed Land Known as 202 Fairview Drive; 204 Fairview Drive; 206 Fairview Drive; 208 Fairview Drive; 210 Fairview Drive; 214 Fairview Drive; 216 Fairview Drive; 218 Fairview Drive; 220 Fairview Drive; 222 Fairview Drive; 224 Fairview Drive; 302 Fairview Drive; 304 Fairview Drive; 306 Fairview Drive; 310 Fairview Drive; 312 Fairview Drive; 314 Fairview Drive; 316 Fairview Drive; 318 Fairview Drive; 320 Fairview Drive; 324 Fairview Drive; 402 Fairview Drive; 613 Fairview Drive; 850 Fairview Drive; 870 Fairview Drive; 940 Fairview Drive; and 1912 S. Fourth Street.

June 28, 2010 - Approved the Final Plat of Lot 11 of Park 88, and the Final Plan for Lot 11 of Park 88, Located on the North Side of Fairview Drive, West of Peace Road.

August 23, 2010 - Annexed Land to the City of DeKalb Known as a Portion of the DeKalb Taylor Municipal Airport.

August 23, 2010 - Rezoned Property Known as a Portion of the DeKalb Taylor Municipal Airport, from “SFR-1” Single Family Residential to “HI” Heavy Industrial.

November 8, 2010 - Amended the “PD-C” Planned Development Commercial Zoning District Ordinance at the Southwest Corner of Enclave Boulevard and Greenwood Acres Drive by Way of Rezoning Certain Property with Conditions Placed on the Underlying Bulk and Density Regulations.

December 13, 2010 – Annexed Land at the Northwest Corner of Dresser Road and North First Street to the City of DeKalb.

December 13, 2010 – Forced Annexation of 12 properties totaling about 41 acres.

2011

January 10, 2011 - Amended the Municipal Code of the City of DeKalb, Illinois, Chapter 21, "City Planning," And Deleting Chapter 22, "Zoning Board of Appeals."

April 11, 2011 - Approved a Special Use Permit for a Retail Pharmacy with a Drive-Through Facility on Property Zoned "GC" General Commercial, Located At 1022 West Lincoln Highway – CVS.

July 25, 2011 - Adopted Downtown DeKalb – Design Guidelines for New Construction.

November 14, 2011 - Rezoned Property Known as the DeKalb Public Library, from "RC-1" Residential Conservation District and "LC" Light Commercial District to "PD-C" Planned Development Commercial.

December 12, 2011 - Amended the Municipal Code of the City of DeKalb, Illinois, Chapter 30, "Official Comprehensive Plan," Section 30.01, "Adoption," by adopting the Ellwood Historic Neighborhood Implementation Strategies Plan.

2012

March 12, 2012 - Rezoned Property at 663 South Annie Glidden Road From "LC" Light Commercial to "PD-C" Planned Development Commercial with Approval of a Preliminary Plan - Hampton Inn.

March 12, 2012-Rezoned Property at 545 East Lincoln Highway "CBD" Central Business District to "PD-C" Planned Development Commercial with Approval of a Final Plan for a Restaurant with Drive-Through Facility – McDonald's Redevelopment.

March 26, 2012 - Authorized the Mayor of the City of DeKalb, Illinois to Sign a Development Agreement with First Rockford Group, Inc. for the Development Of 2062 Sycamore Road.

August 13, 2012 - Rezoned Property at 722 West Lincoln Highway, 710 West Lincoln Highway, 708 West Lincoln Highway, 702 West Lincoln Highway, and 628 West Lincoln Highway to Planned Development Commercial "PD-C" with Approval of a Final Plan for a Two -Story, Public Facility (Police Station) and a 160' Communications Tower.

August 27, 2012 - Amended the Municipal Code of the City of DeKalb, Illinois, Chapter 38, Section 38.20, Relating to Gambling Devices for the City of DeKalb.

October 22, 2012 - Authorized the Execution of a Development Agreement with GMRI, Inc., a Wholly Owned Subsidiary of Darden Restaurants, Inc. for the Redevelopment Of 2211 Sycamore Road. – Ellwood Steak House.

2013

April 22, 2013 - Approved an Amendment to the Central Area Tax Increment Financing District and Tax Increment Financing District No. 2 by Removing Certain Properties Therefrom.

April 22, 2013 - Approved an Amendment to the Tax Increment Financing Redevelopment Plan and Project Area No. 2.

May 13, 2013 - Authorized the Execution of a Development Agreement with Lincoln Inn Family Restaurant, Inc. for the Development of 302 Grove Street.

May 28, 2013 - Authorized the Execution of a Development Agreement with Pappas-Glasgow Development, LLC for the Development of 2211 Sycamore Road (Small's).

July 8, 2013 - Amended Chapter 30 "Official Comprehensive Plan", Section 30.01 "Adoption" by Including an Approved DeKalb City Center, an Update to the Downtown Plan.

October 28, 2013 - Approved the Execution of an Annexation Agreement (and Annexation of Property Contemplated thereby) for the Irongate Development, and Approving Zoning, Preliminary Plans, and Granting Development Related Approvals.

2014

March 24, 2014 - Approved a Special Use Permit for a Restaurant with Drive-Thru Facility along with Signage Waivers (Culver's) at 1262 W. Lincoln Highway.

July 14, 2014 - Approved a Preliminary and Final Plan for the DeKalb Public Library Campus and Vacating a Portion of Dedicated Right of Way for N. Third Street, Located on the North Side of Oak Street.

September 8, 2014 - Rezoned Certain Property to "PD-R" Planned Unit Development Zoning Designation and Authorizing the Execution of a Planned Development Agreement for University Plaza.

December 8, 2014 - Established the DeKalb County Enterprise Zone for the City of DeKalb Enterprise Zone Designation – Tax Abatement.

2015

April 27, 2015 - Approved the Rezoning of Certain Property Located at 517-635 Roberts Lane and 650-677 Roberts Circle (Oak Crest Retirement Community).

May 11, 2015 - Approved a Special Use Permit for a Fast Food Restaurant Located at 913 W. Lincoln Highway (Burger King).

July 7, 2015 - Approved the Preliminary and Final Plat of Unit 4, Lot 12, of Park 88, and the Preliminary and Final Plan for Unit 4, Lot 12, of Park 88, Located on the North Side of Fairview Drive, West of Peace Road, and South of Macom Drive (3M).

September 14, 2015 - Approved a Planned Development Agreement and Implementing PD-R Zoning for Certain Property (University Village).

September 28, 2015 - Approved a Map Amendment, Preliminary Plan, and Final Plan, Allowing Chipotle Mexican Grill, Located at 2383 Sycamore Road.

October 12, 2015 - Authorized a Special Use Permit for a Fast Food Restaurant and Drive-Thru, along with Approval of the Final Plat of Subdivision for the DeKalb Retail Subdivision at 1127 W. Lincoln Highway (Popeye's Louisiana Chicken).

2016

February 22, 2016 - Authorized a Special Use Permit for a Fast Food Restaurant and Drive-Thru Located at 446-460 East Lincoln Highway (Dunkin Donuts).

March 14, 2016 - Authorized an Annexation Agreement (and the Annexation of Property Contemplated Thereby) for the Puri DeKalb Development and Approving Zoning, Preliminary and Final Plans, and Generating Related Development Approvals.

May 9, 2016 - Authorized a Modification of the Campus Roadway Plan to the DeKalb Area Retirement Center – Oak Crest, Located At 2944 Greenwood Acres Drive, by Amending the Planned Development Residential Zoning Ordinance, Including Preliminary and Final Plan Approval.

November 28, 2016 - Adopted an Amended Planned Development-Commercial (PD-C) and Approving an Amended Annexation Agreement for the Property Located at 2115 Sycamore Road.

2017

January 9, 2017 - Approved the First Amendment to an Annexation Agreement, Rezoning to PD-C Planned Development Commercial, and Final Plans for the Property Located at 2113-2131 E. Lincoln Highway (Pearl Street Commercial, LLC - Casey's General Store).

February 13, 2017 - Authorized an Amendment to a Special Use Permit to Allow for the Development of a Restaurant with a Drive-Through Located at 1115 W. Lincoln Highway (Boom Real Estate – Sonic Restaurant).

March 13, 2017 - Amended Chapter 23 “Unified Development Ordinance” Regarding Video Gaming.

February 27, 2017 - Approved a Rezoning from Central Business District (CBD) to Planned Development Commercial (PD-C), and Approved a Development Agreement with Cornerstone DeKalb, LLC for Property Located on the Southeast Corner of First (1st) Street and Lincoln Highway.

April 24, 2017 - Authorized an Annexation and Development Agreement, Annexing certain Property, Rezoning to PD-R Planned Development Residential, and Approving Plans for the Property Located at 1901 Sycamore Road (Kishwaukee Country Club).

May 22, 2017 - Authorized an Intergovernmental Cooperation Agreement with Kishwaukee Water Reclamation District, Rescinding Ordinance 2006-074, Approving Rezoning to Planned Development Residential, and Approving the Final Plat of DeKalb Sanitary District Planned Development Subdivision, which Includes the Vacation of Hollister Avenue, for the Property Located at 303 Hollister Avenue (Kishwaukee Water Reclamation District).

May 22, 2017 - Authorized a Zoning Map Amendment from the “MFR2” Multiple Family Residential District to the “PD-R” Planned Development Residential District to Allow for the Establishment of a Fraternity at 1114 Blackhawk Road (Blackhawk Road, LLC).

July 10, 2017 – Authorized the Implementation of Impact Fee Waivers for New Construction Permits in the Knolls, Rivermist, Devonaire, Wineberry, Summit Enclave, South Pointe Greens, Meadow Ridge, and Hidden Grove Subdivisions.

August 14, 2017 - Approved a Rezoning from Central Business District (CBD) to Planned Development Commercial (PD-C), Approval of a Concept Plan, and Approving a Development Agreement with Plaza DeKalb, LLC for Property Located on the Northeast Corner of Second (2nd) Street and Lincoln Highway.

October 30, 2017 - Authorized the Purchase of 912 Edgebrook Drive, the Emergency Stabilization of Said Property, the Amendment of the FY2017 Budget in the Amount of \$250,000, and the Establishment of a Posted No Parking Zone.

November 13, 2017 - Approved the Final Plat of the Unified Wire and Cable Resubdivision (333 Dietz Avenue and 338 Wurlitzer Drive).

2018

May 14, 2018 - Amended Chapter 14 “Rooming Houses” by Adding Section 14.22 “Greek Housing Fire Safety.”

June 11, 2018 - Authorized a Zoning Map Amendment from the “GC” General Commercial District to the “PD-C” Planned Development - Commercial District; Approval of Planned Development Plan; and Waivers to the Unified Development Ordinance for the Property Located at 701 W. Lincoln Highway (Pizza Hut).

August 27, 2018 - Authorized a Special Use Permit for a Video Gaming Establishment at 850-852 S. 4th Street (Maisy’s).

September 24, 2018 - Authorized a Zoning Map Amendment From the “LC” Light Commercial District to the “PD-C” Planned Development Commercial District, and Approval of a Planned Development Plan for a Home2 Suites by Hilton Hotel (Northern Illinois Hotels, LLC) (Southwest Corner of Knolls Avenue South and South Annie Glidden Road).

October 8, 2018 - Authorized a Zoning Map Amendment from the “MFR-1” Multiple Family Residential District to the “PD-R” Planned Development Residential District for Property Located at 1211 Sycamore Road, and Authorizing a Zoning Map Amendment from the “SFR-2” Single Family Residential District to the “PD-R” Planned Development Residential District for property located at 1215 Sycamore Road (Adventure Works Counseling Center).

November 26, 2018 - Amended Chapter 30 “Official Comprehensive Plan”, Section 30.01 “Adoption,” by Adopting the Annie Glidden North Revitalization Plan.

2019

January 14, 2019 - Authorized Amendments to Ordinances 1998-037 and 1998-038 to Allow for Additions and Renovations to the DeKalb County Rehab and Nursing Center, 2600 N. Annie Glidden Road.

January 28, 2019 - Authorized a Zoning Map Amendment from the “HI” Heavy Industrial District to the “PD-I” Planned Development – Industrial District and Approval of a Planned Development Preliminary

Plan for a Community Solar Garden to be Located Along the North Side of Gurler Road, Approximately 500 feet East of South First Street (SunVest Solar, Inc.).

February 11, 2019 - Designated the Proposed DeKalb Central Business District Redevelopment Project Area Pursuant to the Tax Increment Allocation Redevelopment Act.

March 11, 2019 - Approved the Final Plans for Plaza DeKalb, Pursuant to Ordinance 2017-036, for Property Located on the Northeast Corner of 2nd Street and Lincoln Highway.

April 22, 2019 - Authorized an Amendment to Ordinance 2000-028 to Allow for the Remodeling of the Existing McDonalds Restaurant Located at 805 W. Lincoln Highway and Providing for Updates to the Parking Lot and Drive-Through.

May 13, 2019 - Amended Chapter 38 “Intoxicating Liquors,” Section 38.27(c)8 “Gambling Devices,” by Revising the Fixed Number of Liquor Licenses for Establishments that Qualify as Video Gaming Establishments to Include the Properties Located at 110-124 E. Hillcrest Drive and 1704 Sycamore Road.

May 28, 2019 - Authorized a Zoning Map Amendment for the “CBD” Central Business District to the “PD-C” Planned Development – Commercial District; Authorizing a Planned Development Preliminary and Final Plan; and Authorizing Waivers to the Unified Development Ordinance (Lovell’s Discount Tire – 424 E. Lincoln Highway).

May 28, 2019 - Amended Ordinance 2018-019 and Authorizing a Change to the Implementation Date for Compliance with the Greek Housing Fire Safety Act for Specified Properties to August 1, 2019. (Pertains to 1300 Blackhawk Road, 823 Greenbrier Road, 919 Greenbrier Road, and 920 W. Hillcrest Drive)

June 24, 2019 - Authorized an Annexation and Development Agreement, Annexing Certain Property, Rezoning to PD-I “Planned Development - Industrial”, and Approving Plans for the Property Located at 1827 Pleasant Street (Commonwealth Edison Company).

July 8, 2019 - Authorized a Special Use Permit for a Video Gaming Establishment at 122 E. Hillcrest Drive (RLDR, LLC).

July 22, 2019 - Authorized an Amendment to the Annexation and Development Agreement for Park 88 to Accommodate Future Growth, Rezoning from “SFR1” Single-Family Residential to “PD-I” Planned Development Industrial and “PD-C” Planned Development Commercial (Park 88 Group, LLC).

September 9, 2019 - Authorized a Zoning Map Amendment from the “LI” Light Industrial District to the “PD-C” Planned Development – Commercial District, and Approving a Planned Development Preliminary and Final Plan Agreement (204 N. Fourth Street and 420 Oak Street – Agora Tower – Mooney Property) (PNG Development, LLC).

October 14, 2019 - Authorized the Exchange of Real Estate and Approving an Exchange of Real Estate Agreement (Portion of 912 Edgebrook and Blackhawk Road (PIN 08-15-101-013).

October 14, 2019 - Provided for the Termination of the City of DeKalb Tax Increment Financing District 2 (TIF 2) and the Dissolution of the Special Tax Allocation Fund for TIF 2 on December 31, 2019.

October 28, 2019 - Amended Ordinance 2006-107 and Ordinance 2006-109 to Accommodate an Approximately 1,222,400 Square Foot Food Distribution Center and a 466,560 Square Foot Food

Packaging Center for Property Located Between Route 23, Gurler Road, Crego Road and I-88 (Chicago West Business Center – DeKalb 343, LLC).

November 12, 2019 - Authorized the Implementation of Impact Fee Waivers for New Construction Permits for Attached Single Family Townhomes in the Wineberry, South Pointe Greens, and Gardens of River Mist Subdivisions.

November 25, 2019 - Authorized a Zoning Map Amendment from the “GC” General Commercial District to the “PD-C” Planned Development Commercial District to Allow for a Video Gaming Establishment at 1704 Sycamore Road (DeKalb-Harlem, LLC).

2020

January 13, 2020 - Authorized Boundary Modifications to the Area Known as the DeKalb County Enterprise Zone to accommodate Project Ventus (Facebook).

February 24, 2020 - Authorized a Tax Increment Financing Development Incentive Agreement with 206 E. Lincoln, LLC (Rosa Balli) for the Rehabilitation of the Property Located at 206 E. Lincoln Highway.

March 9, 2020 - Approved a Special Use Permit to Allow for a Private Therapeutic Day School to Locate in the Former Chesebro Elementary School Located at 900 E. Garden Street (DeKalb Community Unit School District #428).

March 23, 2020 - Amended Chapter 23 “Unified Development Ordinance” Authorizing Text Amendments to Article 13, “Signs,”

March 23, 2020 - Approved a Special Use Permit for a Vehicle Tow Facility and Storage Yard Located at 110 Industrial Drive (J&S Tri-State Recovery and Towing).

March 23, 2020 - Approved a Special Use Permit for a Drive-Through Restaurant with an Outdoor Seating Area and Approving a Final Plan for 2411 Sycamore Road (Raising Cane’s Chicken Fingers).

April 13, 2020 - Authorized a Tax Increment Financing Development Incentive Agreement with Gullie, LLC for the Remodeling of the Property Located at 260 E. Lincoln Highway.

April 27, 2020 - Approved an Annexation and Development Agreement with Ventus Tech Services, LLC (Project Ventus) (Facebook).

April 27, 2020 - Approved a Special Use Permit for a Cannabis Business Establishment for an Adult Use and Medical Cannabis Dispensary at 818 W. Lincoln Highway (NuMed Partners, LLC).

June 8, 2020 – Approved a Rezoning from the “GC” General Commercial District to the “PD-C” Planned Development – Commercial District and Approving a Preliminary and Final Development Plan to Accommodate a Four-Story Executive Suites Residential Complex with 59 Dwelling Units and Ground Level Commercial Space with a Banquet/Conference Room at 2675 Sycamore Road.

June 22, 2020 - Approved a Rezoning from “CBD” Central Business District to “PD-C” Planned Development – Commercial District and Approving a Preliminary and Final Development Plan to Allow for a Building Contractor’s Office and Materials Storage at 421 Grove Street (Christa and Matt Gehrke).

July 27, 2020 - Approved an Annexation and Development Agreement with the DeKalb First United Methodist Church to Allow for Construction of an Approximately 7,730 Square Foot Church and Accessory Uses for Approximately 16 Acres of Property Located Along the West Side of N. Annie Glidden Road Across from the DeKalb County Health Facility Campus.

September 14, 2020 - Approved the Rezoning of 822 E. Lincoln Highway from “TFR” Two-Family Residential District to “LC” Light Commercial District (Kelly and Natalie Diehl).

September 14, 2020 - Approved the Final Plat of the Goldman Resubdivision (Lots 49 and 50 in the Bridges of Rivermist Unit 2 Subdivision).

October 26, 2020 - Approved the Rezoning of 200 S. Fourth Street from the “CBD” Central Business District to the “PD-R” Planned Development – Residential District and the Planned Development Preliminary Plan (Johann DeKalb Suites).

November 9, 2020 - Approved a Special Use Permit for 2022 Sycamore Road for a Video Gaming Establishment (CJ’s Gaming).

December 14, 2020 - Approved the Final Plat of the Theisen Resubdivision (1100 S. Seventh Street).

December 14, 2020 - Approved the Final Plat of Subdivision of ChicagoWest Business Center – Ferrara (DeKalb 343, LLC) (Gurler Road).

December 14, 2020 - Approved the Rezoning of 217 Franklin Street from the “CBD” Central Business District to the “PD-C” Planned Development – Commercial District and the Planned Development Preliminary Plan (Safe Passage).

2021

January 25, 2021 – Approved a Final Plat of Resubdivision, an Amended Final Development Plan, and Amended Development Standards for Goldframe, LLC for the Facebook Planned Development Site Along E. Gurler Road to Accommodate a ComEd Substation.

February 22, 2021 - Approved a Special Use Permit for a Parking Lot as a Principal Use when Located Within 300 Feet of the Use Served (1030 E. Locust Street – Nehring Electrical Works).

February 22, 2021 - Approved a Zoning Map Amendment from the “HI” District to the “PD-I” District and Amending a Development Agreement – North Side of Gurler Road, East of S. First Street (Midland Trust Company – James Planey).

March 8, 2021 - Amended Chapter 23 “Unified Development Ordinance,” Article 5.03 and Article 5.04, by Allowing Two-Family Attached Dwellings and Multiple Family Attached Dwellings Not Meeting the Minimum Lot Area Requirements as a Special Use in the “TFR” Two-Family Residential District and the “MFR1” Multi-Family Residential District.

April 12, 2021 - Approved an Amendment to Ordinance 2020-029 to Extend the Time Limit to July 1, 2022 to Obtain a State-Issued Cannabis Dispensary License for the Property Located at 818 W. Lincoln Highway (NuMed Partners).

May 24, 2021 - Approved a Special Use Permit for Dwelling Units Above the Ground Floor at 400 E. Hillcrest Drive and 444 E. Hillcrest Drive (Four Forty Four, LLC) as it Pertains to the Addition of 17 Apartment Units.

June 28, 2021 - Approved the Final Development Plan for the Property Located at 217 Franklin Street (Safe Passage).

July 12, 2021 - Authorized a Zoning Map Amendment from the “RC-1” Residential Conservation District to the “PD-C” Planned Development Commercial District and Approval of a Preliminary and Final Development Plan for 304 N. Tenth Street (Elias Ramos).

July 26, 2021 - Authorized Amendments to Ordinance 2006-107 and Ordinance 2006-109 to Accommodate an Approximately 700,000 Square Foot Warehouse and Distribution Center for the Chicago West Business Center Located Between Illinois Route 23, Gurler Road, Crego Road, and Illinois Interstate 88 [Amazon] (TC Pursuit Services, Inc. and DeKalb 343, LLC).

July 26, 2021 - Authorized Amendments to Ordinance 2002-045 and Ordinance 2019-004 to Amend Sign Regulations for the Northland Plaza Shopping Center – Sycamore Road (B33 Northland Plaza, LLC).

August 23, 2021 - Authorized a Zoning Map Amendment from the “GC” General Commercial District and the “MFR2” Multi-Family Residential District to the “PD-C” Planned Development Commercial District and Approval of a Preliminary Development Plan for 1221 W. Lincoln Highway (Blue Ridge LLC – 1221).

August 23, 2021 - Approved the Final Plat of Subdivision and Plat of Easement of the ChicagoWest Business Center – Phase 2 [Amazon] (TC Pursuit Services, Inc. – DeKalb 343, LLC).

September 13, 2021 - Authorized a Zoning Map Amendment from the “SFR2” Single Family Residential District to the “PD-R” Planned Development Residential District and an Amendment to Ordinance 2018-068 for the Property Located at 1221 Sycamore Road (Adventure Works).

September 13, 2021 - Approved the Preliminary and Final Plat of Subdivision for CST Subdivision along Harvestore Drive (CST Industries, Inc.).

October 11, 2021 - Amended Chapter 23 “Unified Development Ordinance”, Article 3 “Definitions”, and Article 5 “Zoning District Regulations” Pertaining to Automobile Detailing, Car Washes, and Service Facilities.

October 25, 2021 - Provided for the Termination of the Central Area Tax Increment Financing Redevelopment Area (TIF 1) and the Transfer of Funds from TIF 1’s Special Tax Allocation Fund to TIF 3.

November 22, 2021 - Approved a Special Use Permit for a Self-Service Storage Facility with Interior Unit Access to be Located at 1700 Sycamore Road (DeKalb – Harlem, LLC).

December 13, 2021 - Approving a Development Agreement with DeKalb Taylor Solar, LLC. (Pleasant St. – Airport).

WHERE DO WE STAND NOW?

Chapter 2 of this planning document addresses demographic and economic trends in much more detail, in order to provide an inventory and analysis on which a blueprint can be derived for managing future growth in DeKalb over the next five years. The comprehensive land use plan typically consists of three basic components:

- an inventory and analysis of the community:
- a formulation of goals and objectives:
- and a future land use plan.

The inventory and analysis profiles the community's needs, constraints, and opportunities. The goals and objectives represent the community's vision in general value statements and provide tangible steps to realize that vision. The future land use plan graphically portrays the desired character of land uses with reference to these goals and objectives.

THE PLANNING AREA

The geographic area addressed by this comprehensive plan includes all of the DeKalb corporate limits plus the land within a mile and a half radius around the corporate limits. This combined area is herein known as the DeKalb planning area.

PLANNING ISSUES

Many planning issues are addressed in this plan but the essential concerns are these:

1. What land uses should develop within the mile-and-a-half perimeter of the City?
2. What public policies should shape the development of these uses? How will large areas of unincorporated agriculturally-zoned land on the edge of the City's 1 ½ mile planning jurisdiction be treated?
3. How can the extraordinary recent industrial interest in DeKalb be encouraged while enhancing the range of career jobs that can support families and new generations of residents and businesses?
4. How can the pace of residential development be stimulated to support the rising interest in industrial development?
5. How will the City's commercial tax base survive larger consumer trends away from brick and mortar retail toward on-line purchasing?
6. How should the City preserve and enhance the quality of life within its corporate boundaries? How should the City's subdivision, planned development, and zoning regulations be amended to more effectively implement the plan?

Chapters Two, Three, and Four of this Plan will address these planning issues.

Chapter Two: Inventory and Analysis



This analysis identifies trends that directly impact land use, municipal and other governmental service, transportation, and future development opportunities.

The DeKalb County Housing Authority undertook a housing needs study in 2019-2020 to understand how the agency might best support new housing needs within the county, especially for low-to-moderate income households. The study necessarily focused on such metrics as population age cohorts, home values, household incomes, and affordability. The City of DeKalb was a participant in this assessment. The resulting “Comprehensive Housing Study” (2020), along with the official 2020 Decennial Census records and data provided by the DeKalb Area Association of Realtors, provide much of the primary sources for the trends outlined in this chapter.

Socioeconomic Trends

Trends in Assessed Valuation

Industrial Valuation*				
2017	2018	2019	2020	2021
\$55,827,547	\$57,198,687	\$62,998,697	\$65,682,775	\$85,864,902
City-Wide EAV				
\$529,629,464	\$547,947,687	\$585,726,839	\$610,333,062	\$694,171,673
% of City-Wide EAV				
10.54%	10.44%	10.76%	10.76%	13%

Commercial Valuation*				
2017	2018	2019	2020	2021
\$164,843,724	\$170,625,427	\$182,469,081	\$189,583,406	\$215,495,770
City-Wide EAV				
\$529,629,464	\$547,947,687	\$585,726,839	\$610,333,062	\$694,171,673
% of City-Wide EAV				
31.12%	31.14%	31.15%	31.06%	31%

Residential Valuation*				
2017	2018	2019	2020	2021
\$305,785,673	\$316,779,699	\$336,652,943	\$351,406,926	\$388,913,054**
City-Wide EAV				
\$529,629,464	\$547,947,687	\$585,726,839	\$610,333,062	\$694,171,673
% of City-Wide EAV				
57.74%	57.81%	57.48%	57.58%	56%

* Represents “equalized” assessed evaluation or 1/3 of the full assessed value. The minor valuations for farmland and railroad property within the City limits are included in the City-wide EAV numbers.

**Includes recovered TIF #1 value treated as new construction.

The City's permit records provide another window to recent development values. The valuations on permits are typically provided by the applicant and tend to be understated. Nevertheless, the year-to-year trends tend to underscore the extraordinary increase in industrial and commercial valuations, as opposed to residential valuations, as seen in the tables that follow:

Industrial Permits and Valuation
(Based on City Permit Records)

Year	Number of Permits	Permit Valuation
2017	5	8,840,000
2018	0	0
2019	1	37,000,000
2020	4	85,847,262
2021	6	226,163,568

Commercial Permits and Valuation
(Based on City Permit Records)

Year	Number of Permits	Permit Valuation
2017	15	4,264,000
2018	10	667,000
2019	11	10,780,081
2020	11	6,061,859
2021	19	19,622,400

Residential Permits and Valuation*
(Based on City Permit Records)

Year	Number of Permits	Permit Valuation
2017	2	390,000
2018	27	3,431,507
2019	5	775,000
2020	7	1,442,500
2021	9	3,328,000

*New construction or additions. Excludes fences, accessory structures, etc.

Housing

Number of Residential Units by Type*		
Year	SF Detached	Multi-Family**
2017	2	51
2018	27	0
2019	4	25
2020	7	59
2021	9	94

*Based on City permit records. New Construction Only.

** Includes townhouses, condominiums, duplexes and apartments. Includes Pappas properties.

Residential Permit Values			
Year	Single Family	Multi-Family*	Total
2017	\$390,000	\$2,000,000	\$2,390,000
2018	\$3,431,507	\$0	\$3,431,507
2019	\$775,000	\$1,500,000	\$2,275,000
2020	\$1,442,500	\$2,400,000	\$3,842,500
2021	\$3,328,000	\$10,000,000	\$13,328,000

* Includes townhouses, condominiums, duplexes and apartments.

Data on All Homes Sold in DeKalb*				
Year	Highest Price	% Change	Average Price	% Change
2017	\$425,000	-10.53%	\$148,872	2.01%
2018	\$350,000	-17.65	\$156,519	5.14%
2019	\$365,000	4.29%	\$165,645	5.83%
2020	\$800,000	119.18%	\$176,920	6.81%
2021	\$875,000	9.38%	\$196,303	10.96%

*Based on data from the Dekalb Area Association of Realtors. Includes sales of new homes, existing homes, and re-financings.

Housing Capacity				
Subdivision*	SF Detached		Attached Housing**	
	Platted***	Built	Platted**	Built
Iron Gate	1119	0	123	0
Bridges of River Mist	239	200	216	206
The Knolls	227	219	225	225
South Pointe Greens	68	32	228	118
Devonaire	330	231	86	86
Total:	1983	682	878	635

*The principal remaining subdivisions still building out.

** Includes townhouses, condominiums, duplexes, and apartments.

***Preliminary plats.

Affordability

Income/Home Cost Comparisons			
Year	Median Household Income	Affordable Home Price: (2.6 X Median Household Income)	Actual Average price of Homes Sold*
2000	45,065	117,169	\$141,430
2010	40,228	104,592	\$161,897
2020	45,020	117,052	\$176,920

*Based on data provided by the Dekalb Area Association of Realtors.

Financing of Average Home Sold in DeKalb in 2020 (\$176,920)	
Down Payment (20%)*	\$35,384
Mortgage Rate (30-yr., fixed)	3.125%
Mortgage Amount	\$141,536
Monthly Mortgage payment	\$606
Monthly Taxes (@10.3622/\$100 EAV)	\$509
Monthly Insurance	\$132
Monthly Home Costs	\$1,247**

*Excludes "cash costs" such as closing costs (points, appraisal, credit report, 15 days' interest, recording fee, FNMA service fee, survey, etc.)

**At the median household income of \$45,020 the affordable monthly housing costs at 30% would be \$1,126.

Labor Force

Employment by Major Category			
Category	2000	2010	2019 5-Year ACS ⁵
Agriculture	208	58	85
Construction	656	445	318
Wholesale/Retail	2,774	1,425	1,632
Professional ¹	8,977	4,393	4,873
Service ²	3,872	1,769	2,250
Industrial/Warehouse ³	2,995	2,272	2,805
Total	19,482	10,362⁴	11,963

¹ Includes health services, education, public administration and related services.

² Includes financial, insurance, real estate, business office, information, personal and entertainment.

³ Includes manufacturing, transportation, and public utilities.

⁴ Tabulation changed from "Civilian employed population 16 years and over" to "Full-time, year-round civilian employed population 16 and over."

⁵ 2020 American Community Survey (ACS) not released as of publication.

Existing Land Use

As of March 1, 2022, the area within the existing corporate limits was approximately 11,015 acres, or 17.21 square miles. Of this total incorporated area, 14 square miles (82%) are developed or serviced by roads and utilities, and 3.15 square mile (18%) are used for agricultural purposes. The predominant land use is residential, which accounts for 3.86 square miles or 22% of the total incorporated land area. The following table breaks down all the existing land uses within the current corporate limits as of March 1, 2022:

Existing Land Uses			
Land Use	Square Feet	Acres	Square Miles
Single-Family Residential	84,497,125.16	1,939.79	3.03
Two-Family Residential	6,755,395.66	155.08	0.24
Multi-Family Residential	16,318,855.10	374.63	0.59
Commercial	20,577,706.51	472.40	0.74
Light Industrial	29,782,796.39	683.72	1.07
Heavy Industrial	34,648,725.31	795.43	1.24
Public	51,656,887.52	1,185.88	1.85
Open Space	43,013,542.96	987.46	1.54
Transportation & Utilities	41,679,111.90	956.82	1.50
Vacant or Agricultural	87,765,303.16	2,014.81	3.15
TOTAL	416,695,449.66	9,566.01	14.95
Rights-Of-Way	63,099,015.61	1,448.55	2.26
Total	479,794,465.27	11,014.57	17.21

Overlay Districts

In some instances, the regulations in the various zoning districts need to be superseded by unique regulations serving higher purposes defined by the City Council. The following overlay districts currently exist in the City of DeKalb:

- “FP” Floodplain Overlay District. To provide a national standard without regional differentiation, the Federal Emergency Management Agency (FEMA) has adopted the 100-year flood as the base flood for floodplain management purposes. Within the floodplain there is a 1 percent chance that the 100-year flood will be equaled or exceeded each year. Floodplains within the DeKalb planning area are generally associated with the Kishwaukee River branches and associated creek corridors. On

the Flood Insurance Rate Maps, the 100-year floodplains are designated “A Zones.” It is the purpose of this overlay district to restrict or prohibit uses which are dangerous to health, safety, and property due to water, erosion, or flood heights or velocities. It is also the intent of this overlay district to control the alteration of natural floodplains or stream channels, and to control filling, grading, dredging, and other development activity which may increase erosion or flood damage.

- “SAGRC” South Annie Glidden Road Corridor Overlay District. This overlay district grew out of the South Annie Glidden Road Corridor Plan was established by the Council in 1990. The purposes of the District are as follows:
- To ensure that the Corridor’s future land uses and residential densities are appropriately located and mixed to reflect the types, styles and densities of land uses already established.
 - To ensure that South Annie Glidden Road remains a safe gateway to the City;
 - To encourage all new construction to develop in a visually and aesthetically pleasing manner that reinforces the District as a signature corridor.
 - To preserve and protect the Corridor’s dramatic floodplain and other natural areas from the intrusion of incompatible development.
 - To enhance the ability of both human-made and natural open space areas to temporarily store the Corridor’s stormwater runoff.

Natural Features



The Kishwaukee Kiwanis Bike Path runs along the Kishwaukee River.

Drainage

Much of the DeKalb topography gently slopes toward the Kishwaukee River which, along with its tributaries, drains the area in a northwesterly direction toward the Rock River system. The area topography varies from flat to gently rolling as a result of pre-historic moraines or accumulations of earth and stones deposited by glacial action. The majority of the planning area ranges in elevation from 860 to 910 feet above sea level, with the highest point

approximately at 914 feet, and the lowest point at 821 feet.

Wetlands

Wetlands provide natural flood control, support diverse flora and fauna, and provide stormwater purification. Less than 1 percent of DeKalb County's land area contains wetlands. In the DeKalb area wetland sites comprise about 2.2% of the land area (about 243 acres) scattered near the Kishwaukee River.

Most of the wetlands can be described as march land where water is at or near the surface with a dominance of herbaceous vegetation.

Schools

Public Schools

The DeKalb Community Unit School District No. 428 covers approximately 107.8 acres and principally serves the DeKalb planning area. The District offers six elementary schools, two middle schools, and one high school within the corporate limits:

DeKalb High School

Grades 9-12

Clinton Rosette Middle School

Grades 6-8

Huntley Middle School

Grades 6-8

Founders Elementary School

Grades K-5

Gwendolyn Brooks Elementary School

Grades K-5

Jefferson Elementary School

Grades K-5

Lincoln Elementary School

Grades K-5

Littlejohn Elementary School

Grades K-5

Tyler Elementary School

Grades K-5



Students work together at Lincoln Elementary School.

The District also operates elementary schools in Malta and Cortland, and the DeKalb Early Learning and Development Center (Pre-K). The following table describes recent enrollment trends by grade level:

Recent DeKalb C.U.S.D Enrollments*				
School Year	PK-5	6-8	9-12	Total
2016-2017	3,252	1,333	1,747	6,332
2017-2018	3,330	1,351	1,825	6,506
2018-2019	3,333	1,349	1,916	6,598
2019-2020	3,307	1,471	1,940	6,718
2020-2021	3,326	1,414	1,864	6,604

*Opening of Fall semester

With respect to school facilities, very extensive community planning has been conducted since the last Comp Plan was adopted in 2005. The following table highlights the current enrollment capacities of each school within the DeKalb corporate limits:

School Capacity and Actual Enrollment	
School	Number
DeKalb High School	
Square Feet	400,000
Operational Capacity	2,500
Enrollment	1,843
Clinton Rosette Middle School	
Square Feet	85,174
Operational Capacity	624*
Enrollment	613
Huntley Middle School (Early Learning & Development Center)	
Square Feet	230,732
Operational Capacity	1680*
Enrollment	911 (238)
Founders Elementary School	
Square Feet	86,617
Operational Capacity	652
Enrollment	588
Gwendolyn Brooks Elementary School	
Square Feet	43,000
Operational Capacity	360
Enrollment	340
Jefferson Elementary School	
Square Feet	37,300
Operational Capacity	392
Enrollment	325
Lincoln Elementary School	
Square Feet	25,928
Operational Capacity	336
Enrollment	312
Littlejohn Elementary School	
Square Feet	39,190
Operational Capacity	459

	Enrollment	389
Tyler Elementary School		
	Square Feet	33,820
	Operational Capacity	330
	Enrollment	298

*Source: DeKalb School District FY 2021 Annual Comprehensive Report. Current capacity may differ based on programming.

Private Schooling

1. Parochial School. St. Mary's Catholic Church opened St. Mary School in a new building in 1913 with an opening enrollment of about 90 students. The parish relocated their instructional classes to the former Notre Dame facility on Gurler Road in 1994. Today, the school has about 200 students enrolled in elementary classes.
2. Cornerstone Christian Academy. This faith-based academy is located at 355 N. Cross Street in Sycamore. It offers pre-school through 12th grade with a current enrollment of 276 students, principally from the DeKalb/Sycamore area.
3. Home Schooling. It is estimated by public school sources that less than one percent of the households in DeKalb County are involved in home schooling. Parents who offer in-home curricula for their children are not required to register with the regional school superintendent but are invited to do so.

Kishwaukee Community College



Diesel power technology is one of the course offerings at Kishwaukee College.

Kishwaukee College sits on a 120-acre campus located in a rural setting six miles west of DeKalb in Malta, Illinois. The College was founded in 1968 and serves a diverse community college district comprising DeKalb, Sycamore, Rochelle and other communities totaling 100,000 in population and six public high school systems. The College offers more than 70 degree or certificate programs along with short-term training, continuing education, personal enrichment and dual credit courses. The

mission of the College is to improve lives through a quality, affordable education. Nearly 60% of all enrolled Kishwaukee College students are “first-generation college students.”

The College enrollment in the fall of 2021 was about 4,000 credit students and 201 non-credit students.

Northern Illinois University

Northern Illinois University has its roots in the Northern Illinois State Normal School chartered by the Illinois Legislature in 1895. The state Legislature enhanced Northern’s status with its recognition as the Northern Illinois State Teachers College in July, 1921, and again as Northern Illinois State College in 1955. On July 1, 1957, the Legislature conferred university status on Northern. The University is a world-class, research-focused public institution that attracts students from across Illinois, the country and the world. “NIU” has nearly 250,000 alumni worldwide. Fifty percent of NIU’s graduating classes are transfer students.

NIU has seven (7) degree-granting colleges with a total of 43 academic departments, 66 undergraduate majors, 70 undergraduate minors, 96 emphases, 7 pre-professional programs, 93 graduate programs (excluding Law) and 72 specializations. The student-to-faculty ratio in 2021 was 16:1. The total enrollment in the Fall of 2021 was 16,234:

- Undergraduate: 11,834
- Graduate: 4,079
- College of Law: 321

The University supports 1,144 instructional faculty, 411 administrative and professional staff, and 1,448 operating staff.

The average high school GPA of new freshmen was 3.34 in the Fall of 2021. The average age of undergraduates in 2021 was 22; the average age of graduates was 33.

The ethnic and racial breakdown of the University’s students in the Fall of 2021 was as follows:

- White: 49.24%
- Latinx: 19.21%
- Black: 17.03%
- Asian: 5.80%
- Other: 8.73%

In the Fall of 2021, 743 international students from 111 countries were enrolled at NIU.

Parks and Open Space

The DeKalb Park District

Before there was a DeKalb Park District, the park system in DeKalb was owned and operated by the City of DeKalb. In 1935 the city owned four parks: **Annie's Woods**, named after Annie Glidden, the niece of barbed wire inventor Joseph



Glidden; **Huntley Park**, named after the first settlers of the village of DeKalb, and designed to be the town square with the first bandstand; **Liberty Park**, the site of the second bandstand and located on the near north side of DeKalb; and **Hopkins Park**, named in honor of Judge Hopkins, who donated this 32 acre tract of land which became the crown jewel of the system.

In the early 1930's, the League of Women Voters campaigned for a separate park district, as in Sycamore. According to historical accounts of the time, the League argued that an elected park board could identify and pursue its own goals, with resources that might be raised with bonds issued by the board for capital improvements.

In 1935, the DeKalb Park District was organized. The first significant improvement project opened that summer was a new community swimming pool in Hopkins Park. By 1960, the district had eight parks; by 1970 there were twelve public parks.

In 1970, the Park District hired its first full time executive director. By 1980 the district had rebuilt the swimming pool, acquired Haish Gymnasium and a nine-hole golf course (**Buena Vista Golf Course**), which was donated by the DeKalb Ag Foundation. In 1985, the Park District purchased a second nine hole golf course (**River Heights Golf Course**), which was developed into an 18-hole course over the next 10 years.



In addition to parks, swimming and golf, the District gradually offered new programming. By 1983, the Park District operated year-round athletic and recreation programs. These programs included summer day camps, adult softball leagues, swimming lessons, golf lessons and many others. Winter programs included adult basketball leagues and fitness classes. As DeKalb experienced substantial residential growth in the 1990s the District was invited by the City to participate in subdivision planning and with the City's cooperation was able to acquire new subdivision park donated to the District by developers. By 1992, 24 parks existed within the district and by 1998, 40 parks totaling over 700 acres.

Many of these new parks had been acquired as conservation areas in order to preserve floodplain lands and wildlife habitat. Other parks were active recreation facilities designed to serve all types of recreational needs. Combining this system of parks with the Kishwaukee Kiwanis pathway system totaling 8 miles in length, connecting DeKalb with Sycamore and the Great Western Trail to the east.

Other facility improvements of the 1990's included creation of the **Hopkins Park Community Center** in 1989, which was a 10,000 square foot social and community center addition to the Hopkins Swimming Pool Facility. Hopkins Park Community Center Terrace Room serves as a setting for wedding receptions, parties and meetings. The second floor of the Community Center houses the DeKalb Park District administration offices.

Similar to the manner in which the existing **Hopkins Pool** was expanded to a community center, in 1992 **Haish Gymnasium** was expanded. Acquired from the school district in the mid-1970's in exchange for land to build a new neighborhood school (Gwendolyn Brooks), Haish Gym was expanded with a second gymnasium to accommodate growth in indoor winter athletic programs.

In January 2000, the indoor **Sports and Recreation Center** was opened. Adjacent to the former DeKalb High School (now Huntley Middle School), the center contains two additional gymnasiums, locker rooms, activity and dance rooms, as well as a full acre of open space under a 45-foot roof. This acre of open space offers two parallel soccer fields, a football field or an indoor softball/baseball field, depending on how it is set up on a weekly basis.

DeKalb Public Library



Children read to dogs for the Read to Rover story time program at the DeKalb Public Library.

The DeKalb Public Library features a collection of more than 150,000 physical items, including books, CDs, DVDs, periodicals, and an expansive collection of digital materials and electronic resources. The Library is a member of the PrairieCat consortium which provides library patrons with access to over 1,000,000 items. The Library also regularly provides its patrons with wifi, computer access, and computer training.

The Library is run by the Director, who is hired by the Library Board of Trustees. The nine members of the Board of Trustees are

appointed by the Mayor to serve three-year terms. The Library is divided into six departments: Administration, Facilities, Public Relations and Events, Adult Services, Youth Services, and Access Services. The manager of each department reports to the Director. The Library has approximately 16 full-time and 33 part-time employees.

The DeKalb Public Library was organized in the 1880s as a reading room of donated books that was staffed by volunteers. In 1893 the City Council established a public library in a room on the second floor of City Hall, which was then located at 125 South Second Street. By 1895 the library was growing in popularity but lacked adequate funds to serve the public and nearly closed down. To avoid a shutdown, Annie Glidden and the ladies of the Library Whist Club began to donate a portion of their card winnings to the library—a partnership which continues to this day.

Although the library had a home (adjacent to the city jail), it moved in 1923 to the second floor of the Daily Chronicle building at 114 East Lincoln Highway, which also housed a roller skating rink on the third floor. Because of the noise from the skates the library was forced to drastically reduce its hours.

On February 15, 1931, the Haish Memorial Library Building at 309 Oak Street was dedicated. Built on land provided by the city and financed by a bequest of \$150,000 from barbed-wire millionaire Jacob Haish, the striking building with its Indiana Bedford limestone facade soon gained national recognition through an article in *Architecture* magazine. In 1934, the library received a mural by Gustaf Dahlstrom from the Works Progress Administration Federal Art Project. The mural is installed over the fireplace in the main reading room of the Haish building.

Through the years the building has seen many changes. In the 1960s an art gallery in the east wing was made into a children's room and the stacks were expanded upward. In the period 1978-79 a two-story addition on the south side provided for a reference room and a lower-level children's room. In 1980, the Haish Memorial Library Building was added to the National Register of Historic Places. In January 2016 the first phase of a major expansion project was completed, adding 46,000 sq. ft. to the building. In September 2016 the second phase was completed with the re-opening of the remodeled Haish building.

Utilities

DeKalb's Water Distribution

The City's Public Water System is a modern, state-of-the-art water supply serving a population of over 40,000 residents including Northern Illinois University. The source of water provided to the residents of DeKalb comes from six deep wells drawing water from deep sandstone aquifers, and three shallow wells that draw water from sand and gravel aquifers.

Groundwater is treated at one of five ion-exchange/iron removal water treatment plants. The treatment process produces a high quality water supply by reducing the amount of hardness and iron in the water.

Before passing through the treatment plant, the groundwater is treated with chlorine and phosphate to ensure the safety of the water supply within our distribution system. In addition, fluoride is added to the water to promote the development of strong teeth.

After treatment, the water enters the distribution system for use or is stored in one of the City's four elevated water towers. The four towers have the ability to store a total of 5.75 million gallons. The elevated towers provide storage and maintain system pressures for fire protection.

The City's Utility Division is a unit of the Public Works Department. The Utility staff maintain over 180 miles of water main making up the City's water distribution system. The distribution system includes over 2,500 hydrants, 3,000 valves and 11,000 service lines and water metered accounts. Ensuring all these assets are adequately maintained is critical to a safe, uninterrupted water supply to our community and the ability to always provide fire protection.

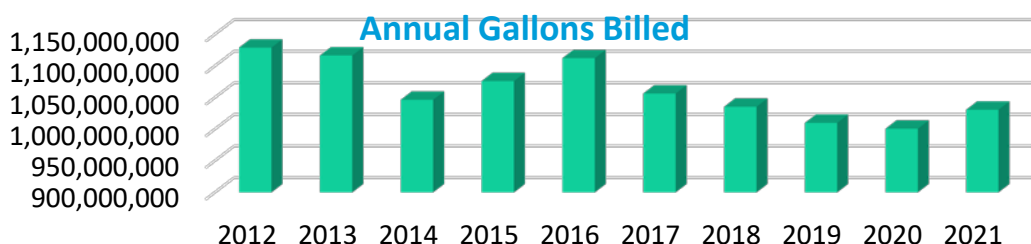


A Public Works employee replaces a warning light on top of the west water tower.

Utility Staffing Level	FY2020	FY2021	FY2020
FT	9	10	10
PT Seasonal	1	1	1
Total	10	11	11

The primary source of funding for the Water Operations Fund and Water Capital Fund is water sales, accounting for over 95% of the total revenue to these two funds. The Water Department experienced an increase in water sales of 4.1% in 2021. This is the first increase in water sales since 2016. Overall, water sales have decreased an average of 1% annually over the past 10 years. Water use is expected to stabilize or moderately increase over the next few years because of new development to the area. This includes the new Ferrara, Facebook, and Project Barb facilities as well as additional water demands expected as a result off DeKalb Plaza, Isaac Suites, Home2 Suites, Agora Towers, and Johann Suites to name a few.

The following chart depicts the number of gallons billed to DeKalb residents annually over the past ten years (*Note: 2021 water sales are projected based on sales-to-date*):



Sanitary Sewer System—The Kishwaukee Water Reclamation District

The treatment of DeKalb’s sanitary sewage is conducted by a separate regional unit of small government, the Kishwaukee Water Reclamation District (KWRD). The District is the authority for planning, collection, treatment, and ultimately disposal of all sewage generated in the City of DeKalb, NIU, the Village of Malta, Kishwaukee College, and unincorporated properties located in DeKalb County. It maintains one treatment facility, 180 miles of public sewer, eight pumping stations, and a biosolids storage facility. The District has three trustees that are appointed to revolving three-year terms by the DeKalb County Board.

From the laying of the first sanitary mains in the late nineteenth century until the late 1920s, the DeKalb area sewage was conveyed, untreated, to the Kishwaukee River. Pollution in the river led to a “Kleen the Kish” movement organized by the Isaac Walton League in 1927-1928. A public referendum followed, and the DeKalb Sanitary District was formed by the will of local voters. It was incorporated under the Sanitary District Act of 1917 and charged with collection, treatment, and disposal of the area’s sewage before discharge to the Kishwaukee River. With the organization of the U.S. Environmental Protection Agency in 1970 and the promulgation of the Clean Water Act in 1972, a rational system for the oversight of wastewater treatment facilities evolved. In a few years, all publicly-owned treatment works (POTWs) were required to meet water quality standards under the National Pollution Discharge Elimination System (NPDES). The DeKalb Sanitary District received its NPDES permit (#IL0023027) in short order. In 1987, the District and the City of DeKalb agreed that the District would thereafter assume the responsibility for the construction, repair, and maintenance of the sewer mains and manholes within the corporate limits of the City.

In 2017, the District was renamed the Kishwaukee Water Reclamation District to better reflect its mission to reclaim clean water and recover the valuable resources from the sewage it receives. The

same year, the District began a \$55 million upgrade of its reclamation facility at 1301 Sycamore Road. The District's state of the art facility is now positioned to provide advanced wastewater treatment for the Kishwaukee River Watershed for decades to come. The purpose of these improvements is to

- Replace treatment infrastructure beyond its useful life.
- Improve biological treatment to ensure regulatory compliance with current and future water quality standards.
 - Improve water quality for existing contaminates.
 - Remove Phosphorus and Nitrogen which cause algal blooms.
- Improve hydraulic efficiency.
- Addition of resource recovery and creation of electrical power from sewage and other renewable resources to be a "net-zero" facility by 2025.
- Create a facility footprint for the next 50 years.
- Improve site safety and security.
- Increase excess flow (wet weather) treatment capacity.

At the most basic level, the KWRD treats wastewater discharged from homes and businesses conveyed through underground sewers to the "headworks" of the treatment facility. The waste stream flows through heavy screens that remove the large objects and garbage that should not be flushed. Grit (sand, rock, etc.) is captured and heavier, organic solids (sludge), are settled out in primary clarifiers. The sludge is sent to anaerobic digesters where an environment is created for microorganisms to digest the organic solids. Harmful pathogens are destroyed, and fully digested sludge is dewatered with centrifuges. The dewatered biosolids are then land-applied as fertilizer by local farmers. The liquid treatment consists of an Enhanced Biological Nutrient Removal (EBNR) process that eliminates nutrients, ammonia, BOD, with further solids reduction. The effluent from this process is exposed to high intensity ultraviolet light (UV disinfection) to eliminate the threat of fecal coliform or E coli reaching the Kishwaukee River. The District's daily laboratory testing confirms treatment standards are met and reports daily results to the Illinois Environmental Protection Agency.

Refuse Removal

Household wastes and recyclables in the City of DeKalb are collected by a private scavenger service under a multi-year contract and removed to a privately-owned landfill. Landscape wastes are collected by the same scavenger service from April 1 through November 1 each year. Additionally, electronic goods are removed by a private contractor at specified times during the year.

Transportation

Primary Arterials

Such roadways may have from two to six lanes and typically provide regional access with posted speed limits between 35 and 55 mph, depending upon the nature of adjacent uses.

Primary arterials provide local access to the regional road system that includes state-marked routes and the federal interstate (I-88). Primary arterials serve large trucks and typically have signalized intersections with commercial and industrial driveways at permitted locations. Average daily traffic (ADT) volumes typically range from 10,000 to 25,000. In DeKalb, examples include Illinois Route 38 and Illinois Route 23.

Minor or Secondary Arterials

Such roadways provide access and circulation for all land uses within a community and often connect adjacent communities, serving limited regional or county-wide travel. Speed limits vary from 30 to 55 mph, depending on the nature of adjacent land uses. Driveway and intersection spacing are restricted by local policy and, ideally, residential driveways are not located on such roadways. Peace Road is a secondary arterial serving DeKalb and Sycamore. Average daily traffic (ADT) volumes may range from 5,000 to 15,000.

Collector Street. Collector streets are usually built using a grid system that penetrates neighborhoods with all types of land uses and collects local street traffic for direction to the arterial system. There are residential, commercial and industrial collector streets. Excluding space for bikeways, minimum rights-of-way are typically 66 feet with 36-foot street widths (measured back-to-back of curb). The structural design will vary with the expected traffic loads. Industrial collectors have a minimum base of 18 inches of compacted crushed limestone with an 8-inch bituminous concrete surface course installed in three lifts, while residential collectors have a minimum base of 12 inches of compacted crushed limestone plus a three-inch bituminous surface course installed in two lifts. Speed limits are usually posted in the 25 to 35 m.p.h. range, depending on surrounding land uses. Traffic volumes may range from 1,000 to 5,000 “trip-ends” daily on a two-lane residential collector to 14,000 vehicles daily in primarily commercial areas.

Minor Street. Minor or local streets provide access to abutting properties and typically connect to the collector system rather than arterial streets. In DeKalb, the rights-of-way and minimum street widths of minor public streets are identical with those of collector streets to provide parking on both sides. Speed limits are usually not posted but are enforced at 25 m.p.h. in residential areas. Minor streets serve daily traffic volumes of less than 1,000 ADT.

Cul-de-sac. The purpose of cul-de-sacs is similar to that of minor streets. The rights-of-way, street widths, and minimum pavement construction are identical with minor streets, except the right-of-way and street width of the “bulb” at the end of cul-de-sacs are 131 feet and 100 feet, respectively.

Mass Transit



Huskie Line buses are used by both NIU students and the general public.

The City of DeKalb's Public Transit System operates 11 fixed routes, 1 deviated fixed route, and 1 commuter shuttle beyond the DeKalb Urbanized Area. The 11 fixed routes operate on the campus of Northern Illinois University and throughout the DeKalb area including along Sycamore Road and around the developing industrial area of southern DeKalb. The

deviated fixed route operates in and around Sycamore while the one commuter shuttle travels to and from the Metra Station in Elburn. Of the 13 routes noted above, 6 of them do not collect or requires fares for any members of the public. These 6 routes are the routes that operate primarily on the NIU campus which are short, express-style routes. The remaining 7 buses do require fares, and are the routes that operate to southern DeKalb, Sycamore Road, Elburn Metra Station, Sycamore, etc.

The City's fixed route bus fare is one of the cheapest in the state with one-way trips for general public passengers costing only fifty cents. Senior citizens, individuals with disabilities, and K-12 students pay a reduced fare of twenty-five cents while Northern Illinois University students and children under the age of 5 ride all fixed route buses free of charge. A portion of NIU student tuition is devoted to public transportation, and the university uses that portion of the tuition to fund the annual transit contribution as agreed upon in an intergovernmental agreement between the City and NIU.

The general public, senior citizens, and individuals with disabilities that utilize the bus service must pay a cash fare on the fare collection routes. While most urban transit systems across the country utilize electronic fare box collection methods, the City's transit system has not yet installed electronic fare boxes and instead features cylindrical glass and steel fareboxes that allow passengers to place coins and bills within them. Bus operators are not able to make change, so passengers must provide exact change when paying their fare. Passengers are also able to request transfer tickets in instances where multiple buses are needed to reach a destination. Transfer tickets aid in reducing the cost for the passenger as they only need to pay on their first bus ride and then can ride on the second bus for free. NIU students are not

required to pay a fare and instead must provide evidence of being an active NIU OneCard holder to confirm their status as an NIU student. OneCard holders do not need transfers as they can access any route for free with their ID. The only route for which NIU students must provide a cash fare is Route 12 to the Elburn Metra Station.

Based on historical ridership data, the City transit staff estimate that approximately 70% of fixed route passengers are NIU students while the remaining 30% are residents or guests of the DeKalb Urbanized Area. Since NIU students with active NIU OneCards ride all local fixed route buses for free, the fares collected from the fixed route system are primarily fares gathered from residents and guests.

During the COVID pandemic in 2020, the City collected only \$19,881 in fare revenue from the fixed route system with \$14,324 collected between January 1, 2020 and March 31, 2020. The remaining \$5,556 was retrieved from fares collected on the Route 12 commuter shuttle to the Elburn Metra Station that maintained fare collection throughout 2020. Before the pandemic, the City was projected to receive approximately \$60,000 in fixed route fare revenue if service levels and ridership remained the same. Since March 18, 2020, the City Council has suspended nearly all charges for transit services on the City's fixed routes.

Chapter Three: Goals and Objectives

Planning goals and objectives represent the community's vision. Goals are generally broad value statements that represent the end desires of the community. Objectives are the means by which such goals can be achieved and are preferably tangible or measurable.

Goals and objectives have been formulated for the following elements of community development:

- ✓ Community Appearance
- ✓ Industrial Development
- ✓ Commercial Development
- ✓ Residential Development
- ✓ Downtown Enhancement
- ✓ Economic Development
- ✓ Community Facilities
- ✓ Natural Features
- ✓ Transportation

A. COMMUNITY APPEARANCE

Regular visitors and many residents regard DeKalb as a town with a university in it, rather than a university town. For over 125 years, the evolving Northern Illinois campus—its administration, faculty students, staff and the outside investors they attract—has shaped life in the DeKalb community. It is no



The NIU campus.

accident that political and business leaders of the brawling industrial town of the late nineteenth century—still building its reputation as the home of barbed wire—lobbied for a state normal school to educate future generations and to inspire future business and political leadership well into the twentieth century. The chartering of the Northern Illinois State Normal School in 1895 was intentional, as were later transitions to a Teachers College (1921), a State

College (1955) and a University (1957). By the time the state legislature conferred university status, the new Northern Illinois University had become the City's largest employer, and the university's expanding enrollment impacted every corner of community life including housing, local retail, arts and culture, transportation, and sports and recreation.

The City's core is its downtown which has experienced a renaissance in recent years. Families and businesses that survived the tumult of the Great Depression and the Second World War worked, shopped, and sought relaxation in the downtown's many stores, restaurants, taverns, and offices through the 1960s. The rise of other commercial strips, first on Lincoln Highway bordering the expanding NIU campus and then on Sycamore Road—the "four lane" as it was known—moved commerce, housing, and recreation to other City locations. In the late 1970s, the removal of diagonal parking and wider sidewalks in the downtown with the creation of a four-lane truck route through the downtown accelerated the exodus of business from the downtown core.

The City government is now committed to the re-creation of a walkable central business district marked by expanded sidewalks, a reduction of driving lanes from four to three with a center turn lane, accessible and welcoming City offices, refurbished historic facades, modern new apartments to house a variety of age groups and lifestyles, and a variety of new services and restaurants to serve downtown visitors and residents. In partnership with the NIU administration, the DeKalb Chamber of Commerce, and the DeKalb Citizens Enhancement Commission, the City government is also committed to a thematic creation of a feel and appearance to the downtown and surrounding neighborhoods that shouts "college town." With most of NIU's 250,000 alumni still living in the northern Illinois region after graduation, this commitment has great promise for the commercial success of the downtown area and the overall community.

Goal: Reinvigorate a College Town Identity While Promoting Expansion of the Tax Base and Community-Oriented Services and Jobs.

Objectives:

1. Successfully complete the TIF-funded reconfiguration of IL Rt. 38 between First and Fourth Streets. This \$1,500,000 project will reduce the four-lane downtown section to three lanes (including a center turn lane). It will widen the downtown sidewalks by about 5-6 feet on both the north and south sides, allowing for a more pedestrian-friendly streetscape and mitigating the truck "raceway" through the heart of DeKalb's downtown. The wider sidewalks will afford more room for sidewalk sales, outdoor seating, and more leisurely enjoyment of the downtown businesses. The project also includes a parallel bike path on Grove Street, and has addressed various IDOT technical suggestions for turn radii, etc.
2. Investigate distinctive gateway designs for the intersections at Peace Road and IL Rt. 38; President's Boulevard at IL Rt. 38; Annie Glidden Road and Fairview Drive; Annie

Glidden Road and IL Rt. 38; Peace Road at Fairview Drive and Gurler Road; Sycamore Road at Oakland Drive; and IL Rt. 23 and Gurler Road.

3. Refine the desired uses at the community's "edges" to more effectively identify when visitors and residents are "home" in DeKalb.
4. Continue to direct residential development incrementally from the core outward, conserving land and infrastructure costs and reinforcing the sense of entering a community with a central place.
5. Use the City's urban design guidelines to promote more attractive presentations for new development or redevelopment without imposing inordinate costs.
6. More creatively regulate the appearance of accessory uses.
7. Enhance the appearance of larger dry-bottom or wet-bottom retention systems.
8. Protect residential areas from dissimilar land uses with landscaped transitional buffers.
9. Continue to work with the DeKalb Park District to create small neighborhood parks on scattered unbuilt or "infill" lots in older residential neighborhoods.
10. Incorporate parks and recreational space within easy walking distance of dwelling units in new planned developments.
11. Update the City's greenways plan that links bike paths and major open spaces within the planning area.
12. Continue to encourage developers to minimize the physical impact of utilities by burying overhead wires, disguising control or power boxes and antenna, etc.

B. INDUSTRIAL DEVELOPMENT



The Meta Data Center under construction along the south side of Gurler Road. Photo: Late Fall 2021.

The Chicago West Business Park on the north side of Gurler Road between IL Rt. 23 and Peace Road now features Ferrara Candy Company and Amazon. Facebook/Meta lies just to the south of the Chicago West Business Park. Park 88 features Target warehousing and 3M manufacturing

and warehousing, among other businesses. DeKalb is truly the focus of investors, manufacturers and Fortune 100 companies seeking communities with strong and reliable utility infrastructure; reasonably-priced open land; acceptable tax rates; proximity to the Chicago metropolitan area but outside its traffic congestion; an educated and expandable work force; a comfortable community lifestyle; opportunities for educational training and advancement; and a business-friendly environment. DeKalb residents have expressed their strong desire to retain and attract a diverse mix of quality industrial enterprises in order to strengthen the community's economic, employment, and tax base.

Goal: Retain DeKalb's quality industrial firms and continue to diversify the community's industrial base.

Objectives:

1. Continue networking with the DeKalb County Economic Development Corporation, the Illinois Department of Commerce and Economic Opportunity, the Illinois Department of Transportation, and other agencies as needed to market DeKalb's industrial sites.
2. Aggressively promote the development-ready sites on the City's southeast side, particularly the Gurler Road corridor and the Peace Road corridor from Interstate 88 to IL Rt. 38.
3. Facilitate the development of other industrial sites for future industrial expansion. The upgrading of Peace Road from the I-88 interchange to IL Rt. 38 with state and local funding will make vacant land on the east side of Peace Road more attractive for light industrial development.
4. Although much smaller than TIF #1 was, the relatively new TIF #3 which parallels Lincoln Highway and the Union Pacific Railroad from the NIU lagoon east to about N. 11th St. and extends several blocks both north and south of the corridor, will have some capacity to seed redevelopment on the Oak Street corridor, east of N. Seventh Street.
5. Cooperate with the DeKalb school system, Kishwaukee College, and the Kishwaukee Education Consortium to develop training programs that promote general employment skills and enhance the availability of skilled labor.
6. Provide ongoing goodwill recognition for all new or expanding industrial businesses.
7. In alignment with a more comprehensive set of urban design guidelines (see Chapter Six), industrial building design and open space standards that enhance the appearance of industrial areas can be promoted without diminishing the competitive pricing of DeKalb's sites. In this regard, lift-slab and steel-sided buildings may be preferable where building scale is large, but landscaping and screening should soften such facades.
8. Encourage plan developments along principal corridors involving site plan review by the Planning and Zoning Commission.
9. Encourage research facilities and other "light" industrial uses, including data centers.

10. Provide buffers between industrial and commercial uses, not just industrial and residential uses, to assure compatibility.
11. Incentivize redevelopment of large vacant industrial buildings and sites along Pleasant Street between North Fourteenth Street and Peace Road.

C. COMMERCIAL DEVELOPMENT

DeKalb's residents demand diversity in commercial services and products and currently have to travel out of town or reflexively troll on-line sites to satisfy many of their needs. More diverse and easily accessible commercial development will satisfy consumer needs and generate needed revenues for governmental services.



Vacant space along Sycamore Road was remodeled for a new Old Navy store in 2021.

Goal: Promote community-oriented commercial retail and service outlets.

Objectives:

1. Cluster new commercial development at strategic arterial and collector crossroads. In this regard, the implementation of the Annie Glidden North redevelopment plan's focus on the intersection of West Hillcrest Drive and Blackhawk Roads is critical.
2. Continue to support the revitalization of the downtown commercial district which is vital to the community's image, identity, and economic base.
3. Promote more intense retail development in existing strip commercial developments such as DeKalb Market Square, Northland Plaza, Oakland Place, and the DeKalb Shopping Center. Allow a variety of uses (retail and non-retail) in shopping centers including limited residential if beneficial to the community and compatible with adjacent uses.
4. Attract commercial redevelopment on the IL Rt. 23 (South Fourth Street) corridor between Taylor Street and Fairview Drive. This will likely require an "overlay" zoning

plan to anticipate office and retail needs that will logically follow the dramatic development of the industrial uses on Gurler Road.

5. In alignment with a more comprehensive set of urban design guidelines (see Chapter Six), encourage commercial building on a more human scale with residential-style roof planes, creative fenestration, better entry definition, and wall articulation. Discourage blank windowless walls. Encourage architectural finishes on highly visible building sides. Blend accessory structures with the materials and colors of the principal buildings.
6. Minimize the visual impact of parking areas from adjacent streets and commercial buildings.
7. Review parking requirements to align more closely with actual parking demands by a variety of commercial enterprises. Where an overabundance of parking stalls may exist along the frontage of older strip centers with deep building setbacks, encourage outlot development that is highly visible and easily accessible.
8. Retain landscaping requirements within commercial developments to soften the “look” within parking lots and to promote “greener” storm water management practices. Allow flexibility in the landscape standards to promote the placement of plantings in the most beneficial locations based upon site characteristics and the surrounding area.
9. Encourage clearly defined entry points to new commercial developments.
10. Encourage shared driveways or frontage roads for access points from public streets to diminish curb cuts. Encourage off-street access between commercial properties through the use of cross-access easements.
11. Periodically evaluate the list of commercial uses that are subject to special use permits in the Unified Development Ordinance.

D. RESIDENTIAL DEVELOPMENT

DeKalb should provide housing for all stages of life so residents do not have to leave the community as their needs change. A diversified, quality housing stock encourages sound economic growth.

The U.S. Census Bureau’s most recent American Community Survey data reveal that the proportion of owner-occupied and renter-occupied housing units in DeKalb is the reverse of that proportion in Sycamore and the County at large. Across DeKalb County, 57% of all housing units are owner-occupied; in DeKalb only 40% are owner-occupied.



Several homes were built in The Bridges of RiverMist neighborhood in 2021.

Goal: Promote the preservation of a safe, well-maintained, and affordable community housing stock.

Objectives:

1. Preserve existing neighborhoods.
2. Review the density in new multifamily or high-density zoning districts. Consider density allowances exceeding 12 units per acre to promote affordability while encouraging open space. *Open space* in this context would not include rights-of-way or parking lots but would include lawns, decorative planting areas, bikepaths, active or passive recreational areas, fountains, swimming pools, wooded areas, water courses, and retention areas. Developments exceeding 12 units per acre should only be approved through the Planned Development process outlined in the UDO, which enforces an abundance of public input.
3. Discourage the routing of traffic to and from multifamily developments through lower density neighborhoods.
4. Link residential areas with a pedestrian/bicycle pathway system as new development occurs. Provide sidewalks along through-streets in developed areas where they may not already exist.
5. Again, in alignment with a more comprehensive set of urban design guidelines (see Chapter Five), keep the scale of multifamily housing types small, with varied roof lines and door and window shapes that replicate the architectural features of single-family homes. In the planning process, reduce the perceived bulk and density of larger-scale multiple family buildings through a variety of roof lines, diversity in finish materials, façade articulation, and the spacing of buildings on site. If constructed next to detached or attached single family residences, make the design of multifamily buildings compatible with the bulk and scale of surrounding structures.
6. Integrate amenities and natural areas into the site plans of multifamily developments. Provide sidewalk links to parking areas and building entries. Where possible, provide bike paths to link areas with neighborhood shopping areas, schools or parks. Situate open space and play areas at convenient distances from residences.
7. In the case of attached residences and multifamily structures, assure that garages do not dominate the street side of the building.
8. In multifamily and townhouse developments, consider privacy in building arrangements particularly with respect to the arrangement of bedroom windows on adjacent buildings and the relationship of ground-level windows to parking areas.
9. Review all residential developments with appreciation for the requirements of public safety agencies (e.g. Police, Fire, and Public Works).
10. Promote affordability in new subdivisions by encouraging the quality construction of smaller, detached single family houses on lots nearer the regulatory minimum of 6,000 square feet. The City's 2022-2024 Financial Plan devotes considerable attention to the issue of affordability in DeKalb and offers policy considerations such as site-built, small home (e.g. 1400 to 1600 square feet) construction in new subdivisions

where such homes are the design choice. The City's Financial Plan is available on the City's web page. Additionally, due consideration should be given to habitable accessory structures such as "in-law" flats over garages on single family residential lots.

11. Promote affordability in existing neighborhoods through consistent code enforcement. Preservation and good repair are essential to sustaining affordable house values and encouraging new investment in older residential neighborhoods.

E. DOWNTOWN ENHANCEMENT

As noted above, DeKalb's central business district has unique features and a historical relevance that serve to give the community its identity. Behind the facades, a mix of uses is desirable to keep the downtown the vital core of the community. Additionally, the "college town" theme needs to be more than a state of mind; it has to be tangibly and visually present to be meaningful.



Unique architectural features can be found on the historic buildings in downtown DeKalb.

Goal: Enhance the Vitality of the Downtown in Terms of Aesthetics and Commercial and Pedestrian Activity.

Objectives:

1. Continue to support the DeKalb Chamber of Commerce in its events and promotions.
2. Sustain high quality retail space with the support of the TIF-funded "Architectural Improvement Program" (AIP).

3. Support upper floor apartment development and the activities and regular foot traffic it promotes. A greater mass of residential and professional commercial uses within easy walking distance contributes to such pedestrian traffic.
4. Wayfinding. Announce entry into the downtown area with gateway features. The downtown is increasingly a unique environment and a visitor's arrival should be signaled
5. Signage. Visitors should be guided to parking areas and other points of interest with signs that show a "brand" unique to the downtown or the community as a whole.
6. Make parking areas more visible by installing attractive directional and lot signs. Install low and lighted walls at public parking lot entrances to form a pleasing street edge without diminishing visibility from the street.
7. As resources permit, extend the downtown streetscape to Locust Street and Grove Street to remove unsightly overhead wires, reconstruct failing sidewalks, introduce more shade trees and greenery, and generally make the downtown more appealing to consumers. Flare sidewalk corners at intersections to form safer crossings for pedestrians and discourage rapid turns and rolling stops by motorists.
8. Using TIF #3 funds strategically, encourage the revitalization of the intersection of N. Third Street and Locust Street, the former McCabe's, and other buildings in the downtown area to promote more lively commerce on the east end of the downtown core.
9. Expand the TIF #3 AIP program funding to multiply resources for the continuing revitalization of the downtown extension from Fourth to Seventh Streets.
10. Complete the Lincoln Highway Lane Reconfiguration Project which will make the Downtown area more pedestrian-friendly while providing more sales and outdoor dining space.

F. ECONOMIC DEVELOPMENT



Construction of an Amazon sortation facility in the Chicago West Business Park began in 2021.

Local government can substantially influence the nature and impact of economic development by virtue of its incentives, its land use policies and codes, and the business "climate" it promotes. The community's objectives for economic development will accordingly highlight government action but will also attempt to influence the varied and disconnected economic decisions of individual businesses that define the community's "quality of life."

Goal: Stimulate the local economic climate to ensure that DeKalb is a desirable community in which to live, work, and conduct business.

Objectives:

1. Maintain and actively support a positive image and identity for the community.
2. Maintain approachable and very responsive municipal services.
3. Annually update a multi-year plan for infrastructure repairs to better serve existing businesses and residents.
4. Actively promote business retention through the Economic Development Commission and our partnership with the DeKalb County Economic Development Corporation and the DeKalb Chamber of Commerce.
5. Actively market available commercial and industrial sites to expand and diversify the community's tax base. Aggressively promote the availability of new industrial sites in the ChicagoWest and Park 88 Business Parks, and the next generation of industrial sites on the east side of Peace Road, north of I-88 and along the Gurler Road corridor.
6. Work cooperatively with the DeKalb School District, Park District and Library to promote diverse and high quality educational, recreational, cultural, and social services.
7. Work cooperatively with neighboring municipalities and the County of DeKalb to promote regional planning initiatives and joint planning agreements that reduce adverse competition for new business.
8. Work cooperatively with the County of DeKalb to promote compatible development within the city's mile-and-a half planning jurisdiction.
9. Promote a mix of quality housing for households of all sizes and incomes.

G. COMMUNITY FACILITIES

Managed growth requires routine and effective coordination of all public agencies and jurisdictions. Well-defined objectives for municipal, school, and park services are critical in establishing a compatible framework for future development.

Goal: Provide exemplary, efficient, and cost-effective public services and facilities to maintain and enhance the health, safety, and welfare of DeKalb residents.

Objectives:



A Public Works employee stores salt for winter road clearing.

1. Annually collaborate with other local taxing bodies in setting goals for respective tax rates so the aggregate rate of all local taxing bodies does not discourage further development and redevelopment.
2. Review all development proposals with attention to the long-range plans of the Kishwaukee Water Reclamation District, the DeKalb School District, the DeKalb Park District and DeKalb Public Library.
3. Periodically review the method for determining the fair-share of land or cash contributions that developers ought to contribute in support of future school and park facilities.
4. Plan and direct utility extensions that facilitate orderly, incremental growth.
5. Encourage creative design in new developments to minimize costly public infrastructure improvements over the long term.
6. Encourage the routine sharing of data between the City, KWRD, School District, Park District, and DeKalb Library to assist each body in long range capital planning. Among other things, such regular cooperation may reveal ways to share resources, and will also keep policymakers aware of overlapping debt levels.
7. Negotiate with developers to establish land for open natural areas or greenways in addition to recreational neighborhood parks. Such amenities have recreational functions (e.g. allowing users to hike, jog, or bike); they protect and buffer streams and wetlands; and they can potentially link existing trails to community facilities.
8. Involve all City departments in the review of annexation proposals so that all potential costs of municipal services in geographically expanding areas can be assessed.

H. NATURAL FEATURES



Grain fields still surround DeKalb on most sides.

Agriculture is the predominant use on the periphery of the DeKalb corporate limits and throughout the primary development area. If open space is to continue to be a prominent feature of the DeKalb planning area, the City of DeKalb should carefully plan for the preservation and integration of open space in new developments, and the preservation of a “greenbelt” at the community’s edge. In addition, significant drainage swales and the very limited number of major tree stands within the primary development area should be carefully integrated with development plans.

Goal: Preserve the natural environment as much as reasonably possible during the planning and development of urban land uses and infrastructure.

Objectives:

1. Create an “AG” or Agriculture land use within the mile-and-a-half planning jurisdiction where existing Ag uses are more desirable than future urban uses.

2. Provide contiguous open space where feasible, rather than small fragments of open space. Establish “greenway” or linear space corridors along streams, major swales, and floodplain areas to provide environmental protection and linkages among significant open space areas. Provide for public access through such corridors by the use of easements and other means.
3. Prohibit building in undeveloped floodplain areas except for park and recreational facilities.
4. Utilize corridors offered by abandoned railroad rights-of-way, utilities, or natural features to provide a comprehensive system of bicycle and pedestrian trails.
5. Review future development with reference to the plans and policies of the DeKalb Park District and the DeKalb County Forest Preserve District.
6. Integrate setbacks and buffer areas along Peace Road and collector streets with the open space system.
7. Enforce the landscaping provisions of the Unified Development Ordinance particularly with respect to buffering requirements between different land uses and parking lot design.

I. TRANSPORTATION

Conventional municipal transportation plans are almost exclusively focused on moving local and regional traffic quickly from point to point. While the efficient movement of vehicular traffic remains an abiding interest among the City’s residents, it is not the only issue. Aesthetic concerns, pedestrian safety and comfort, and mass transit needs are among the additional issues essential to this plan.

Goal: Reinvigorate the transportation system through a capital program that measures success in terms of traditional transportation objectives such as uncongested traffic flow as well as contemporary aspirations for aesthetically pleasing and pedestrian-friendly rights-of-way.

Objectives:

1. Continue to work in a dedicated and collaborative fashion with the policy and technical committees of DSATS (the metropolitan planning council for the allocation of federal transportation funding in the County of DeKalb).
2. Mass transit continues to be essential to transport residents to and from work, and to and from essential local services. Canopied bus shelter locations should be reviewed periodically and enhanced as needed.
3. The siting and the development of the first DeKalb mass transit facility is critical to the quality of life for many of DeKalb’s residents and businesses and services they frequent.
4. Through the subdivision review and approval process, provide for the extension of existing collector streets to other collector and arterial streets. Avoid subdivision designs that inhibit future adjacent developments. However, care should be given in the design of minor residential collectors so they do not become unintended “cut-throughs” that increase the speed and congestion for homeowners along the way.

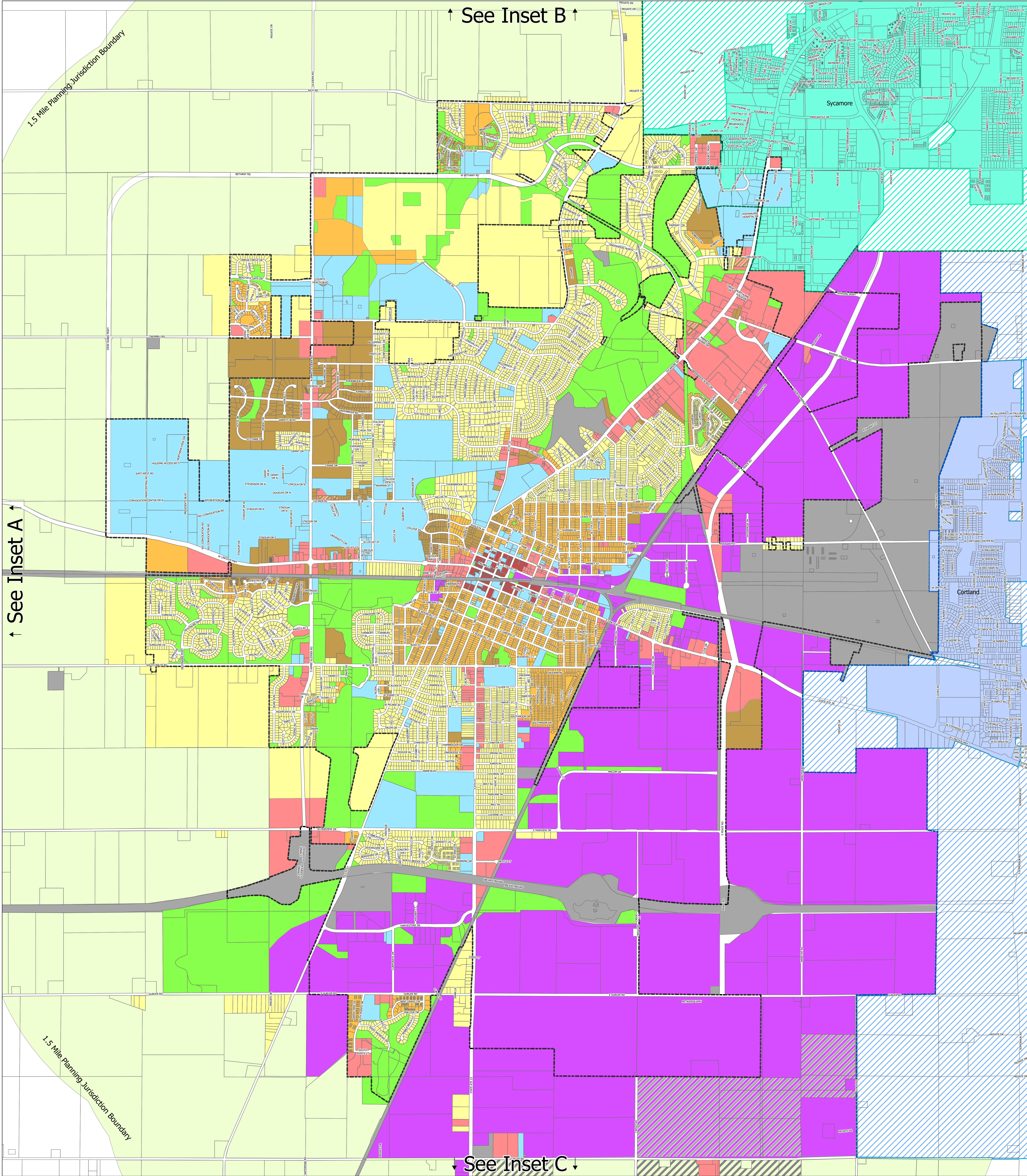
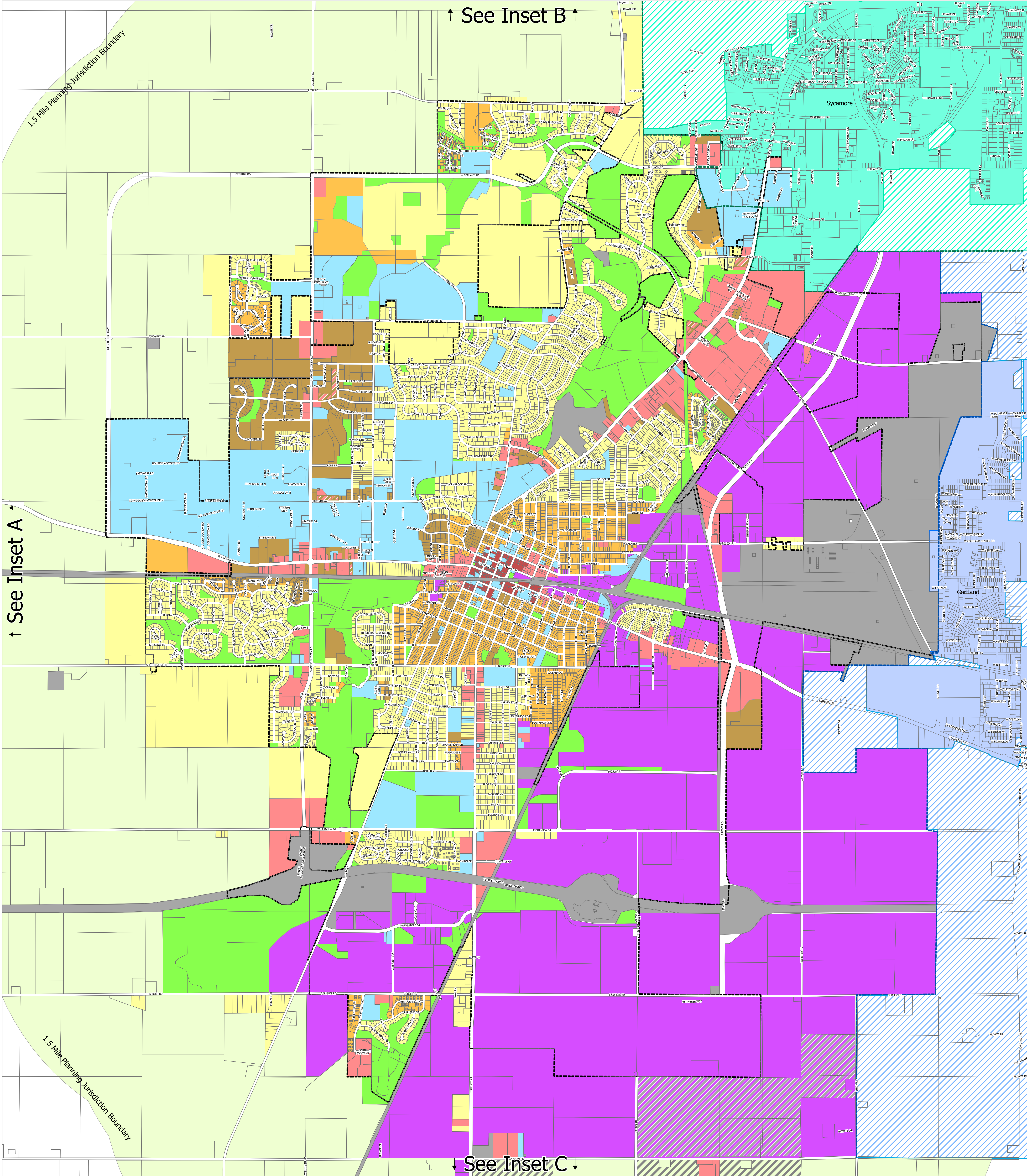
5. Explore ways to ensure that a portion of the cost of the primary development area's future street network will be borne by new development.
6. Work cooperatively with the County of DeKalb to maintain limited and responsible access to Peace Road.
7. Provide bicycle paths along major and minor arterials and to employment centers where adequate rights-of-way already exist and where appropriate safety measures can be incorporated at intersecting streets and driveways.
8. Minimize the impact of through traffic on neighborhoods. Continue to require traffic impact studies as a condition of the development approval process if a concept plan promises significant hazards or congestion.
9. Minimize the impact of commercial truck traffic on residential neighborhoods.

Chapter Four: Land Use Categories and Plan



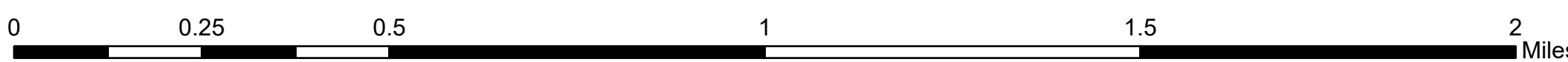
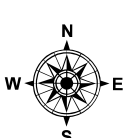
The attached Land Use Plan reflects the five-year objectives outlined in Chapter 3. The Plan defines areas for the future development of industrial, commercial and residential uses, as well as mixed uses and planned developments. Additionally, it sets aside broad areas within the mile-and-a-half planning jurisdiction that are more desirable for agricultural uses rather than traditional urban uses.

2022 Land Use Plan

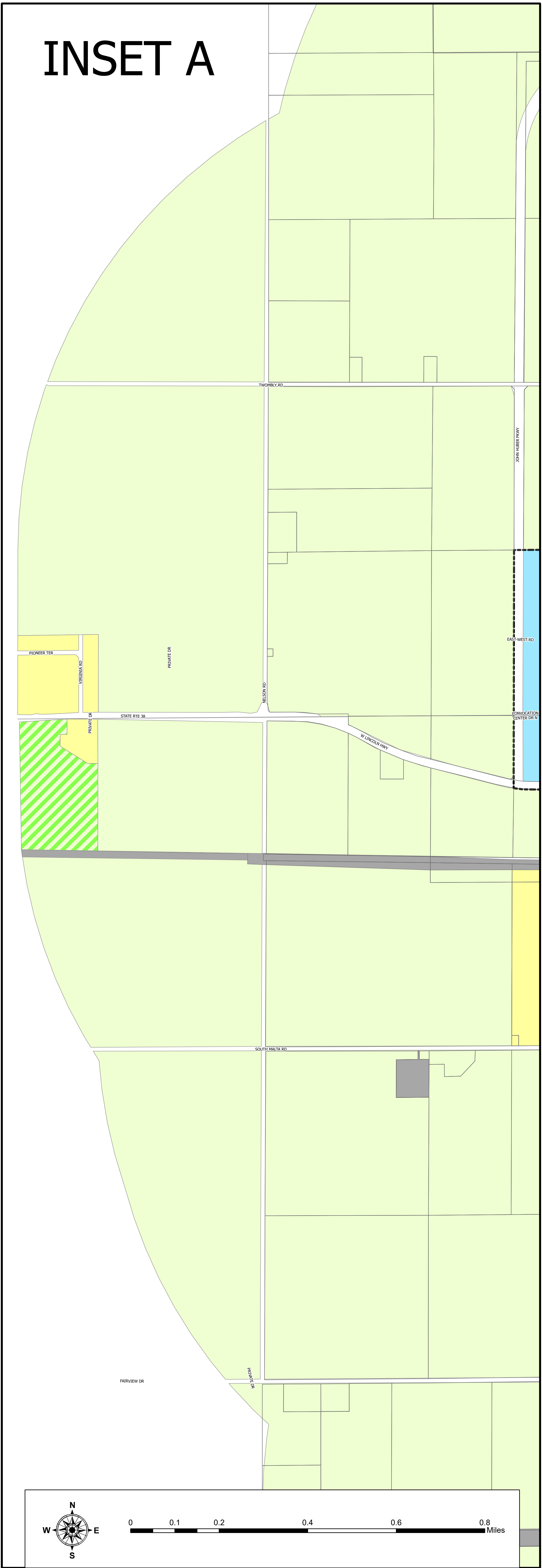


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|----------------------------|----------------------------|-----------------------------|
| Low Density Residential | Industrial | DeKalb Corporate Limits |
| Medium Density Residential | Institutional | Sycamore |
| High Density Residential | Open Space | Sycamore Boundary Agreement |
| Commercial | Transportation & Utilities | Sycamore Planning Area |
| Downtown | Agriculture | Cortland |
| | | Cortland Boundary Agreement |
| | | Cortland Planning Area |

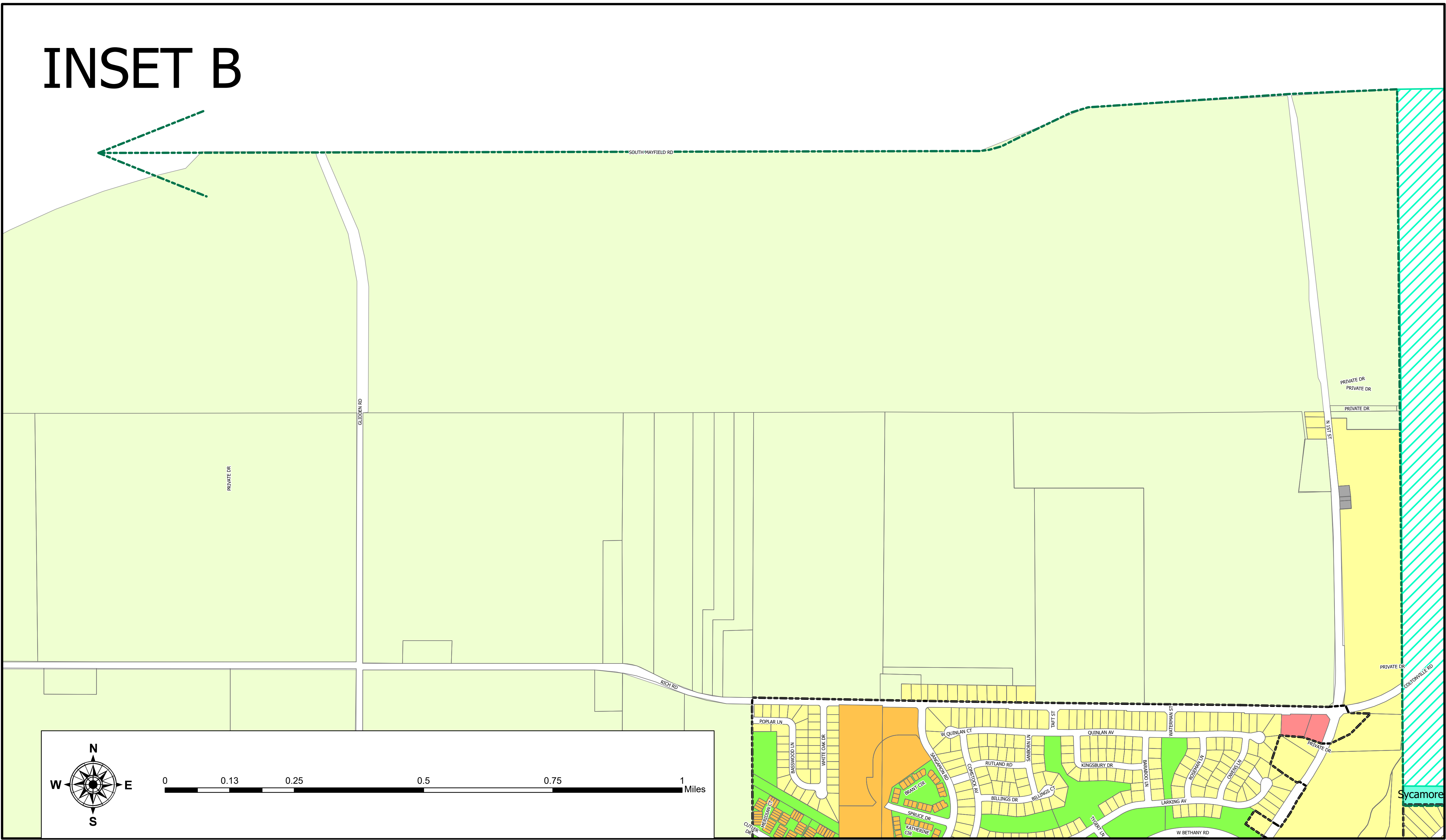
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Last updated: 6/16/2022 DSE



INSET A



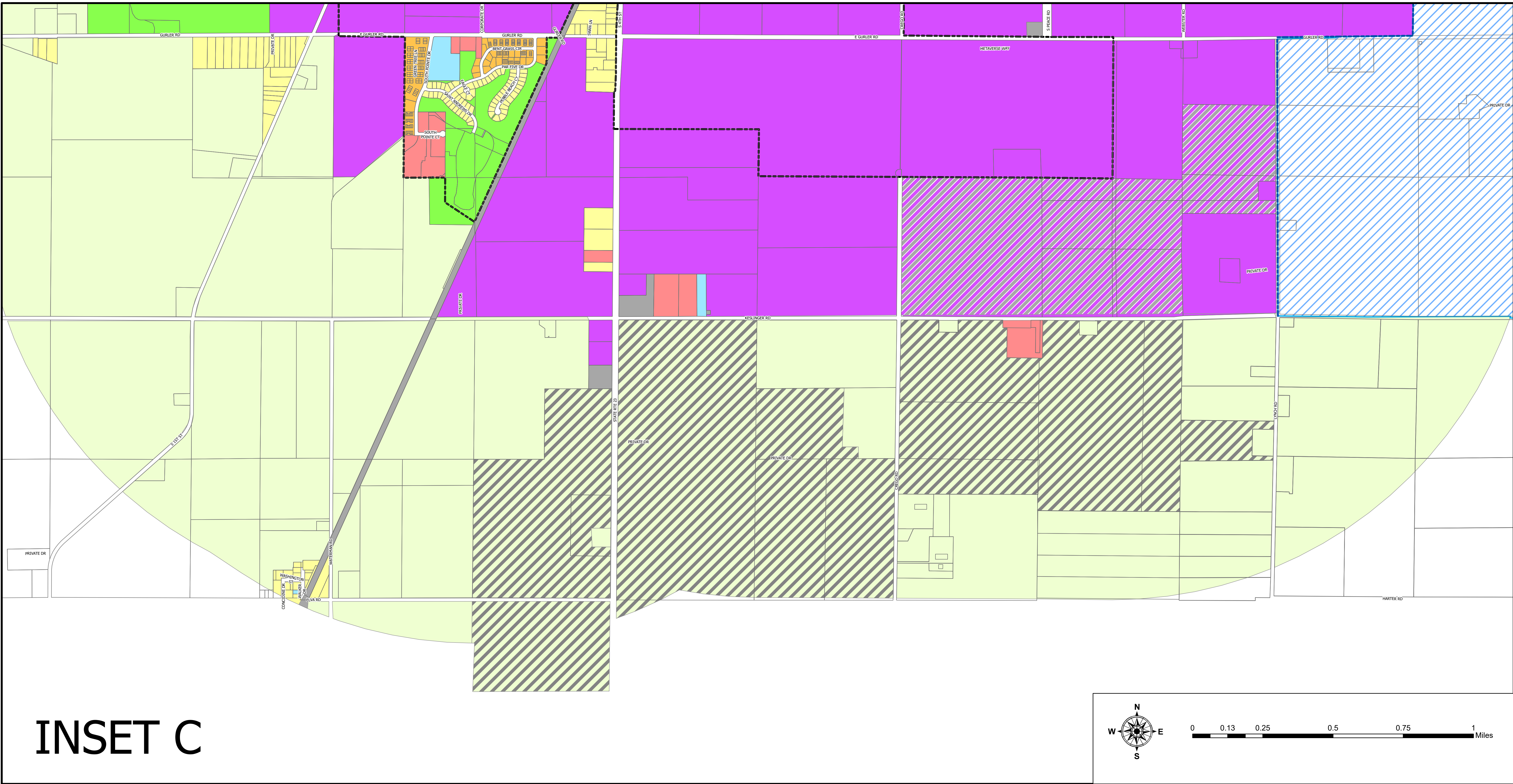
INSET B



- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Downtown
- Industrial
- Institutional
- Open Space
- Transportation & Utilities
- Agriculture
- DeKalb Corporate Limits
- Sycamore
- Sycamore Boundary Agreement
- Sycamore Planning Area
- Cortland
- Cortland Boundary Agreement
- Cortland Planning Area

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Last Updated: 6/16/2022 0:02

INSET C



The land uses fall into the following categories:

- Low Density Residential. This use characteristically features 0-4 dwelling units per acre, with primary emphasis on single-family detached units and owner-occupied, single-family attached units.
- Medium Density Residential. This use characteristically features 4-8 dwelling units per acre, primarily intended for small lot single-family detached units, two-family and townhouse units, condominiums, and small (8 units or fewer) multi-family developments.
- High Density Residential. This use characteristically features 8-12 dwelling units per acre, including the existing multi-family residential developments that exceed this range.
- Commercial. The commercial designation includes areas intended to accommodate a wide range of retail and service needs for the consumer population of the City and the surrounding area.
- Downtown. The Central Business District or CBD is the geographic, historical, cultural, and commercial center of the City. The Downtown area has a distinct character and walkability with buildings constructed to the sidewalk. Retail, service uses, entertainment, and dining are routinely found on the ground floor with residential and some limited service uses on the upper floors. Parking is generally provided in public spaces along public streets or in public parking lots.
- Industrial. This category includes a variety of uses including manufacturing, assembly, fabrication, warehouse and distribution, office/research parks, and “high tech” industries such as data centers.
- Institutional. This designation includes a variety of public or semi-public uses such as governmental facilities, nonprofits, religious organizations, and public or private schools.
- Open Space. Areas generally unimproved and reserved for public and private use including parks, golf courses, natural areas, water features, wetlands, floodplains, and low-lying farm land.
- Transportation and Utilities. This category includes road and utility corridors, railroad rights-of-way, utility rights-of-way, and the DeKalb Taylor Municipal Airport.
- Agriculture. Includes land uses intended for crop farming, timber, orchards, horticulture, animal husbandry, and equestrian purposes. This category also includes dwelling units and structures associated with these uses.

In the table that follows, the proposed land uses (excluding floodplain) are compared in area with uses identified in the 2005 Plan:

Land Use	2005 Area in Acres	Percent	2022 Area in Acres	Percent	Change in Acres
Low Density Residential	8844.6	40.0%	3153.3	11.0%	-5691.3
Medium Density Residential	716.9	3.2%	664.9	2.3%	-51.9
High Density Residential	454.1	2.1%	532.0	1.9%	77.9
Commercial	1771.3	8.0%	871.4	3.0%	-899.9
Downtown	n/a	n/a	26.2	0.1%	n/a
Industrial	5171.8	23.4%	6032.9	21.1%	861.0
Institutional	1384.7	6.3%	1462.4	5.1%	77.7
Open Space	2192.8	9.9%	1589.6	5.6%	-603.3
Transportation & Utilities	1559.8	7.1%	1637.8	5.7%	78.0
Agriculture	0.0	0.0%	12608.5	44.1%	12608.5
Total	22096.0	100.0%	28579.0	100.0%	

The attached 2022 Land Use Plan distills and pictorializes the key development trends and opportunities outlined in Chapter Three. The Plan defines, in detail, areas for future residential, commercial and industrial uses, as well as open space and agriculture.

The primary features of the 2022 Land Use Plan are identified below:

1. A designation of additional industrial sites on the Gurler Road axis, as well as additional industrial sites east of Peace Road between Gurler Road and IL Rt 38.
2. Industrial development along the Peace Road axis north of IL Rt. 38 to Wirsing Parkway, consistent with the City's boundary agreements with Sycamore and Cortland.
3. A designation of limited, new low density residential sites at the northwest and southwest periphery of the corporate limits, but only a parcel "out" from the existing low density residential designations. Given the large number of preliminary and final platted but unbuilt residential lots within the corporate limits and the few single-family house starts in recent years (see the tables on p. 26), very measured residential expansion seems prudent.
4. Large swaths of agricultural uses defined to the northwest and west of the corporate limits where the preservation of farmland is merited. This approach is also consistent with the DeKalb County Unified Future Land Use Plan, with a preference for urban growth extending outward from the municipal core rather than leapfrogging to remote sites.

5. The preservation of open space largely within the Kishwaukee River branch floodplains but also where dedicated park lands and retention areas provide both active recreation spots as well as “passive” recreation in the form of walking and bike paths.
6. “Mixed Use” designations to highlight historic trends and current market interests. For instance, the Village Commons property on W. Lucinda Avenue has offered a mix of commercial retail uses for decades. More recently, there has been some development interest in redeveloping the property with a mix of ground level commercial uses and upper level residential uses that would assure rental incomes through market highs and lows.
7. Institutional designations to identify the large land areas comprising Northern Illinois University (State of Illinois property) as well as public schools, Township facilities, City facilities, etc.
8. The updating of uses in parcel-by-parcel fashion to register changes recommended by the Planning & Zoning Commission and approved by the City Council since 2005.
9. The redevelopment of the core of the Annie Glidden North neighborhood at W. Hillcrest Drive and Blackhawk Road with a mixed-use center.
10. Promotion of an interdependence of land uses. Rather than promoting certain uses on “islands” removed from normal patterns of travel, the Plan attempts to promote “neighborhood” clusters that combine residential districts with schools, day care centers, small markets, and other ancillary services.

Chapter Five: Urban Design Guidelines



Introduction

“Urban Design” refers to the appearance of a community as well as the layouts and functional relationships of our streets, neighborhoods, private and public buildings, common areas and open spaces. Either by design or by a coincidence of unrelated private choices, our community will leave an impression. It will be based, of course, on how people are treated when they visit our town. The impression we leave will also be based on physical images such as the perceived bulk and height of structures, the relationship between buildings and open spaces, the facilities for getting around the community whether on foot or by bicycle or by motor vehicle, the locations and layouts of shopping areas and business centers, and the appearance of our public facilities.

During the process that led to the adoption of the Comprehensive Plan in 2005 and in subsequent years of Planning and Zoning Commission and City Council meetings dealing with proposed developments, local residents voiced concern for the look of the DeKalb community. Generally speaking, most residents want to retain a small town feel while accommodating managed growth on our periphery.

How can this be accomplished? The Comprehensive Plan proposes the following general objectives:

- a careful definition of the desired uses at the community’s “edges.”
- physical “connections” between old and new parts of town in the form of sidewalks and bike paths and open space development.

- more subtle “connections” in the form of compatible architectural designs encouraged during the Planned Development approval process.
- the clustering of commercial development at strategic arterial and collector crossroads rather than at many remote locations.
- extending the downtown streetscape created in the early 2000s to downtown side streets to strengthen the community’s “core”.
- minimizing the visual impact of larger commercial and industrial buildings with residential-style roof planes, wall articulation, better entry definition, and landscaping.
- encouraging shared driveways rather than multiple access points to commercial and industrial subdivisions.
- promoting durable exterior finishes of natural materials such as masonry or wood on larger buildings.
- developing and funding a multi-year plan for infrastructure repairs to enhance the community’s appearance and better serve existing businesses and residences.

Chapter Three of this Plan provides a series of planning goals and objectives to achieve these ends. This Plan also anticipates a continuing commitment to community planning that includes the development of sub-area plans and very general design guidelines that promote an attractive urban community.

This Chapter proposes urban design guidelines that are intended to encourage more attention to appealing existing designs and a more creative integration of building layouts and natural features in new developments. They are also intended to promote

- a sharper focus on the human scale, or how favorably people confront the local built environment;
- a higher concern for the potential conflicts between pedestrians and vehicles;
- more attention to the scale and arrangement of new buildings and their relationship to existing buildings; and
- more interest in how natural features might present opportunities rather than development constraints.

Urban design elements include roadways, signage, parking lots, utilities, plantings, and open spaces. A creative arrangement of such elements can lead to results that reflect the pride of the property owners and developer as well as the community at large.

Planned Development and Subdivision Design

- 1. Guideline:** Provide parks and open space featuring bike paths and pedestrian paths connecting with neighborhoods and green spaces as well as neighborhood services (e.g., schools, neighborhood commercial districts).

- Action:** Implement through the subdivision review process. Collaborate with the DeKalb Park District, DeKalb County, DSATS and developers to identify major bikeway links with public easements or rights of way before logical pathways are compromised by subdivided lot lines.
- 2. Guideline:** Provide attractive entry features such as masonry walls with integrated signage and ornamental foliage, using building materials and landscaping that will be commonly seen in the new development.
- Action:** Require elevation and plan views of entry features as part of the subdivision or Planned Development approval process.
- 3. Guideline:** Minimize the visual impact of utilities such as overhead wires and poles. This will reduce visual clutter and make homes and businesses more visible.
- Action:** With the participation of local utilities, decisions can be made as the preliminary plan and plat are being prepared for final review.
- 4. Guideline:** In the design of new subdivisions and planned developments, draw attention to natural features through “viewsheds” or visual corridors.
- Action:** Implement through annexation, the subdivision process or a Planned Development.
- 5. Guideline:** Along new collector streets and arterials, and County and State highways, require deeper setbacks with the provision of a wider parkway on at least one side for a paved bike path accented with trees.
- Action:** Adopt revisions to Articles 5 and 7 of the Unified Development Ordinance.
- 6. Guideline:** Provide for proportional landscape buffers between various types of uses. This would include transitions between commercial and industrial uses, commercial or industrial and residential uses, and between different types of residential uses. Areas featuring single-family detached homes should be buffered from townhouse developments. A combination of berms, walls, landscaping, and yard depths can be used to establish a compatible “fit” between new and adjacent uses. Allow flexibility in the landscape standards to promote the placement of plantings in the most beneficial locations based upon site characteristics and the surrounding area.

Action: Adopt revisions to Article 5.13, “Planned Development Districts,” Article 7.05, “Screening Requirements,” and Article 12.04, “Landscape Requirements,” of the Unified Development Ordinance.

7. Guideline: Strive for diversity in building design. In past decades, the slower evolution of small subdivisions led to a mix of building scale, building heights, and parcel sizes. Prior to the real estate collapse in 2008 large farm tracts were purchased for development, upfront development costs were enormous and there was a stronger economic incentive to build out a property as quickly as possible. As a result, subdivisions tended to replicate the look of developments in most metropolitan suburbs, and the unique feel of a community was diminished.

Action: In addition to unique entrance features, attractive landscape buffers along arterials, and connecting links of attractive bike paths and pedestrian walkways, more attention should be given to land use at the community’s edges to promote a distinct image consistent with the character of the city’s core. Some communities encourage estate belts that invite the feeling that one is travelling toward a central core. Others are becoming more prescriptive in terms of residential design along such corridors.



Subdivisions can be designed to feature a variety of housing types.

Single-Family and Two-Family Residential Uses

1. Guideline: New developments and subdivisions should feature lot areas, lot dimensions, and housing types that are compatible with surrounding neighborhoods.

- Action:** Implement through the review of subdivisions and planned developments at the staff, Planning and Zoning Commission, and Council levels. Amend the City's UDO to assure that preliminary plans and plats depict the sizes and dimensions of all adjacent lots around the periphery of the proposed development for reference. Require the applicant to provide a statement indicating how the new development is compatible with the surrounding neighborhood.
- 2. Guideline:** Developments should be designed with a variety of façade and elevation views to avoid the dominance of garages on the street side of buildings.
- Action:** Work with developers to offer a variety of visual elements. Varied garage arrangements are more achievable on wider lots or corner lots, but some variety can be achieved on smaller lots by thrusting the living space forward from straight-in garages.
- 3. Guideline:** Developments should feature variety in architectural details to distinguish individual homes. Such variety should extend to side and rear elevations, as well as front or street elevations.
- Action:** Some developers feature a variety of front facades but repetitive rear views in their subdivisions. A review of representative building elevations could be a part of the staff report to the Planning and Zoning Commission during the public hearing process. Homes next to each other with very similar architectural styles should be avoided
- 4. Guideline:** Two-Family and Single-Family developments should be buffered through such features as increased setbacks at common lot lines and landscaping.
- Action:** Revise Article 5 and Article 7 of the Unified Development Ordinance.

Wide lots and a variety of façade and elevation views avoid the dominance of garages on the street side of buildings.



Multiple Family Uses

- 1. Guideline:** If multiple family buildings are constructed adjacent to existing developments, their architectural designs should be generally compatible with the scale and bulk of structures in the adjacent neighborhood(s).

Action: Vary roof lines and use door and window shapes and sizes that replicate the more architecturally significant features of adjacent buildings.
- 2. Guideline:** Provide “density with dignity.” Reduce the perceived density of attached townhouses, condominiums, or apartment buildings.

Action: Provide a variety of roof and building lines, a variety of exterior building finishes and materials, varied garage arrangements, and maximal landscaping opportunities to soften building sizes. Consider the need for privacy in the alignment of bedroom windows in opposing buildings, and as they may relate to parking areas.
- 3. Guideline:** Integrate “green” or open areas with building layouts to provide for the convenience and recreation of residents.

Action: Encourage pedestrian and bike paths throughout the development to link buildings with other buildings; buildings with parking areas; and buildings

with neighborhood parks, shopping areas, or common areas. Assure that open spaces are located in safe, convenient, and observable locations.

4. Guideline:

Minimize the visual impact of common off-street parking areas.

Action:

Require parking to be provided in rear yards in new higher density developments, or on wider streets. Review Article 12 of the Unified Development Ordinance to increase the aggregate interior landscaping for additional parking in multiple family developments when minimum parking requirements are met. Allow flexibility to add parking spaces in existing multi-family developments with reduced screening when the visual Impact on adjacent properties is minimal.



Use of a variety of exterior building finishes and materials reduced the perceived density of this multi-family building.

Commercial Uses

1. Guideline:

For large-scale commercial buildings, the architectural design shall maintain a human scale through variations in wall planes, a variety of building materials, sharpened entry definition, varying roof planes, and the creative layout of windows and other wall openings. Windowless walls should be avoided on front facades or sides facing public ways. Where large blank walls are unavoidable, changes in colors and building materials or additional landscaping should be provided to soften the visual effect. Dominant building colors and materials should be applied to all sides of the building.

Action:

Encourage voluntary compliance through the site plan and building review process when property is not zoned Planned Development or is part of a special use permit. Strengthen language in Article 5.13, "Planned Development Districts," and Article 14.03, "Special Use Permit," to

require architectural elevations for new buildings with details on proposed materials and colors.

2. Guideline: Minimize parking areas in front yards or corner side yards.

Action: Revise Article 12 of the UDO.

3. Guideline: Increase the flexibility of the placement of landscaping within commercial developments so it is site specific and soften the visual impact of larger buildings, longer driveways, and large parking areas. For example, landscape buffers can be established along street frontages regardless of the size of adjacent parking areas or other buffering requirements. In addition, landscaped corridors can be established along entry drives and within parking rows, rather than simply at the end of parking rows. Such additional landscaping can be established without hindering sight lines between streets and buildings or streets and principal signage.

Action: Revise Article 12 of the Unified Development Ordinance.

4. Guideline: Ensure that building improvements in the “CBD” Central Business District are compatible with the existing pattern of historic structures and open spaces.

Action: In the short term, consider the formulation of more detailed design guidelines that are unique to DeKalb’s downtown area. Over the longer term, consider the adoption of an historic preservation ordinance and amend the advisory review procedures of the Landmark Commission.



Variations in wall planes, a variety of building materials, varying roof planes, and a creative layout of windows help these commercial buildings maintain a human scale.

Industrial Uses

- 1. Guideline:** Provide landscaped buffer areas between different types of industrial uses, as well as between industrial and commercial uses, or between industrial and residential uses. For example, in the light industrial zoning districts a variety of retail and service uses can be established along with more traditional manufacturing and industrial uses. Such uses may not be compatible from a design standpoint, although they may be identified as allowable uses in the Unified Development Ordinance.
- Action:** Revise Article 7 and Article 12 of the Unified Development Ordinance to bring landscaping requirements for PD-Industrial and “HI” Heavy Industrial districts into line with the landscaping requirements for “ORI” Office, Research, and “LI” Light Industrial zoning districts.
- 2. Guideline:** Consider the adoption of design criteria for industrial buildings in specific corridors with high public visibility.
- Action:** A developer’s voluntary submittal of conceptual site and architectural plans for buildings in such highly travelled areas for Planning and Zoning Commission review will invite detailed suggestions. Encourage voluntary compliance through the site plan and building review process when property is not zoned Planned Development or is part of a special use permit. Strengthen language in Article 5.13, “Planned Development Districts,” and Article 14.03, “Special Use Permit,” to require architectural elevations for new buildings with details on proposed materials and colors.
- 3. Guideline:** Flexibility should be allowed for the placement of perimeter landscaping and should be provided for all parking lots regardless of size.
- Action:** Revise Article 12 of the Unified Development Ordinance.
- 4. Guideline:** Provide bike path links and pedestrian sidewalks to and from industrial lots so nearby commercial and residential neighborhoods can be more connected.
- Action:** Address as part of any annexation, subdivision, re-subdivision, or planned development review.



Trees shown on a rendering of the Meta Data Center will provide a buffer around the facility.

Public and Institutional Uses

1. Guideline: Public, civic, and institutional buildings should provide green space and landscaping in excess of conventional commercial developments.

Action: Since capital allocations for public improvements typically go through a public hearing process, site plans for development or redevelopment of public and civic spaces should undergo rigorous scrutiny.

2. Guideline: New public structures should be architecturally bold and serve as community landmarks.

Action: Fiscal constraints will typically restrain innovation in design and construction. However, some economies can be found in non-institutional exterior features such as pitched roofs, residential-style fixed or operable windows, and natural, long-lasting materials such as wood, masonry, or brick.

3. Guideline: Parking areas should be more visible through attractive directional and lot signs. Low and articulated screening walls or landscape “fencing” around public parking lots will offer a more pleasing street edge without creating security problems.

Action: Try to incorporate some phased lot improvements as part of the City’s multi-year City capital plan.

4. Guideline: Encourage more attractive City entryways.

Action: Install distinctive, lighted, and landscaped entrance signs along each arterial street leading into the City. Investigate more detailed zoning restrictions for properties along well-defined corridors, in order to moderate conflicting uses and promote more compatible uses over time.

Storm Water Detention Systems

1. Guideline: Wet and dry detention ponds should be landscaped features, with minimal rip-rap on side slopes and a natural shape rather than a standard geometric shape.

Action: During the site review process prior to Planning and Zoning Commission consideration, the developer should consider such a project amenity.

2. Guideline: Avoid development impacts in floodplain or flood-prone areas.

Action: Prohibit building in undeveloped floodplain areas except for park and recreational facilities, or where one hundred fifty percent (150%) of the displaced flood storage is provided in an adjoining floodplain or floodway area as approved by FEMA.



Detention ponds should be a landscape feature with a natural shape, not a geometric shape.

Parking Lots

- 1. Guideline:** Parking areas significantly affect the look of a parcel or a neighborhood. Perimeter screening or landscaping is desirable in all zoning districts. In addition, landscaped islands raised at intermediate points in long parking rows are recommended in larger parking lots.

Action: Revise Article 12 of the Unified Development Ordinance.
- 2. Guideline:** Wherever possible, minimize parking spaces in front yards or corner side yards in multiple family residence districts, commercial districts, and industrial zoning districts.

Action: Seek cooperation during the review of individual site plans.
- 3. Guideline:** Take into account all four seasons when planning parking lots to account for snow storage, heavy rains, and autumn leaves.

Action: Developers should be encouraged to provide landscaping that is tolerant of salt and snow; to provide green space for snow storage; to select tree varieties that shed minimal foliage; and to minimize storm water ponding in driving aisles after hard rains that will inconvenience motorists and pedestrians.

4. Guideline: In larger lots, pedestrian safety is an issue. Provide marked crossings to warn drivers of pedestrians.

Action: Address during plan review process.

5. Guideline: In larger, planned commercial developments, encourage shared lots with internal cross-easements to provide legal access between adjacent parcels.

Action: Implement on case-by-case basis during site plan and subdivision review.

Perimeter landscape screening should be required around parking lots in all zoning districts, while landscape island should be recommended in large parking lots.



Signage

1. Guideline: In planned commercial developments and integrated strip centers with more than one lot, encourage monument-style signs where tenants share a space on the sign.

Action: Revise Article 13 of the Unified Development Ordinance for clarity on this point.

2. Guideline: For signs over ten feet in height, establish a stronger relationship between the sign and the ground with landscaping or a more solid base of materials that match the principal buildings in the development. This will soften the visual transition between vertical and horizontal planes.

Action: Revise Article 13 of the Unified Development Ordinance.

3. Guideline: In the “CBD” Central Business District, the design of wall signs shall bear some relation to the historical architectural features of the district.

Action: In the short term, consider the formulation of more detailed design guidelines that are unique to DeKalb's downtown area.



Monument-style signs are encouraged when ground signs are permitted.

Accessory Structures

1. Guideline: Dumpster enclosures, utility sheds and other accessory structures should be landscaped and designed to match the architecture, finish, durability, and color of the building(s) they serve.

Action: Give more attention to the design of such structures during the site plan review process. Revise Article 7 of the Unified Development Ordinance.

2. Guideline: Loading areas, outdoor storage, refuse enclosures, HVAC equipment, drive-through queues, and other accessory uses should be located in the side or rear yards whenever possible.

Action: Promote attention to such details during the site plan review process. If voluntary compliance is not routinely achieved, some revisions to the Unified Development Ordinance may be necessary.