



# Village of Huntley Comprehensive Plan

Adopted April 22, 2002

(Please note: the Land Use Map in this document was revised and adopted on 11-17-11. The new map can be found on the very last page of the document)

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## CHAPTER I: PREFACE

### 1.1 INTRODUCTION

The Village of Huntley Board of Trustees has worked with Village Staff and planning consultants to revise the Village's Comprehensive Plan that was first adopted in 1990 and last updated in 1995. This process has resulted in the adoption of this document which will guide Village development and land use in the Village up to 2020.

Huntley has been a small town with a rural character throughout its entire history. The Village was built to enable its residents to walk to school, places of worship, parks, and shops. Today, much of the Village's historic charm in both commercial and residential areas stems from this small town character. At the start of the planning process the Village undertook a resident survey to determine their preferences about a wide variety of topics. Many of the responses to the questionnaire indicated a desire to preserve the small town character of the Village. The questionnaire used and the responses can be found in an appendix to the Plan. The goals and objectives for the Village set forth in Chapter II are in part based on the resident responses.

Over time, economic, cultural and physical conditions change in ways that can have far reaching effects on the existing and future characteristics of a community. The character of Huntley will be influenced greatly by Del Webb's Sun City adult residential community and the Prime Group Office Park and Prime Outlet Mall, which are located north of the Tollway/Route 47 interchange. Both Prime and Del Webb have established standards for excellent design in their public and private amenities that are being followed by other developments, including Regency Square. Therefore, the Village should address all relevant issues related to land use, transportation, recreation and development and prepare a plan that is capable of steering the Village through significant changes in a manner that preserves and enhances the desired small town character, while maintaining the excellent design standards of its new development pioneers.

This document represents the vision for the future of Huntley that will allow the Village to build on its small town tradition and accommodate the substantial growth occurring at the periphery of the existing Village and with time, redevelopment, without sacrificing its history.

## 1.2 STATEMENT OF PURPOSE

The Huntley Comprehensive Plan is intended to serve as the principal policy document to guide the location and character of future land uses within its planning sphere of influence and to act as the basis for resource management decisions of Village officials. The Plan is general and advisory rather than specific and prescriptive in nature. It is not a regulatory document to control the precise form of development on individual lots; that function is performed by various Village ordinances including the Zoning and Subdivision Ordinances. The Plan includes a number of elements: Village Goals and Objectives, existing and future land uses envisioned for the Community; subarea plans for the Route 47 Corridor, the Historic Downtown and for the East Side Residential Growth Area, and Implementation.

A fundamental purpose of this document is to provide direction for the general public, the Village Board, Village governmental advisory bodies and land developers regarding the uses, intensity and character the Village envisions for particular land parcels within its planning jurisdiction. While it does not change existing zoning, the Comprehensive Plan does provide a foundation on which decisions regarding zoning changes can be based. The Comprehensive Plan also serves as a basis for making decisions affecting many other aspects of the Village such as cooperation with the park and school districts in the achievement of mutual community goals.

Huntley encourages development that preserves the character and charm of the Village. The Comprehensive Plan provides for an appropriate balance of residential and non-residential uses, a sufficient quantity and distribution of parks and open space areas for recreational purposes that allow the park district to attain its goal of 10 acres of parks per 1,000 population, and a full range of both public and private support uses and services to serve Village residents up to 2020 and beyond.

The Plan is an expression of what the Community wants for itself in light of the physical restrictions, existing land uses and requirements for serving the ultimate Village population. The Plan is not inflexible, nor is it an idealistic vision without practical foundation for the future of the community. Instead, it is a general, practical guide for future growth and improvements. The Plan should be amended periodically to account for changes in physical conditions, assumptions or in the goals and objectives of the Village.

### **1.3 THE RELATIONSHIP OF THE PLAN TO PREVIOUS PLANS**

Previous planning efforts of the Village have focused on the importance of maintaining the “rural” character and charm of the Village. The central challenge for this Plan is to build upon these previous planning efforts and provide Village policy and decision makers with an appropriate policy instrument that accommodates growth, but only in a manner that preserves the existing character and continues to provide residents with a desirable place to live, work and play and raise a family.

### **1.4 THE PLAN PREPARATION PROCESS**

In June 1998, the Village retained Thompson Dyke and Associates, Ltd. as planning consultants to assist the Village with the preparation of this Comprehensive Plan. Citizen participation has played a significant role in the formulation of the strategies and recommendations of this document. Such participation was achieved through a Village-wide citizen survey and numerous public meetings and public hearings. Such participation and input has been invaluable in formulating this document. Every attempt has been made to ensure that the Plan reflects the views and concerns of the Village’s citizens. The success of the Plan will depend on the extent to which its provisions reflect a consensus of opinion for the desired future of Huntley.

The resultant Plan is one that is capable of achieving the desired future for Huntley. It is both realistic and achievable. The Land Use Plan was formally adopted by the Huntley Village Board on June 24, 1999 and amended on February 10, 2000 in accordance with the provisions of the Illinois Compiled Statutes.

### **1.5 PLANNING BOUNDARIES**

The planning boundaries for the Village have been determined to a large degree by the boundary agreements the Village has entered into with its neighbors: Algonquin, Gilberts, Hampshire, Lake in the Hills, and Lakewood. Where no agreements exist in the northwestern and northern portions of the Village, the Village has shown its planning boundary as being coterminous with the School District 158 boundaries.

## 1.6 HISTORICAL OVERVIEW

The following overview was excerpted from At Home in Huntley 1851-2001, published by the Huntley Sesquicentennial Committee 1851-2001 and McHenry County in the Twentieth Century, published by the McHenry County Historical Society and Heart Publications, Inc. The Village of Huntley, originally called Huntley Grove, was named for Thomas Stillwell Huntley. It was founded in 1851 and incorporated in 1872. Settlers from New England first arrived in 1837 in the aftermath of the Blackhawk War of 1834, the terms of which provided that Native Americans leave the area for land west of the Mississippi. The first to arrive in 1837 was a Mr. Grinnel who soon sold his land to Louis Holdridge. Prescott Whittemore arrived in 1838 with his wife, Lucy Geer Whittemore and their ten children. Three more children were born in Illinois. Prescott named the township Grafton for his New Hampshire hometown. He eventually built his home from limestone hauled from Garden Prairie in 1841 where it served as an inn for travelers going west. It is still standing today about a mile and a quarter west of the Village.

Thomas Stillwell Huntley came from New York in 1846 and farmed land north of the existing Village. He owned additional land where the railroad would be located and furnished the site for a railroad station when the Chicago and Northwestern Railroad was constructed through McHenry County. The railroad reached Huntley on its way from Chicago to Rockford, Freeport, and Galena. The first train arrived at the Huntley station on September 5, 1851. Thomas Stillwell Huntley platted land in 1851 around the railroad, earmarking lots for churches and selling others for homes and businesses, opening a general store for himself.

A memoir by William "Pat" Williams, a descendent of a pioneer family, stated that early settlers consisted of immigrants from Wales, Ireland, and Germany seeking to escape dire conditions or political unrest in their homelands.

For the first 20 years of the Village's existence, farming was the Village's primary economic endeavor, and the Village became a shipping center for milk, butter, and eggs. Subsequently, businesses began to emerge as surplus farm products became available. Creameries and milk plants predominated until the 1920's when whole milk could be shipped by truck to larger facilities in Chicago. Subsequently, a brewery, furniture factory, and agricultural supply buildings occupied those sites. A stable population of

about 500 people supported several general and grocery stores, blacksmith shops, a wagon maker, a harness and shoe repair shop, a dressmaker, a millenary shop, hotels, doctors, dentists, lawyers, implement stores, a furniture store combined with a funeral parlor, confectionery stores, and a pharmacy. The Northwestern Railroad provided daily trains east and west, and an electric trolley linked Elgin and Belvidere and transported people to and from jobs in the surrounding towns, especially to the Elgin Watch Factory.

The first manufacturing in town occurred in the late 1930's when the William Fencil Company moved production of gaskets from Chicago to a location on south Church that is now the H. D. Catty Company. The Fencil company was awarded a contract to manufacture detonation caps for weapons and built a plant south of town. After the war, the Union Special Machine Company, H. D. Catty, and the Dean Milk Company moved to Huntley.

## CHAPTER II COMMUNITY GOALS AND OBJECTIVES

### 2.1 INTRODUCTION

Goals are long range ideals the community continuously strives to achieve. They set the framework for public policy, the enactment of land development ordinances, and the appropriation of public funds. Objectives are more specific than goals and represent opportunities for achieving goals.

The Comprehensive Plan is a guide for the establishment of compatible land uses, efficient streets and adequate community facilities needed for existing and future Village residents. This statement of goals and objectives is intended to guide the implementation of the Comprehensive Plan as well as to direct any proposed changes to the Plan. Future recommendations of the Plan Commission and Zoning Board of appeals, and future decisions undertaken by the President and Village Board of Trustees and other governmental units should be measured against the community goals.

### 2.2 Quality of Life Goal

The number one, overall goal to which all other goals are subordinate, is to improve the quality of life in the Village.

### 2.3 REGIONAL GROWTH GOAL

The Policy Statement on the Regional Growth Strategy endorsed by the Northeastern Illinois Planning Commission on June 30 1998 states: "Our Vision is of a region which is equitable, competitive, livable, sustainable, and cooperative. The strategy is intended to contribute to forming a region that is:

- equitable, with access for all to the cultural, social, and economic resources of the region;
- competitive, maintaining or increasing its share of national economic growth and providing expanded economic opportunities in all parts of the region;
- livable, with enhanced quality of personal and community life;

- sustainable, with balanced development patterns responsive to the limitations of the region's natural resources and the need to preserve and improve environmental quality for our time and for future generations;
- cooperative, with increasing emphasis on intergovernmental cooperation and public-private partnership in the guidance of the region's growth."

## 2.4 RESIDENTIAL GOAL

To perpetuate a high quality residential environment suitable for enjoying life in a rural atmosphere that takes into consideration design standards intended to conserve open space and encourage developers to be creative in proposing residential development projects.

### Objectives

- Promote high standards for residential development within the Village and in the unincorporated areas outside the Village within 1 1/2 miles of its boundary. Monitor areas within the Village's planning jurisdiction and encourage high standards for unincorporated developments.
- Encourage proper landscape screening between residential development and differing land uses, new residential construction and along arterial streets.
- Promote deeper lots with greater setbacks for residential developments with frontage along major collector streets, arterials, and highways.
- Encourage land developers to submit specific guidelines for Village consideration for the installation of lighting, landscaping, street signage, and other amenities that create a sense of neighborhood identity and are consistent with an overall Village plan.
- Encourage site plan review procedures for single family residential developments and multiple family developments to assure that Village regulations and policies are effectively implemented.
- Provide parks or open space areas of useable size throughout residential developments, with bicycle and pedestrian links to other neighborhoods, parks and nearby service areas such as schools, and convenience shopping. Parks meeting the needs of future

residents should be provided within a short and safe walking distance of all dwelling units in a proposed development.

- Encourage architectural designs for single-family and other development wherein the garage does not dominate the street. The unique architectural elements of a home, such as front doors, windows, etc. should be emphasized at the street while garages should be located at the back or side or their impacts minimized by facing garage doors away from the street.
- Encourage residential developments that are aesthetically pleasing. Avoid box designs with little architectural distinction. Encourage the use of natural materials such as wood and brick.
- Integrate natural features, such as natural swales or wetlands, into site plans so these features become site amenities.
- Provide retention ponds that can provide attractive open space features. Design restrictions for these facilities should require that they be constructed with natural shapes, slopes and landscaped with appropriate plant materials. Avoid designs that are conducive to geese habitats.
- Encourage “open space design” for lower density (maximum of 1 unit per acre) residential areas to preserve open space, scenic views, and rural character.

## 2.5 TRAFFIC AND TRANSPORTATION GOAL

Facilitate the movement of vehicular traffic, persons and goods within the Village in a safe and environmentally acceptable manner. Serve a broad range of social environmental, aesthetic, and transportation objectives in order to create comfortable environments for people and not just automobiles.

### Objectives

- Maintain and develop roads, streets and highways, in proper scale with their intended uses and adjacent land uses so that they are capable of accommodating present and future traffic volumes safely.



- Encourage roadway designs and improvements that offer pedestrian and bicyclists a safe and viable alternative to driving, to the extent possible.
- Provide for street extensions and connections where inter-neighborhood or through-traffic needs exist and reserve adequate rights-of-way for each connection.
- Encourage the maintenance and development of low-volume residential roadways which permit privacy and maintain the strong rural character of the Village in low density residential neighborhoods.
- Encourage the preservation and development of scenic roadway easements or setbacks along rural roads and establish 100 foot scenic corridors along Route 47.
- Provide for the passage of vehicular traffic through the Village on major arterials at a minimum inconvenience to Huntley residents.
- Cooperate with the Counties, IDOT and the Tollway in order to construct the major improvements required for the regional highway network in a manner that takes into account the needs of the Village.
- Improve intersection and traffic control devices and measures to provide optimum safety.
- Encourage METRA to construct a commuter rail line extension and at least one passenger station in the Village to provide public transportation options for Village residents and reduce automobile traffic and associated negative environmental consequences.
- Encourage businesses to partake in employee ride-sharing in order to reduce the number of vehicles on the road and to reduce atmospheric pollution.

## 2.6 OPEN SPACE AND RECREATION GOAL

To provide the maximum amount of active and passive open space for the enjoyment of all Huntley residents.

Objectives

- Encourage the preservation of open space in the community to provide at least 10 acres of parks and other recreational areas per 1,000 population in addition to regional facilities.
- Establish a trail system that links all neighborhoods and major recreational resources in the Village and create connections to existing and planned regional greenways and trails.
- Provide each neighborhood of the Village with reasonable pedestrian access to open space, parks and playgrounds.
- Consistent with the Park District's long-range planning strategy, encourage the establishment of additional recreational facilities and programs for the enjoyment of all age groups.
- Work with neighboring communities, agencies and associations to plan active and passive recreational activities consistent with the Park District's long range planning strategy.
- Coordinate with County, regional and State agencies in the protection of woodlands, wetlands and floodplains within the Village's jurisdictional planning area.
- Consider the concept of acquiring or accepting development rights and easements when desirable, to preserve agricultural lands, open space, scenic views, woodlands, wetlands and floodplains.
- Establish and maintain a tree program that encourages the planting of trees on public property in order to add to the character and beautification of the Village.
- Update the Village's tree and landscape ordinance, as required to maintain and enhance the Village's character.

**2.7 COMMUNITY SERVICE GOAL**

Provide the services and facilities essential for the protection, operation and use of property within the Village's planning area.

Objectives

- Improve the storm drainage system and expand the Wastewater Treatment Facilities as recommended in the Village of Huntley 1999 Wastewater Treatment Facilities Plan Amendment, dated January, 1999.
- Construct new Village facilities in locations that maximize their utility and efficiency yet are also convenient for Village residents.

**2.8 BUSINESS AND ECONOMIC GROWTH GOAL**

Provide sufficient areas for business related developments to occur which can be served by the regional and local roadway network, and which are compatible with proposed residential development in order to provide a sound and diverse tax base and employment opportunities.

Objectives

- Improve real property values and promote a sound economic base for the Village.
- Assure that retail and service commercial areas are of sufficient size to provide for adequate setbacks, pedestrian walkways, ample parking, bicycle parking, and landscaping.
- Require new commercial developments to provide decorative lighting, landscaping and other amenities that are consistent with an overall Village plan and contribute to Village identity.
- Require new signage to be appropriate to the character of the business area and consistent with the architecture of the buildings and consistent with the character of the Village.

- Require site plan review procedures to assure that Village regulations and policies are effectively implemented.
- Blank, windowless walls should be avoided on the front of the building or on any side that is visible from a public right-of-way. Where blank walls cannot be avoided, changes in building planes, building materials, color or additional landscaping should be provided to minimize the visual effect of the blank wall.
- Building materials should be solid, long-lasting natural materials, such as masonry, brick, brick veneer, wood or stucco (non-synthetic). Generally, structural steel buildings are acceptable, if finished with a veneer or siding that is not steel.
- The architectural finish and dominant building materials should be applied to all highly visible sides of the building. Dominant building colors should be applied to all sides of the building.
- Accessory buildings, structures and equipment should be constructed of similar or complementary materials, and the colors should match that of the principal building. Durable materials should also be preferred for such structures. For example, trash enclosures for restaurants are preferred to be masonry on three sides, with iron or steel access gates appropriately painted or finished to match the main building.
- Encourage the screening of parking lots with berms and landscaping as much as possible.
- Minimize the visual impact of parking areas between major streets and the building by use of landscaping. Provide landscaped buffers of 10 to 50 feet in depth (100 feet along Route 47 where designated on the Land Use Plan) depending on the street character. Provide landscaping within parking rows, not just at the end of parking rows. Landscaping should be distributed throughout the parking lot.
- Provide safe pedestrian links between parking areas and the entrances to buildings that may include the following methods:
  1. Provide textured pedestrian crossing areas of colored concrete or differing pavement surface, to warn drivers of pedestrian crossing areas.

2. Provide island and crossing areas near the centers of long aisles to allow pedestrians to cross traffic lanes.
- Minimize the “sea of asphalt” impact of large parking lots located between the street and the building by:
    1. Allowing only the minimum required parking to be provided in front of the building and require excess parking to be located in the side or rear yard.
    2. Increasing interior parking lot landscaping.
    3. Where feasible, locate parking in less visible side or rear locations.
  - Provide cross access easements throughout commercial clusters to create easy access between adjacent parcels and minimize the number of curb cuts required.
  - Landscaping should be designed to provide interest in each of the four seasons, using plant materials that are tolerant of site conditions. Layouts should provide areas that accommodate snowplowing and snow stockpiling.

## 2.9 ENVIRONMENT AND APPEARANCE GOAL

Preserve and enhance the natural beauty, unique qualities and attractive appearance of the Village.

### Objectives

- Ensure the protection of wetland habitats.
- Require quality materials and designs in public and private buildings and site landscape design.
- Require screening and buffering of off-street parking lots while giving due consideration to the safety of pedestrians and vehicle users.
- Encourage and assist organizations, schools, businesses and citizens in their efforts to beautify the Village.

- Maintain strict enforcement of the Village’s sign ordinance to protect citizens and visitors from visual pollution.
- Cooperate with McHenry and Kane Counties and IDOT in the beautification of all major roadways and entrances to the Village.
- Control light pollution by the design, location and type of artificial lighting in order to prevent “spill-over” onto adjacent properties.
- Require 100 foot wide landscaped buffer along Route 47 and require landscaping where practical in developed areas and areas that redevelop.
- Provide buffers at the developing perimeters of the Village to separate the Village from its neighbors and help to create an aesthetic and distinctive image for the Huntley.

## **2.10 HISTORIC PRESERVATION GOAL**

Preserve and enhance those essential elements of the Village which significantly contribute to the historic character of the community.

### Objectives

- Preserve and enhance the long established rural character and integrity of the Village, particularly in and around the original downtown and along Woodstock Street.
- Preserve agricultural uses in the northwestern and southwestern quadrants
- Preserve low density single family neighborhoods in the northerly portions of the Village.
- Establish a “historic downtown” zoning classification and implement a more careful land use and design review process for redeveloped sites in this area.

## CHAPTER III - EXISTING CONDITIONS

### 3.1 ELEMENTS OF A LAND USE SYSTEM

In every municipality, a number of individual components collectively define the character of that community. The first component of a land use system is the various units of local government. Each entity is charged with a particular set of responsibilities to ensure that adequate public facilities, infrastructure and services are provided within the community. In Huntley, particularly important governmental jurisdictions include the Village itself, School District 158, Huntley Park District and the Huntley Fire Protection District. The collective actions of these governmental entities can have significant effects on the character of the Village, and it is important to develop an understanding of the role of each in the overall planning process.

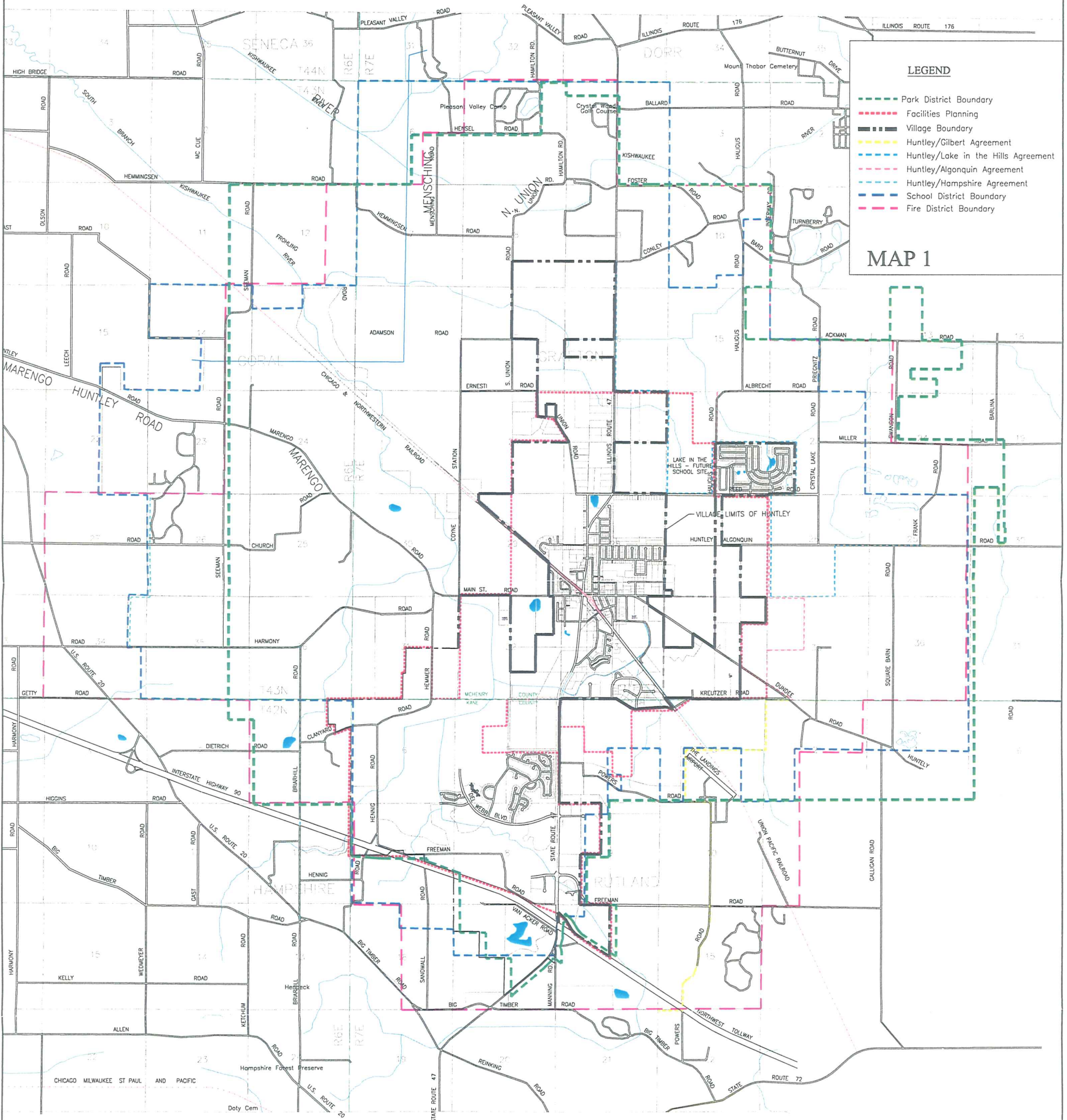
The second component of a land use system is the land use characteristics of the individual parcels of land that collectively comprise the Village. Each parcel of land in the Village is placed in a land use category depending on the particular activities usually conducted on the property. These land use categories include: vacant and agriculture; detached single-family residential, attached single-family residential (townhomes or two family homes), multiple family residential (apartments and condominiums); office, retail and service commercial, business park, light industrial; public and semi-public uses (schools, churches and municipal facilities), and parks and open space. The land use pattern is important because each land use has its own particular set of impacts on the surrounding area, both positive and negative, and on infrastructure and service requirements. Ultimately, the purpose of a comprehensive land use plan is to provide for a balanced pattern of land uses in order to achieve the vision and goals of the Village.

The third component of the land use system is the intensity and character of development that accommodates specific land uses. These elements include building height and bulk, parking demand, and building and site design. The intensity of development can vary substantially within the same category of land use. Zoning regulations and other development ordinances of the community provide the regulatory framework to control the intensity and character of development. These regulations help to minimize negative land-use impact and promote compatible land use relationships.



# VILLAGE OF HUNTLEY, ILLINOIS

## JURISDICTIONAL BOUNDARIES



**LEGEND**

- - - Park District Boundary
- - - Facilities Planning
- - - Village Boundary
- - - Huntley/Gilbert Agreement
- - - Huntley/Lake in the Hills Agreement
- - - Huntley/Algonquin Agreement
- - - Huntley/Hampshire Agreement
- - - School District Boundary
- - - Fire District Boundary

**MAP 1**

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**SCALE IN FEET**

**NORTH**



The fourth component of a land use system is the environmental characteristics of a given planning area, such as topography, forest areas, watercourses, floodplains, and wetlands. These can all have important implications for the appropriateness or intensity of specific land uses.

The fifth component of a land use system is the transportation network (roadways, bikeways, railways, and other public transportation facilities). This network and the utilities and community facilities located therein are important to ensure adequate support for land uses and all potential development scenarios.

## **3.2 EXISTING GOVERNMENTAL JURISDICTIONS**

Map 1 illustrates the boundaries of the various units of local government that serve Village residents and business owners as well as the limits of areas affected by boundary agreements with adjacent municipalities. This section provides a summary of the important characteristics of these jurisdictions, their roles in the community and relevance to the Comprehensive Plan. The following represents an overview of the various jurisdictions responsible for serving Village residents.

### **3.2.1 School District 158**

One of the most important characteristics of the Village is the quality of public education. School districts in growing communities, constituted primarily of affordable single family homes typically experience substantial enrollment growth as young families move in. Unit School District 158 serves both elementary and high school students. Administrative offices are located at 12015 Mill Street in Huntley. An elementary, middle school and high school campus is located on Harmony Road. A new campus consisting of elementary and middle schools is now being constructed on Reed Road, east of Route 47. This campus falls within the corporate limits of the Village of Lake in the Hills; however, it is surrounded on two sides by the Village of Huntley.

### **3.2.2 Huntley Library District**

The Village falls within the Huntley Library District except for a small portion of the western part of the Village that is in the Hampshire Library District. The Huntley Library District has been serving Huntley since 1989 and is developing a tradition and association with Huntley. It has become an integral part of everyday life in the Village.

The Library District operates one library facility in the Village, the Huntley Public Library, located north of Main Street at 11000 Ruth Road.

### **3.2.3 Huntley Park District**

Parks are primarily under the jurisdiction of the Huntley Park District. The Huntley Park District, with offices located in Deicke Park at 11419 S. Route 47, is charged with the responsibility of providing and maintaining adequate parks and recreation facilities in its jurisdictional area including all of the Village of Huntley and a substantial portion of Lake in the Hills. The parks, trails and associated recreation facilities such as the Aqua-center, ball fields and many other facilities that are maintained by the Huntley Park District provide opportunities for recreational and leisure time activities for Village residents. The Park District's jurisdictional boundaries are shown on Map 1.

In order to address the complex issues that characterize the open space and recreation system that the Park District oversees, the Park District adopted a Master Plan update in June of 1999 that sets out a strategy for the maintenance and enhancement of parks and recreation facilities. That Park District Master Plan is hereby adopted and incorporated into this Plan.

The Village is committed to working cooperatively with the Huntley Park District so that it may provide the Village with high quality recreational programs and active and passive open space. The Huntley Park District has a policy of periodically updating portions of its master plan, and the Village hereby incorporates the Park District Recreation Path Master Plan element of the Park District Master Plan as an element of the Village's Comprehensive Plan.

### **3.2.4 Conservation and Forest Preserve Districts**

#### **3.2.4.1 McHenry County Conservation District**

In addition to the parks, open space and recreation facilities operated by the Park District, Huntley residents enjoy the recreational opportunities presented by the McHenry County Conservation District and the Kane County Forest Preserve District. McHenry County Conservation District preserves totaling 500 acres within the study area are located along the south side of the Union Pacific Railroad tracks west of Coyne Station Road and at the intersection of Hensel Road and Mensching Road. In addition the District owns a 25 foot parcel on both sides of the Union Pacific Railroad right-of way, with the exception

of an area in the center of Huntley's downtown between Grove Street on the south and a point just north of Route 47 on the north.

#### **3.2.4.2 Kane County Forest Preserve District**

There are no Kane County Forest Preserve District properties within the Huntley Planning area. However, Huntley residents are served by several nearby Kane County preserves. Just south of the planning area is the Rutland Forest Preserve on Big Timber Road and immediately east of the planning area are the Ed Meagher Forest Preserve on the northeast corner of Powers Road and Freeman Road and the Freeman Kame Forest Preserve on Freeman Road at the railroad. To the southwest of the Huntley planning area is the Hampshire Forest Preserve.

#### **3.2.5 Neighboring Communities and Unincorporated Areas**

The Village of Huntley is part of a wider community of residents whose social and business interactions transcend the jurisdictional boundaries described herein. The residents of the neighboring communities of Algonquin, Lake in the Hills, Lakewood, Hampshire, Gilberts and of unincorporated areas are frequent visitors to the Village's business district. These social and business interactions are important because the recommendations of the Plan must accommodate the impacts of Huntley's role as a center of the surrounding populations whether or not such populations actually reside within Village boundaries. The Village of Huntley has boundary agreements with the Villages of Algonquin, Gilberts, Hampshire, Lake in the Hills, and Lakewood as illustrated on the Jurisdictional Boundary Map.

#### **3.2.6 Huntley Fire Protection District**

The Huntley Fire Protection District, as noted on the Jurisdiction Map, includes all of the existing incorporated boundaries of the Village and most of the Planning Study Area as well as areas to the east of the Village in the Villages of Algonquin and Lake in the Hills.

#### **3.2.7 Counties and Townships**

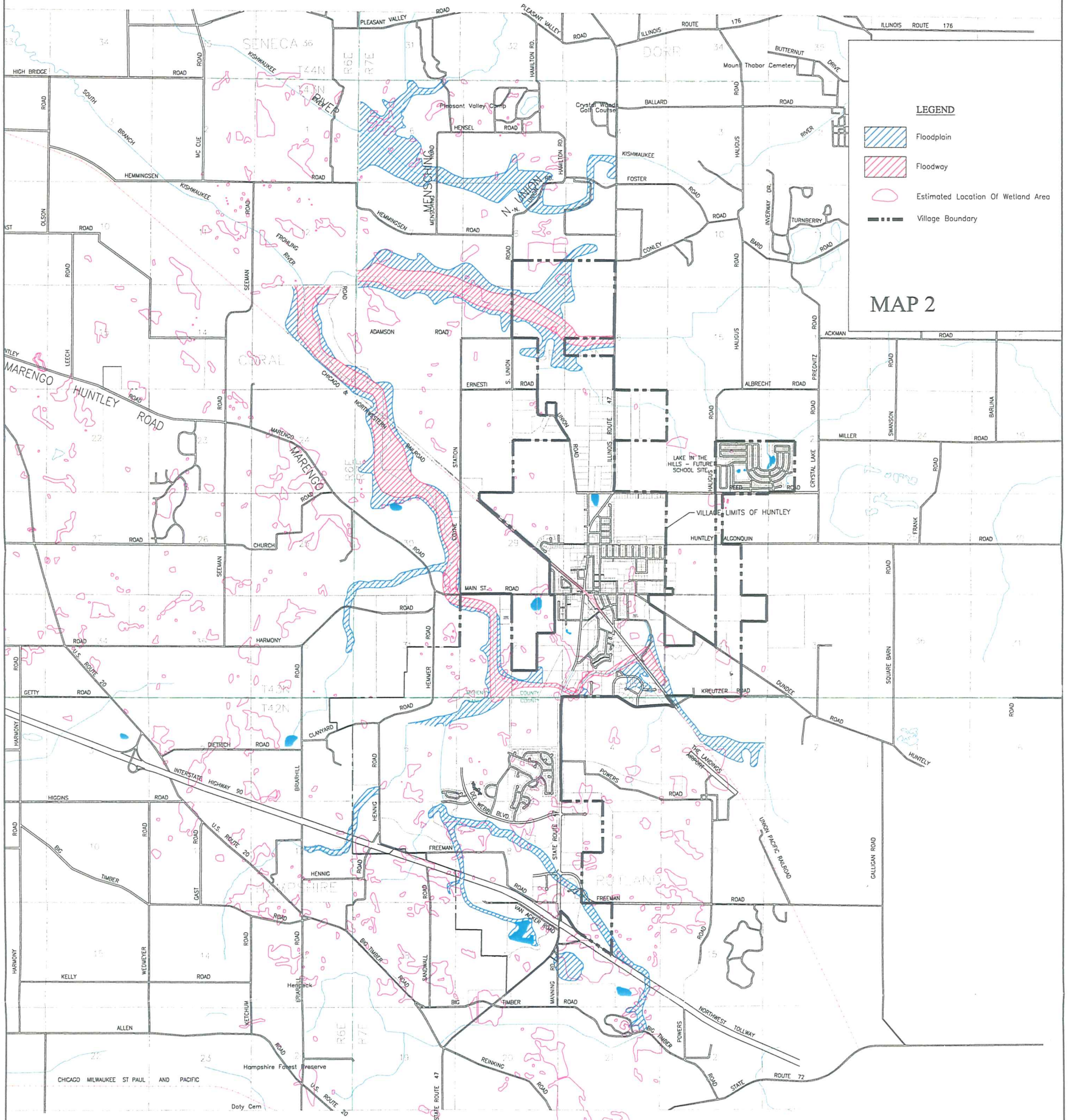
The Village of Huntley is located within two counties: McHenry County north of Kreutzer Road and Kane County south of Kreutzer Road. The McHenry County portion of the Village is located in two townships: Grafton and Coral. The Kane County portion of the Village is also located in two townships: Rutland and Hampshire. Grafton

Township offices are located in Huntley at 10109 Vine Street; Coral Township offices are located in Union at Olson Road and Jefferson; Rutland Township offices are located in Gilberts at 16N491 Powers Road; and Hampshire Township offices are located in Hampshire at 193 N. State Street.







# VILLAGE OF HUNTLEY, ILLINOIS

## ENVIRONMENTAL CONDITIONS

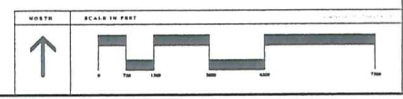


**LEGEND**

-  Floodplain
-  Floodway
-  Estimated Location Of Wetland Area
-  Village Boundary

**MAP 2**

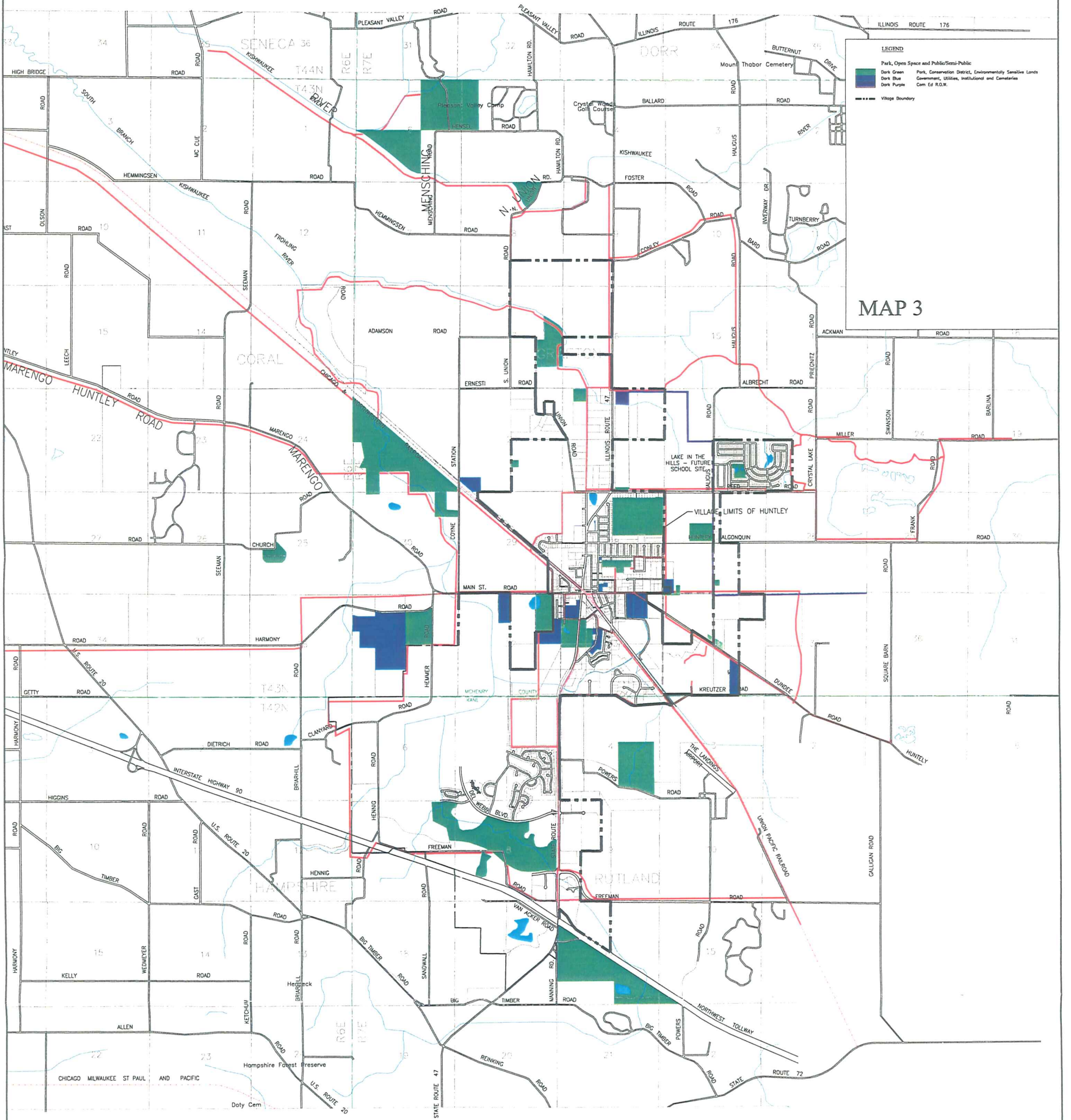
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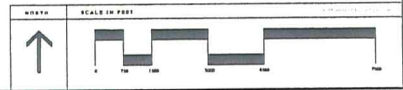
# VILLAGE OF HUNTLEY, ILLINOIS

## UTILITIES AND COMMUNITY FACILITIES



MAP 3

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### **3.3 ENVIRONMENTAL CONDITIONS**

The Village's consulting engineers have generally delineated the wetlands, flood ways and flood plains for the Village and the unincorporated areas that constitute the Village's study area shown on Map 2. These natural resources help to define the rural character of the Village and act to restrict the intensity of development. The South Branch of the Kishwaukee River meanders through the north and western portions of the Study Area, and substantial pockets of wetlands are found throughout.

### **3.4 UTILITIES AND COMMUNITY FACILITIES**

Map 3, Utilities and Community Facilities, depicts the publicly owned properties in the Village such as those properties owned by the Village, School District 158, Huntley Park District, Huntley Fire Protection District, McHenry County Conservation District and local governments as well as those parcels used for purposes of public assembly such as religious institutions. This map illustrates that much of the Village's physical and social infrastructure, developed over the entire life of the community, is conveniently imbedded within its residential neighborhoods. A Public Works facility is located at 11000 Bakley Street.

#### **3.4.1 FACILITIES PLANNING AREA BOUNDARIES**

The existing Facilities Planning Area (FPA) boundary is indicated in Map 3. Many parcels that have been recently annexed to the Village or are expected to be annexed during the life of the plan are not within the boundary, nor does it reflect the boundary agreements that have been entered into with the adjoining communities.

#### **3.4.2 VILLAGE FACILITIES**

##### **3.4.2.1 Village Hall**

The Village Hall is located at 11704 Coral Street in the downtown on the square. The Village Board and other public bodies meet at the Public Works Facility located at 11000 Bakely Street where there is sufficient space to accommodate public meeting needs. The Village Hall is conveniently located for residents, but the growth and needs of the Village have caused space needs far in excess of what is available on this site. The Village has engaged the services of an architect to recommend the parameters of a facility to meet the

future needs of the Village. A new Municipal Complex site consisting of twelve acres has been purchased at the corner of Ruth Road and Main Street, directly south of the Huntley Library. In the future, the site will house all Village Hall, Building Department, and Police Department operations.

#### **3.4.2.2 Police Facility**

The Police Department is housed in a leased facility at 11351 Allison Court. This location is temporary and will be vacated once a new Municipal Complex is constructed.

#### **3.4.2.3 Municipal Sewer and Water Facilities**

Potable water within the community is provided by either the municipal water system or private wells. Municipal wells supply the water provided in the municipal system.

Sanitary Sewer service is indicated in the Village of Huntley 1999 Wastewater Treatment Facilities Plan Amendment, dated January 1999, prepared by Baxter & Woodman, Inc. the Village engineering consultant. Two municipal treatment plants are located within the Village:

##### **East Side Treatment Plant**

The East Side Treatment Plant is located at 11313 East Main

##### **West Side Treatment Plant**

The West Side Treatment Plant is located at 12601 West Main Street.

#### **3.4.3 Commonwealth Edison**

Commonwealth Edison has recently installed high tension towers in the eastern part of the Village, extending easterly from the substation on Route 47 to the Haligus Road right-of-way, then southerly to Main Street where it branches east and west as shown on the Land Use Plan. There are many overhead utility wires remaining in the Village, but it is the current policy to bury such wires in the future, especially on new subdivisions.



#### **3.4.4 District 158 Schools**

To provide for the future growth of the Village of Huntley and the surrounding communities, the district has acquired its Reed Road Campus at Haligus Road, just outside of the Village's planning jurisdiction in the Village of Lake in the Hills. This site will accommodate a school campus that will serve elementary, middle and high school students. One elementary school has been constructed and a second is in the planning stages. There are three schools at the Harmony Road site: an elementary, middle school, and high school. There are no plans for additional school properties within the Village's planning jurisdiction.

#### **3.4.5 Post Office**

The Huntley Post Office is located at 11013 Woodstock Street. Similar to other municipal facilities, the Post Office has little room for expansion and in the near future may be relocating to a larger site outside of the central business district.

### **3.5 TRANSPORTATION**

The efficient and appropriately managed movement of people, goods and services in the Village is of central importance to the enjoyment of Huntley by its residents. Existing transportation infrastructure and associated issues are presented on Map 4 - Transportation Map. The various units of State and local government together with quasi-public corporations with responsibility for the transportation infrastructure represent important jurisdictional entities for the development of a comprehensive plan.

Within Huntley, Route 47 is under State jurisdiction. The control and maintenance of this route by the Illinois Department of Transportation (IDOT) and maintenance thereof has important implications for the development of potential improvement strategies to address the numerous traffic issues along its length. Intersections are particularly important in this regard. Mutually agreeable improvements between IDOT and the Village can result in safer and more visually attractive roadways. While this roadway provides an important connection for the Village, it also serves many non-Village residents. Planning considerations involving this important roadway within the Village should, therefore, incorporate local concerns and minimize negative impact on the Village.

### **3.5.1 Union Pacific Railroad and METRA**

The Union Pacific Railroad, (formerly the Chicago Northwestern Railroad) bisects the Village along a northwest/southeast axis. No passenger service currently exists, but METRA is studying the possibility of an 11 mile extension of the Milwaukee District West Line from its present terminus at Elgin/Big Timber, mile post 39.8.

Two potential locations for a Huntley train station have been designated on the Plan. One is located at Coyne Station Road, northwest of town, while the other is located at Kreutzer Road immediately southeast of downtown. Whether one or both sites are ultimately selected, the Village should plan for a twenty (20) acre site in order to accommodate sufficient parking to serve the uses of the station from Huntley and the surrounding areas. In other communities, METRA has required large sites to accommodate a substantial number of parking spaces. Such large numbers of parking spaces create obvious site specific traffic implications and commercial potential.

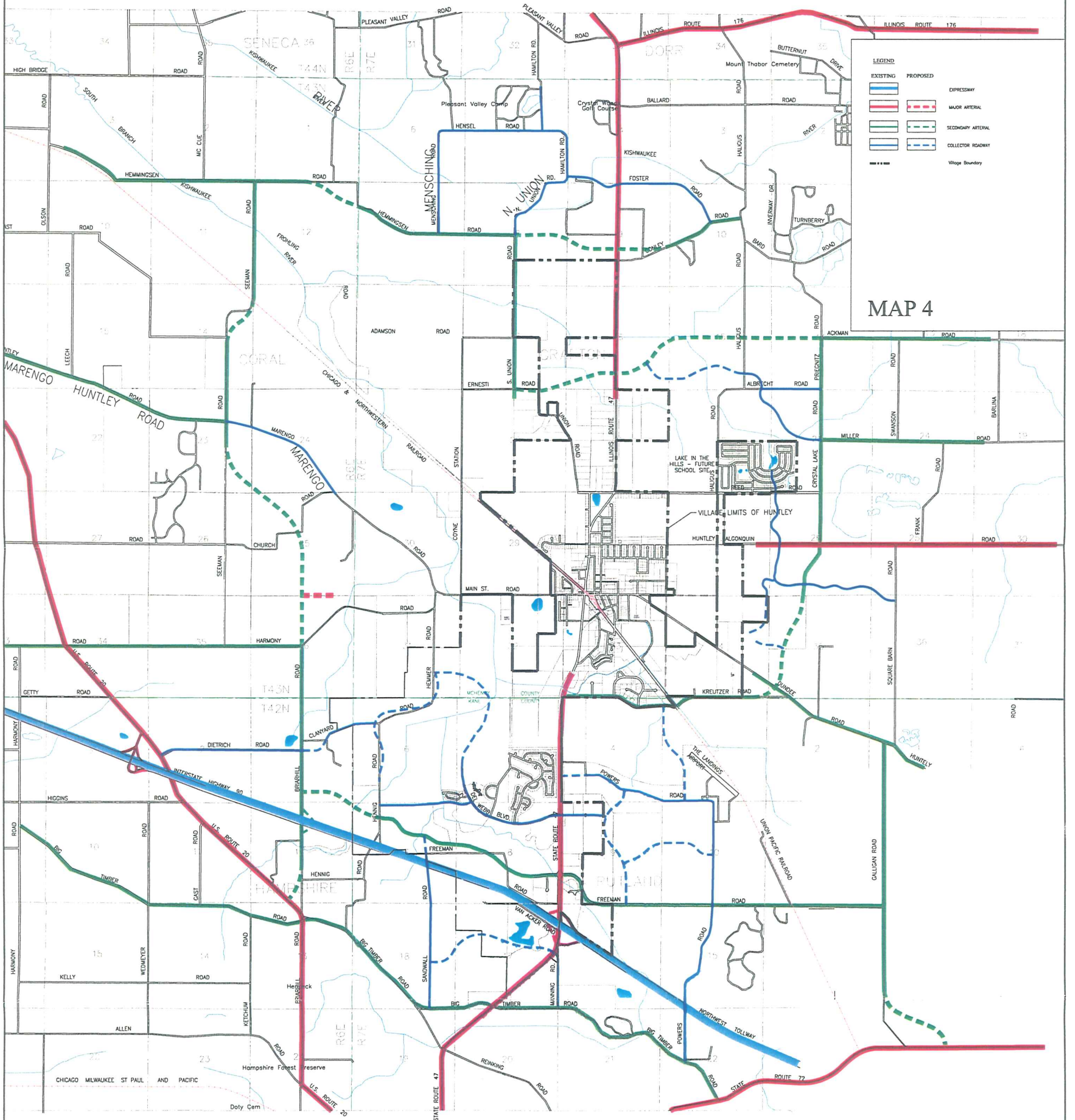
### **3.5.2 PACE**

Currently, there are no PACE bus routes in the Village. The closest PACE routes are located in Crystal Lake and Elgin.



# VILLAGE OF HUNTLEY, ILLINOIS

## TRANSPORTATION



MAP 4

### **3.5.3 Road Network**

The road network in the Village is comprised of a hierarchy of streets and highways: local or neighborhood streets, collector roads and major roads or arterials. Local or neighborhood roads carry traffic from the homes of residents to collector roads that accommodate traffic from two or more neighborhoods or sub-neighborhood areas and carry such traffic to major roads. The major roads are highlighted on Map 4 and represent those Village Streets that carry large traffic volumes, four of which are under State jurisdiction. These roads provide access to and from the regional transportation network and represent through routes in the Village.

Both the street hierarchy and the agency responsible for management and maintenance of the roads are important considerations from a land use planning perspective. For example, Village decisions regarding traffic calming and other traffic management techniques for State routes must take into consideration the state jurisdictional control of such roads, particularly in terms of securing funding for these and other improvements. Furthermore, the Village should consider limiting access to neighborhood streets to only residentially oriented traffic to reduce the negative impacts of through-traffic on Huntley residents.

## **3.6 EXISTING LAND USE**

### **3.6.1 Existing Land Use Survey**

In 1998 the Village's consultant conducted a land use survey of each parcel in the Village and a general land use survey of the unincorporated portions of the planning area in order to determine the existing patterns of land use and to determine the highest and best use of each parcel. The general locations of farmsteads and homes in the unincorporated portions of the Study area were shown on the map. Cell tower locations and ComEd lines are also shown on the map, as they visually impact adjacent land uses.

### **3.6.2 Vacant and Agriculture Land**

Vacant and Agriculture lands constitute the majority of existing land use in the Study Area, totaling 20,000 acres (83.2% of the study area.) Farmsteads on agricultural property have been generally located on the existing land use map.

### **3.6.3 Detached Single-family Residential Uses**

Detached single family residential parcels constitute approximately 1,300 acres in the Village, representing 5.4% % of the total. Residential subdivision densities in the Village vary from smaller lots of approximately 8,400 square feet to 12,600 square feet near the Village's business districts to parcels exceeding 1 acre. The 1990 census recorded 521 single family homes, and since then, almost 2,000 additional new single family units have been added in the past 10 years.

A significant emerging pattern of land use is the large number of single family homes that have developed fronting on the rural roadways that surround the Village. The location of these homesites have been generally depicted on the Existing Land Use map. These homes benefit from the charm of the country roadways and have views of the rural open spaces that now characterize much of the Village's surrounding countryside.

### **3.6.4 Attached Single-family Residential (Townhouse) Uses**

Attached single family residential dwelling units are found in a limited number of locations, primarily in the Pinecrest Golf and Country Club development on the north side of Algonquin Road, the south side of Douglas Avenue, and the \_\_\_ development between Daniel Lane and Davey Drive. Over 500 such homes have been added to the Village in the last ten years. All such uses in the Village constitute approximately 30 acres (0.1% of the study area.)

### **3.6.5 Adult Residential Uses**

The Del Webb Sun City project in the southwest quadrant of the Village totaled 2,000 acres at the time of the survey and no homes had been constructed. By the time of plan adoption, approximately 1,000 homes had been occupied.

### **3.6.6 Multiple-family Residential Uses**

Multiple family residential uses are primarily located south of Davey Drive in the southern portion of the Village and on Ol' Timer Drive and on Douglas Avenue adjacent to Ol' Timer's Park. Multiple family uses constitute approximately 30 acres (0.1% of the study area, the same as townhouses.) Only 48 multiple family units have been added to the Village in the last ten years.

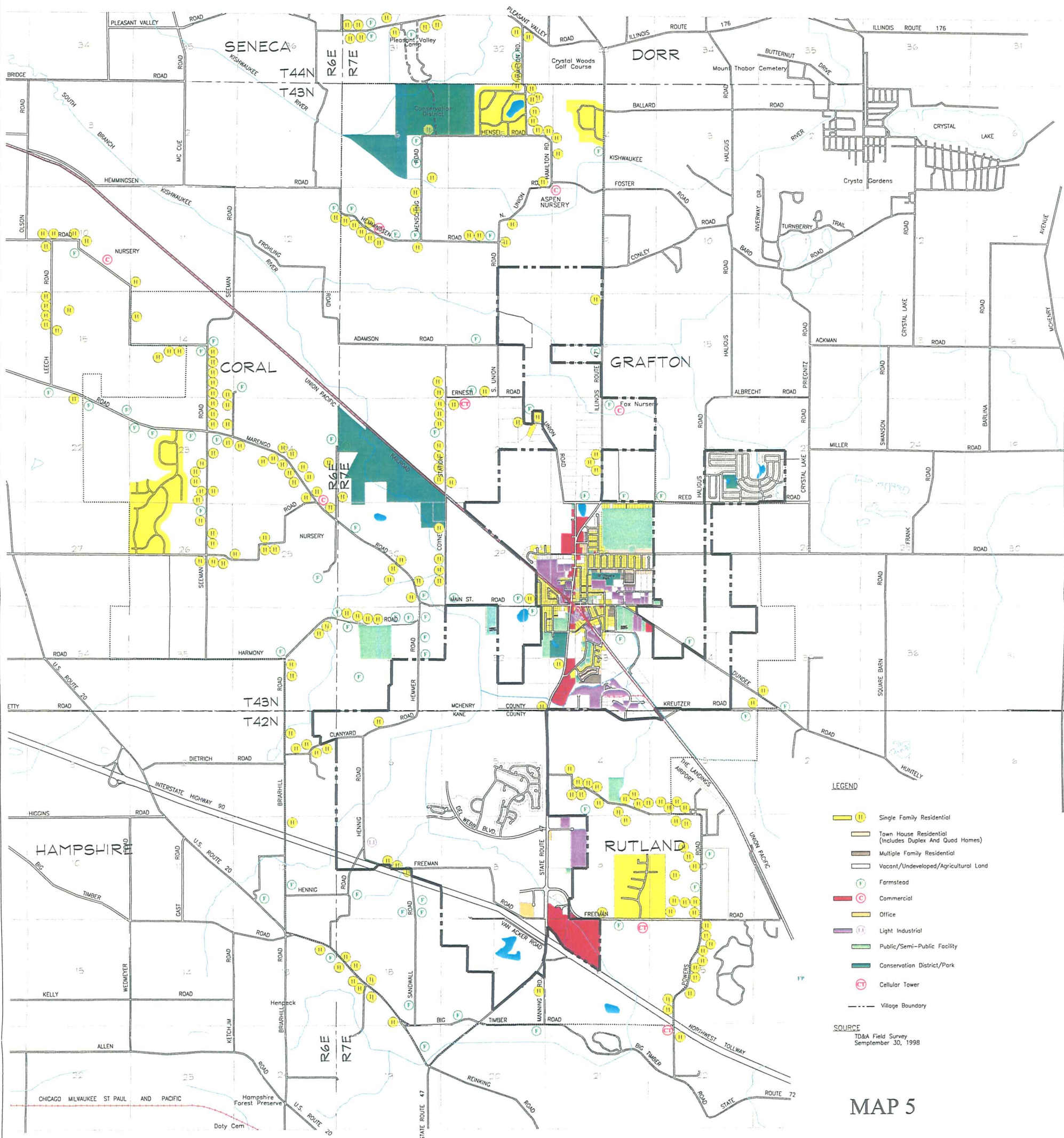
### **3.6.7 Commercial Uses**

Commercial uses (200 acres; 0.8% of the study area) are primarily located in the downtown area along Route 47 at the north and south entrances to the downtown and at the Route 47/Tollway interchange. The character of the Huntley downtown has benefited from its location in an older community, predating the extensive use of the automobile. The downtown forms a cohesive small town that has remained largely intact. The Village has also begun to benefit from its proximity to the Tollway with the development of the Prime Outlets Mall, Prime Automall, Prime Village Green Shopping Center and Regency Square Retail/Business Park Development.



# VILLAGE OF HUNTLEY, ILLINOIS

## EXISTING LAND USE MAP

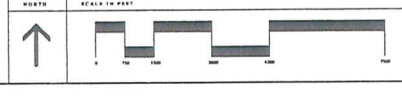


- LEGEND**
- Single Family Residential
  - Town House Residential (Includes Duplex And Quad Homes)
  - Multiple Family Residential
  - Vacant/Undeveloped/Agricultural Land
  - Farmslead
  - Commercial
  - Office
  - Light Industrial
  - Public/Semi-Public Facility
  - Conservation District/Park
  - Cellular Tower
  - Village Boundary

**SOURCE**  
 TD&A Field Survey  
 September 30, 1998

**MAP 5**

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### **3.6.8 Office Uses**

Stand alone office uses occur only in very limited locations on or near Route 47 or in the downtown area. The former Duo-Fast office building located in the Prime Corporate Park along Route 47 is a good example. Offices account for only 25 acres, 0.1% of the study area.

### **3.6.9 Light Industrial Uses**

The Village has a significant amount of light industrial land uses (205 acres; 0.9% of the study area) concentrated near the railroad, both north and south of the downtown, and along Route 47. There are both older industrial facilities having little or no buffering or screening and new industrial parks where aesthetics are an important part of the site design.

### **3.6.10 Public and Semi-Public Uses**

Public and Semi-Public uses are comprised of churches, public schools, and properties belonging to various units of local government, such as the Village of Huntley and the Library District. These uses are important amenities to support the residential components in the Village. Such uses constitute approximately 330 acres, 1.4% of the study area.

### **3.6.11 Parks Conservation District and Open Space Uses**

There are 4 parks in the Village of Huntley which constitute approximately 64 acres. An additional 43 acres of park in the District are owned and maintained by the Village of Lake in the Hills. Parks, conservation district and other open space properties within the Village's planning jurisdiction constitute approximately 690 acres (2.9% of the study area.)

### **3.6.12 Railroad and Utility Uses**

The Union Pacific Right-of-Way that bisects the Village from the southeast to the northwest covers approximately 75 acres. The Commonwealth Edison right-of-way covers approximately 35 acres.



### 3.7 POTENTIAL ANNEXATION AREAS

Particularly relevant to the provisions of this Plan are the many unincorporated properties that surround the Village. The fundamental issue from an annexation perspective is the burden that the residents of these properties place on other Village infrastructure and services that are not subject to charges by the Village. To illustrate, residents in these areas utilize and contribute to the wear and tear of Village streets, but do not contribute to the costs of maintenance thereof.

Map 1, Jurisdictions, delineates the existing Village boundaries and boundary agreements with adjacent municipalities. The only areas in which the Village does not have such boundary agreements are in the west and northwest.

### 3.8 HISTORIC PRESERVATION

In 1998 the Village designated the McHenry County Historical Preservation Commission to serve as the Huntley Preservation Commission. The Commission was charged with the task of reviewing applications to preserve the historic, architectural, scenic or aesthetic character of a landmark or preservation district or structure. In 1999, the Village received approval for Woodstock Street to become a Historic Landmark. Woodstock Street is lined with old trees and historic homes and had served as the main north/south roadway linking Huntley with Woodstock until Route 47 was completed in the 1930's. Woodstock Street is one of the last original brick paved residential streets in McHenry County. Until the onset of rapid growth in the last ten years, the Village had remained relatively unchanged over the years, and many buildings remain from previous eras that should be preserved in order to maintain the character that attracted many residents to the Village. Present and future generations should benefit from preserving Huntley's architectural history.

### 3.9 POPULATION DEMOGRAPHIC ANALYSIS

In analyzing the Village of Huntley, it is helpful to compare it to its neighboring villages of Algonquin, Gilberts, Hampshire, Lake in the Hills, and Lakewood over the last two decades in order to recognize whether Huntley is experiencing general demographic

trends based on regional conditions or whether there local trends are occurring. Detailed demographic information is provided in an appendix to the Plan.

### 3.9.1 Population

Huntley experienced relatively moderate growth until the last 10 years when substantial population was added. Population increased about 50% between 1980 and 1990, growing from 1,646 persons in 1980 to 2,453 in 1990. Population grew over 133% in the last 10 years from 2,453 to 5,730. By comparison Algonquin grew 100% between 1980 and 1990 and 99% between 1990 and 2000 when it reached 23,276. Lake In the Hills has grown even faster than Algonquin in the last ten years growing only 4% between 1980 and 1990 and then growing 295% between 1990 and 2000 reaching a total of 23,152. Year 2000 totals for Gilberts (1,279), Lakewood (2,337) and Hampshire (2,900) indicate that they have seen much less growth. The suburban frontier has clearly reached Huntley's eastern boundaries, and future growth in Huntley will be rapid.

### 3.9.2 Employment

Huntley is home to many institutional and commercial enterprises. Following are the larger employers in the Village.

Company Name	Number of Employees	Type of Business
Coils Inc.	475	Electronic Coils and Transformers
Union Special Corporation	380	Industrial Sewing Machines
School District 158	350	Education
Del Webb Communities		
Of Illinois, Inc. (Sun City)	350	Active Adult
Weber Stephens	250	BBQ Grilling Equipment
DFC Transportation	138	Trucking Company
Dean Foods	130	Dairy Products
Freund Equipment	90	Truck sales service and lease
Outlook Envelope	80	Envelopes
Colony Inc.	75	Fabricated Metal Products
Tek Packaging	65	Filtration Devices

**Table 1**  
**Existing Land Use**

	Acres	Percent
Single Family (1)	1300	5.4%
Townhouse	30	0.1%
Multiple Family	30	0.1%
Retail and Service Commercial	200	0.8%
Office	25	0.1%
Light Industrial	205	0.9%
Public-Semi-public	330	1.4%
Parks, Conservation District and Other Open Space	690	2.9%
Lakes	50	0.2%
Major Road Right-of-way	1,170	4.9%
RR Right-of-way	75	0.3%
Agriculture/nursery/vacant	19,925	82.9%
Total	24,030	100.0%

(1) Homes on unplatted lots assumed to be on 2 acre lots

## CHAPTER IV – COMPREHENSIVE PLAN RECOMMENDATIONS

### 4.1 INTRODUCTION

The Plan provides the basis for preserving and enhancing the traditional character of the Village and contiguous unincorporated areas over the next 20 years. The Huntley roadway system is particularly limited, because it was constructed to serve a rural farming community. The recommendations of this Plan are intended to implement the various goals and objectives with the effect of carrying through the traditions established during the early parts of this century while guiding growth well into the new millennium.

### 4.2 ENVIRONMENTAL RESOURCES

The Village is blessed with significant environmental assets that create special characteristics and responsibilities. Village ordinances already require new developments to be set back from wetlands and floodplains, but land use policies and the site design of future developments can do more to both protect these important resources from development and utilize them as amenities for nearby new developments.

#### 4.2.1 Wetlands

Substantial wetlands are found throughout the Village's planning jurisdiction as indicated on Map 2 and on Map 6. They have been shown with a 75 foot buffer area surrounding the delineated wetlands to reflect the Village's ordinances. These wetlands represent an asset for the Village that provides stormwater control, diversity in plant materials and habitat for wildlife. They should be protected and integrated into proposed developments as much as possible.

#### 4.2.2 Flood Ways and Flood Plains

The floodways and floodplains of the branches of the Kishwaukee River that extend throughout the Village are shown on Map 2 and on Map 6. They have been shown with a 75 foot buffer area surrounding the delineated floodplain to reflect the Village's wetlands conservancy ordinance. For vacant parcels with the potential for subdivision and residential development, the Village should consider imposing restrictions that will limit

subdivisions, such as standards for detention/retention of stormwater runoff and limits on additional impervious surfaces that might exacerbate flooding on adjacent properties.

#### **4.2.3 Woodland Areas**

The Village should enforce its tree preservation ordinance that will protect existing forested areas, including fencerows, and specimen trees.

#### **4.2.4 Scenic Roadway Corridor**

Scenic roadway corridors should be created in order to protect the character of existing rural roadways and to beautify collector and major roadways. There are a significant number of single family homes built on the rural roadway system.

### **4.3 UTILITIES**

#### **4.3.1 Facilities Planning Area Boundaries**

The Facilities Planning Area Boundaries are shown on Map 1, Jurisdictional Boundaries, and represents the boundaries of where the Village intends to extend municipal services, based on projected land uses.

#### **4.3.2 Facilities Plans and Improvements**

A new West Treatment Plant was completed in mid-1999 and construction of a second phase will commence to increase the capacity of the plant to 1.3 million gallons a day. The East Treatment Plant was expanded from .6 mgd to 1.2 mgd in October of 2000. The final expansion of the plant to 1.6 million gallons a day will be completed by the end of 2003. These improvements resulted in a combined treatment capacity of 2.5 mgd. Combined residential (47,924) and non-residential (48,198) Population Equivalents (PE) for 2020 is 96,122. The Present Facilities Planning Area (FPA) is 6,628 acres but will increase to approximately 11,971 acres based on Huntley's 1999 Land Use Plan.

The January 1999 Baxter & Woodman 1999 Wastewater Treatment Facilities Plan Amendment includes the following recommendations that remain to be accomplished:

- Adoption of the Report as the Official Wastewater Treatment Facilities Plan for the Village of Huntley.
- Obtain a 12 acre parcel adjacent the West plant to permit expansion thereof.
- Obtain easements for a new force main extending from the area south of I-90 to the existing force main.
- Construct an interceptor sewer from the West Plant to the southeast corner of the Regency Square Property.
- Construct a new force main to convey Kishwaukee Pump Station discharge to the new force main discussed in the immediate recommendation.
- Expand the East Plant to .9 mgd and further expand it to 1.8 mgd when other developments within its service area require service.
- Expand the West Plant to 1.3 mgd to serve the Del Webb and Prime Group developments and further expand it in 1.3 mgd increments to meet demand of other developments within its service area.

The Village of Huntley has initiated some of these recommendations, including requesting NIPC's approval of the FPA plan amendment.

#### **4.3.3 Commonwealth Edison**

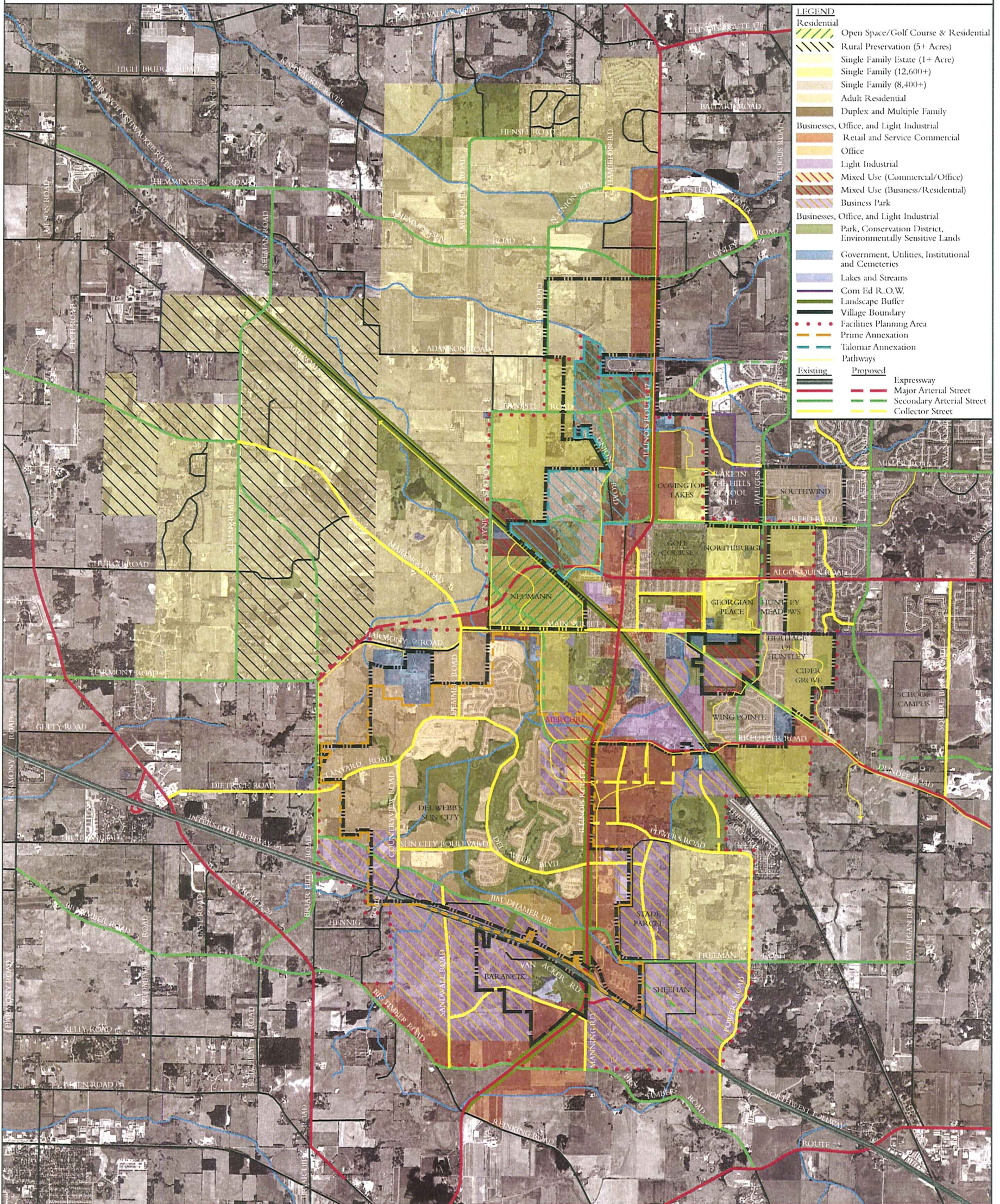
The Commonwealth Edison Power Substation, located on Route 47 at the north end of the Village, and the transmission line property extending generally southerly in the Haligus Road corridor in the eastern portion of the Village constitute 35 acres. This corridor should be buffered from residential uses and from roadways, using landscaping and/or berms to minimize its impact on the neighborhoods.



# VILLAGE OF HUNTLEY, ILLINOIS

LAND USE PLAN

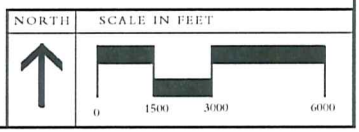
JUNE 23, 2005



**LEGEND**

	Residential		Open Space/Golf Course & Residential
	Rural Preservation (5+ Acres)		Single Family Estate (1+ Acre)
	Single Family (12,600+)		Single Family (8,400+)
	Adult Residential		Duplex and Multiple Family
	Business, Office, and Light Industrial		Retail and Service Commercial
	Office		Light Industrial
	Mixed Use (Commercial/Office)		Mixed Use (Business/Residential)
	Mixed Use (Business/Residential)		Business Park
	Business, Office, and Light Industrial		Park, Conservation District, Environmentally Sensitive Lands
	Government, Utilities, Institutional and Cemeteries		Lakes and Streams
	Com Ed R.O.W.		Landscape Buffer
	Village Boundary		Facilities Planning Area
	Prime Annexation		Taloman Annexation
	Pathways		Expressway
	Existing		Major Arterial Street
	Proposed		Secondary Arterial Street
			Collector Street

**THOMPSON DYKE & ASSOCIATES, LTD.**  
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 Landscape Architecture | Chicago, Illinois | E-Mail: tda@tda.com  
 Urban Planning | 60610-1196 | Fax: 312.264.8501



#### **4.4 LAND USE PLAN**

##### **4.4.1 Agricultural Preservation**

The purpose of this designation is to preserve existing agricultural uses in the Huntley community that have historically characterized the entirety of the Village. The designation will also provide a barrier for any substantial new development in preservation areas delineated in the southwest areas. Any new single family residential home developments in the area should be at least 35 acres in size. Roadways should remain rural in character, and consideration should be given to obtaining rural preservation easements on each side of the designated roadways where appropriate, to preserve the rural roadway character. Village sewer and water are not required for agricultural uses in this area.

##### **4.4.2 Residential**

The Village intends to enhance its traditional residential community character by limiting overall densities to the ranges established in the land use plan, preserving mature trees and requiring appropriate new landscaping. New developments in the Village should be developed in a manner that create identifiable, unique neighborhoods consistent with the Village's anti-monotony ordinance.

###### **4.4.2.1 Rural Preservation**

A "Rural Preservation" designation is proposed for parcels in the northwest portion of the Village Study Area. This designation will permit a maximum density of 1 home per 5 acres to create a "feathering" effect for the transition between smaller lots receiving Village services to the agricultural properties farther west outside of the Village's Study Area. Village water and sewer are not required in this area. A total of 3,165 acres are proposed for this designation.

###### **4.4.2.2 Estate Single Family (1+ Acre Lots)**

The purpose of this designation is to recognize and preserve the existing low density residential character of certain areas of the Village. A minimum of one acre per home site is recommended to provide a mechanism for limiting the density of new residential developments in this area. The designation will also allow the integration of its existing



higher density traditional neighborhoods into the low density, residential and agricultural uses to the north and west where there is a more limited access to the local and regional roadway system. A total of 6,300 acres are proposed to be designated for Estate Single-Family.

Roadways should have a rural character, and substantial setbacks along existing roadways should be preserved. Rural scenic easements of approximately 100' on each side of the roadway should be required to prevent encroachment of development on the roadway character and to allow the planting of native species of vegetation typical of rural areas. Village sewer and water are not required in this area.

#### **4.4.2.3 Detached Single Family (12,600 square foot lots)**

Parcels proposed to be developed with single family lots located within the Village's proposed Facilities Planning Area that are not yet subject to annexation agreements are designated with a minimum of 12,600 square foot lots. A total of 2,700 acres are proposed for this designation.

#### **4.4.2.4 Detached Single Family (8,400 square foot lots)**

New single family homes with a minimum of 8,400 square foot lots have been approved under existing annexation agreements and are located or are proposed to be located on the east side of the Village or north of the historic Downtown. A total of 1,235 acres are proposed for this designation.

#### **4.4.2.5 Adult Residential**

The purpose of this category is to recognize Del Webb's Sun City development and its potential for expansion. Development in this subarea must be according to a unified development plan approved by the Village. Where the boundaries of this community abut agriculture preservation or estate residential areas, care should be taken to provide appropriate setbacks and vegetation buffers to assure that an appropriate transition occurs. A total of 2,790 acres are proposed for this designation.

#### **4.4.2.6 Townhouse and Multiple-Family Residential Use**

The Plan generally limits townhouses to existing locations, although where annexation agreements call for multiple family developments, developers are encouraged to substitute

a townhouse project, should future residential demand favor a lower density product. Because of the rural character of the community, only limited new multiple family developments are anticipated in areas designated in existing annexation agreements. New townhouse and multiple family developments may be appropriate as a part of a mixed use development on larger parcels, pursuant to the Village's PUD ordinance.

The architectural design and character of multiple family structures is of vital importance to maintaining the traditional appearance of the Village. New multiple family development should be constructed of high quality materials that include wood or brick as important design elements. Locating parking under the building should be encouraged, but any surface parking should be well screened from both the public right-of-way and any adjacent single family developments. Two covered spaces per unit and two driveway spaces are strongly encouraged. A key consideration is to ensure that any new multiple family developments provide for significant landscaping as a part of the development. A total of 225 acres are proposed for this designation.

#### **4.4.3 Office Uses**

The plan provides for new office uses to be located primarily along the Northwest Tollway where they can have maximum access and visibility. New offices may also be a part of business parks located along Route 47. Offices may also be located above commercial uses as a part of mixed use redevelopment projects in order to maximize first floor retail opportunities while servicing the office needs of both residents and members of the business community. A total of 325 acres are proposed for this designation.

#### **4.4.4 Retail and Service Commercial Uses**

Significant new commercial uses have been located along Route 47 both north and south of the existing business district. The Village Green development currently under construction will include a wide variety of retail and restaurant opportunities. These new developments are expected to serve not only Huntley's growing population, but also the increasing inter-community traffic volumes along Route 47. Newly developed shopping areas should be constructed according to design standards that foster generously landscaped building and parking areas of unified character. Building materials should be long-lasting natural materials, such as masonry, brick, brick veneer, wood or stucco (non-synthetic). Strong consideration should be give to establishing a pedestrian oriented commercial development along with major governmental facilities such as a new Village Hall or post office. A total of 765 acres are proposed for this designation.

#### **4.4.5 Mixed Uses (office and/or commercial)**

The mixed use designation in the context of this Plan includes office or commercial uses or a mixture of the two. They are planned to be located along Route 47 south of downtown where the flexibility to meet future market demand may be desirable. A total of 105 acres are proposed for this designation.

#### **4.4.6 Business Park Uses**

Business Park uses are typically a mixture of office and light industrial uses in a more attractive setting and using higher quality building materials such as brick than typical industrial parks. Structural steel buildings are acceptable if they are finished with a veneer or siding that is not steel. They are proposed to be located on or near the Route 47 Corridor in the southern portions of the Village, with excellent access to the Tollway. A total of 735 acres are proposed for this designation.

#### **4.4.7 Light Industrial Uses**

The newer light industrial uses shown on the plan are intended to provide for the substantial expansion of Huntley's existing industrial base in locations where new facilities can be built on larger sites with ample room for off-street parking, landscaped street frontages and buffering of adjacent residential uses. A total of 1,285 acres are proposed.

#### **4.4.8 Public and Semi-Public Uses**

A site for a new Village Hall and a new Police facility has been purchased at the southeast corner of Ruth Road and Main Street.

The District 158 school site on Harmony Road has room for expansion. District 158 is constructing a campus on the northwest corner of Reed Road and Haligus Road. This site is not within the Huntley Planning Area but will be served by Huntley utilities and will also serve a large number of Huntley school children. New fire district facilities have been constructed on Haligus north of Reed Road and in the Regency Square development on Regency Square Parkway. A total of 260 acres are proposed.

#### **4.4.9 Parks, Conservation Districts, and Environmentally Sensitive Land Uses**

The location of future parks and trails on the Comprehensive Plan have been coordinated with the Huntley Park District in order that parks be readily available for the residents. The Plan provides for 131 acres of park land, including the Aqua-Center, within the Village. No additional McHenry County Conservation District or Kane County Forest Preserve lands are anticipated within the Village's Study Area.

The plan also identifies larger environmentally sensitive lands that should be preserved or have been already designated as open space. These lands are in addition to lands throughout the planning area that are subject to development restrictions because of wetlands and floodplains. Most notably are a 60-acre parcel on the Inland property north of Ernesti Road, the 20 acre parcel on the east side of Route 47 south of downtown, and the 275 acre parcel on the south side of the Tollway on the east side of Manning Road. A total of 1,750 acres are proposed.

#### **4.4.10 Landscape Buffers**

The plan indicates a landscape buffer at several locations: a 100 foot buffer along both sides of Route 47 both north and south of downtown, and a 40 foot buffer around the Regency Square parcel, separating its more intensive business park uses from the adjacent adult residential community. A total of 55 acres of such buffers are proposed on the Plan, and additional acres may be identified as the roadway system expands and adjacent properties develop or redevelop.

### **4.5 ANNEXATION AND FACILITIES PLANNING AREAS**

The Village has grown rapidly in population and land area over the past 5 years and is expected to continue that growth for the next 10 - 20 years. The Future Land Use Plan provides boundaries for development. This ensures that the Village provides its residents with support facilities such as utility and roadway systems, and a sense of place that respects and preserves the historic rural character of the Village.

#### **4.5.1 Village Boundaries**

The Village boundaries are expected to expand easterly and southerly to meet boundary agreements established with the Villages of Lake in the Hills, Algonquin, and Gilberts and

in the west to meet the lines established by a boundary agreement with the Village of Hampshire. Although the study area of the Plan in the north and northwestern areas are coterminous with the boundaries of School District 158, these areas are planned to be developed with larger lot single family homes served by well and septic. Developers of these homes may not choose to annex to the Village if they have no need for Village sanitary sewer and water.

When a Village provides a rational future development plan pursuant to boundary agreements with adjacent municipalities, the Facilities Planning Area boundaries should be amended to provide for adequate Village utilities and services for the portions of the Village that require them.

#### 4.5.2 Annexation Policies

Annexation areas should be or have the potential to be compatible with the Village of Huntley. Annexation should not result in undue hardship, economic or otherwise, for the Village, specifically the provision of sewage treatment, water supply, street repair and maintenance and police protection. Annexed properties should be served by identical governmental taxing bodies as far as possible

#### 4.6 POPULATION PROJECTION

The population of the Village has historically remained at very low levels over the past half century, but now faces unprecedented growth:

1950	830
1960	1,143
1970	1,432
1980	1,646
1990	2,453
2000	5,730
2005 (projected)	17,500*
2010 (projected)	26,000*
2020 (projected)	41,000*

\*See Table 3 for a detailed population projection, based on specific assumptions for acreage in each residential category and per unit densities.

**Table 2**  
**Village of Huntley Land Use Plan**

<b>Proposed Land Use</b>	<b>Acres</b>	<b>Percent</b>
Agricultural Preservation	820	3.4%
Rural Preservation	3,150	13.1%
Estate Single Family 1+ Acre Lots	6,300	26.2%
Adult Residential	2,790	11.6%
10,000 sf lots	2,700	11.2%
8400 sf lots	1,235	5.1%
Multi-family	225	0.9%
Park Conservation District, Environmentally Sensitive Lands	1,750	7.3%
Government, Utilities, Institutional and Cemeteries	260	1.1%
Lakes	50	0.2%
Landscape Buffer	55	0.2%
Com Ed ROW	35	0.1%
Retail and Service Commercial	765	3.2%
Mixed Use: office commercial	105	0.4%
Mixed Use: Business Park	735	3.1%
Office	325	1.4%
Light Industrial	1,285	5.3%
Major Road ROW	1,370	5.7%
Railroad ROW	75	0.3%
<b>Total</b>	<b>24,030</b>	<b>100.0%</b>

**Table 3: Population Projection**

Residential Category	Gross Acres (1)	Net/Gross Ratio (2)	Net Acres	Density (3) (DU/Acre)	Total Units	Gross Density	Pop. Per Unit	2005			2010			2020		Buildout		
								%	Units	Pop.	%	Units	Pop.	%	Units	Pop.	Units	Population
<b>Ag Preservation (35+ acre lots)</b>	820	1	820	0.029	24	0.029	3.2	0.50	12	38	0.75	18	57	0.90	21	68	24	76
<b>Rural Preservation (5+ acre Lots)</b>	3,165	1	3,165	0.15	475	0.150	3.2	0.25	119	380	0.50	237	760	0.75	356	1,139	475	1,519
<b>1+ Acre Lots</b>	5,985	0.8	4,788	0.67	3,208	0.54	3.2	0.15	481	1,540	0.25	802	2,566	0.75	2,406	7,699	3,208	10,265
Branch	320			0.31	100	0.31	3.2	0.25	25	80	0.50	50	160	0.75	75	240	100	320
Subtotal	6,305				3,308	0.52	3.2		506	1,620		852	2,726		2,481	7,939	3,308	10,585
<b>Adult Residential</b>	2,790	0.5	1,395	4.0	6,016	2.16	1.8		1,800	3,240		3,000	5,400	0.80	4,813	8,663	6,016	10,829
<b>10,000 SF Lots</b>																		
Rosenwinkel	380	0.75	285	3.8	1,083	2.85	3.1	-	-	-	0.25	271	839	0.75	812	2,518	1,083	3,357
Meier (Pulte)	110	0.75	83	3.8	235	2.14	3.1	0.50	118	364	1.00	235	729	1.00	235	729	235	729
Halat	225	0.75	169	3.8	641	2.85	3.1	0.15	96	298	0.30	192	596	0.75	481	1,491	641	1,988
Kutz	160	0.70	112	3.8	348	2.18	3.1	0.50	174	539	1.00	348	1,079	1.00	348	1,079	348	1,079
Ackman	150	0.70	105	3.8	399	2.66	3.1	0.15	60	186	0.30	120	371	0.75	299	928	399	1,237
Kudlach	155	0.75	116	3.8	442	2.85	3.1	0.15	66	205	0.30	133	411	0.75	331	1,027	442	1,369
Gorka	143	0.68	97	2.56	249	1.74	3.1	0.15	37	116	0.30	75	232	0.75	187	579	249	772
Others	1,382	0.70	967	3.8	3,676	2.66	3.1	0.15	551	1,709	0.30	1,103	3,419	0.75	2,757	8,547	3,676	11,396
Subtotal	2,705				7,073	2.61			1,103	3,418		2,476	7,675		5,451	16,897	7,073	21,926
<b>8,400 SF Lots</b>																		
Cambridge	219				562	2.57	3.1		425	1,318		562	1,742		750	2,325	562	1,742
Loeb	80				220	2.75	3.1	0.25	55	171	0.50	110	341	0.75	165	512	220	682
Town & Country	135				329	2.44	3.1	0.25	82	255	0.50	165	510	0.75	247	765	329	1,020
Kirk	185				459	2.48	3.1		459	1,423		459	1,423		459	1,423	459	1,423
Sullivan/Livingston	100				229	2.29	3.1	0.25	57	177	0.50	115	355	0.75	172	532	229	710
Inland	305				650	2.13	3.1	0.25	163	504	0.50	325	1,008	0.75	488	1,511	650	2,015
Others	230			4	920	4.00	3.1	1.00	920	2,852	1.00	920	2,852	1.00	920	2,852	920	2,852
Subtotal	1,024				3,369	3.29			2,161	6,699		2,655	8,231		3,200	9,920	3,369	10,444
<b>Total New Single Family</b>	16,809				20,265				5,700	15,395		9,238	24,849		16,322	44,627	20,265	55,380
1990 Single Family					523				523	1,600		523	1,600		523	1,600	523	1,600
<b>Total Single Family</b>	16,809				20,788				6,223	16,995		9,761	26,449		16,845	46,227	20,788	56,980
					86.9%				82.0%			83.8%			87.8%		86.9%	
<b>Duplex/Multifamily</b>																		
Sullivan/Livingston	15				66	4.40	2.0	0.50	33	66	1.00	66	132	1.00	66	132	66	132
Halat	15	0.8	12	8.5	102	6.80	2.0	0.25	26	51	0.50	51	102	0.75	77	153	102	204
Inland	120				800	6.67	2.0	-	-	-	0.25	200	400	0.50	400	800	800	1,600
Kirk	25				152	6.08	2.0	1.00	152	304	1.00	152	304	1.00	152	304	152	304
Cambridge	21				188	9.00	2.0	1.00	188	376	1.00	188	376	1.00	188	376	188	376
Gorka	15				58	3.87	3.1	0.25	15	45	0.50	29	90	0.75	44	135	58	180
Sinclair	20				360	18.00	2.0	-	-	-	-	-	-	-	-	-	360	720
Senior Facilities					750				300	300		550	550		750	750	750	750
Others	29			8	232	8.00	2.0	1.00	232	464	1.00	232	464	1.00	232	464	232	464
Subtotal	260				2,708	10.42			945	1,606		1,468	2,418		1,908	3,114	2,708	4,730
<b>Total New 2F/MF</b>					425				425	850		425	850		425	850	425	850
1990 Duplex/2F					3,133				1,370	2,456		1,893	3,268		2,333	3,964	3,133	5,580
<b>Total 2F/MF</b>					13.1%				18.0%			16.2%			12.2%		13.1%	
<b>Total Units</b>					23,921				7,593			11,654			19,178		23,921	
<b>New SF and MF</b>	17,069				22,973				6,645	17,001		10,706	27,267		18,230	47,741	22,973	60,110
Existing SF and MF					948				948	2,450		948	2,450		948	2,450	948	2,450
<b>Total Units</b>					23,921				7,593	19,451		11,654	29,717		19,178	50,191	23,921	62,560

(1) Excludes floodway and floodplain for 1+ acre, 10,000 sq. ft. and 8,400 sq. ft. categories

(2) Reflects estimate for streets, parks, drainage, and environmental restrictions such as wetlands and poor soils

(3) Reflects estimate for average lot size

## 4.7 URBAN DESIGN

### 4.7.1 Principles

Urban design principles are guidelines for the long term development of a community. No list can ever be considered complete because local conditions and individual and community tastes vary. Therefore, the following list of principles can only be considered to be a partial list to be augmented or modified when addressing specific issues:

- Preserve the historic business core and make it more attractive
- Reinforce edges of the business districts to preserve its compactness and make appropriate land use transitions and prevent encroachment into the adjacent neighborhoods
- Make new physical or visual connections within the community or make existing connections more visible in order to strengthen its identity
- Foster a distinctive identity
- Ensure visual and functional continuity
- Maximize convenience and provide for comfort
- Emphasize quality in the selection of building materials, landscaping, and streetscape amenities
- Improve Village aesthetics and beautification
- Create memorable streets and public places
- Create more diversity by encouraging a variety of housing types as indicated on the Plan
- Design for people first and automobiles second
- Require buildings to maintain a strong relationship with the street

### 4.7.2 Landscape Plan

An overall landscape plan for the Village should be prepared which would include recommendations for public ways throughout the Village. It should include streetscape, scenic corridors, street furniture (benches, decorative lighting, trash cans, etc.), intersection plans, overhead wires, features that need to be added to improve aesthetics, landscaping concepts, signage, gateways, etc. to help establish a sense of place. Urban design features should be considered at the following locations:

- North gateways on Route 47 at Ernesti, extended.



- South gateways at Big Timber and north and south of the Tollway.
- East and west gateways on Huntley-Algonquin Road, Dundee/Kreutzer, and West Main Street
- Route 47 intersections with:

Reed Road  
Freeman Road  
Main Street  
Kreutzer

An important component of the overall appearance of the Village is preserving the rural, natural appearance of both private property and the public rights-of-way throughout the planning area. New developments should comply with the spirit as well as the specific requirements of the Village's tree and landscape ordinance. The rural appearance of roadways contribute substantially to the image of the Village. Therefore this important aesthetic resource should be protected and enhanced when new developments are built so they will continue to reflect the values of the community. The Village should encourage and educate the public about the maintenance and preservation of trees.

#### 4.7.3 Zoning and Subdivision Policies

Development policies for new growth areas should be in accordance with the following policies:

- Permitted density and land use for individual parcels should generally be consistent with the densities shown on the Plan. Within an individual parcel in areas of lower density (at least 1 acre per dwelling unit) some variation in lot size (“clustering”) should be considered in order to provide transitions to adjacent uses, to protect significant natural features not already protected by other regulations, to provide useable recreational areas or community facilities, and to respond to other conditions unique to the site.
- Open space designs that cluster homes, preserve open space and scenic views, and reduce the need for road and utility infrastructure should be encouraged.
- New developments should connect to the existing road system to maintain continuity of the internal circulation system.

- Require developers of new neighborhoods to establish specific guidelines for the installation of lighting, landscaping, street signage, and other amenities that reinforce the identities of the neighborhood but are consistent with an overall Village plan.
- New residential areas should be accessed from secondary arterial or collector streets. Access from primary streets should be limited.
- Any proposed subdivision must preserve and maintain existing and/or restored on-site natural features such as, but not limited to, wetlands, woodland, prairies, and savannas.
- Innovative design and site planning solutions are also encouraged for new development to achieve the above stated purposes.

#### **4.8 HISTORIC PRESERVATION**

The Village should promote historic preservation as a vital component of the quality of the restoration or rehabilitation of older properties. Ways to help property owners qualify for financial incentives should be investigated. Historic preservation should be a standard component of all elements of Village planning.

## CHAPTER V TRANSPORTATION PLAN

### 5.1 NEEDS AND GOALS OF THE PLAN

The Village will continue to experience substantial increases in traffic as growth continues in and around the planning area. In order to accommodate the increased traffic volumes anticipated it is important to develop a transportation system that provides for the safe and efficient movement of people and goods into, out of, and around the community while minimizing the system's negative impacts to Huntley's residents and businesses. This is the primary goal of the transportation element of the Comprehensive Plan. Planning principles for an efficient street system require that roadways are developed in appropriate scale to their expected traffic volumes and intended adjacent land uses. In this way the transportation system can become a significant asset to a community, while minimizing the negative aspects inherently associated with providing transportation service.

Within the Village of Huntley this movement of people takes place primarily via automobile travel and, to a much lesser extent bicycle/pedestrian travel. The physical infrastructure that these modes operate on must be carefully planned and integrated to assure efficient and effective operation both now as well as into the future. A third mode, public transportation, is not yet present in the Village but will likely be added at some point in the future. This future mode of transportation and its related infrastructure also needs to be considered in the planning process.

Automobile travel is currently the predominant mode of transportation within the Village and will experience the greatest need for new facilities in the future as the Village continues to experience significant growth. The need to plan now for an adequate future roadway network will be crucial to maintaining the quality of life in the Village. The plan recommends the development of new streets and street extensions to serve future land uses and development as well as to provide continuity for a street network that is presently discontinuous. If not properly planned and built, the public will view these facilities as having negative and undesirable impacts on adjoining land uses when they are implemented. Through the Comprehensive Plan, the necessary long range planning can be developed that will lead to the proper placement, design, future operation, and integration of travel modes and will serve to minimize any negative impacts. It is anticipated that the right-of-way necessary to construct most of the planning area's new transportation facilities would be secured and the facilities constructed at such time as the adjoining properties develop.

## 5.2 FUNCTIONAL CLASSIFICATION

Before developing a plan for the future roadway network, a system for the functional classification of these facilities must be established and is the first important element in the Transportation Planning process. Not all roadways within the Village's planning jurisdiction are intended to serve the same purpose, and as such, should not have the same design characteristics. The two primary functions of a roadway network are access, the ability to travel to every piece of property; and mobility, the ability to move between different places in a reasonable period of time. Virtually every roadway serves both of these functions to varying degrees. However, there is a significant difference between the design characteristics of roadways predominately providing access and those that provide mobility. These differences serve to functionally classify a roadway.

The primary function of roadways such as expressways and major arterials is mobility, therefore it is critical to minimize the number of driveways, side streets and traffic signals in order to maintain the high degree of mobility provided by these facilities. If the mobility of the arterial system is allowed to degrade, then such negative impacts as increased congestion, decreased safety, and increases in cut-through traffic on local streets can occur. Conversely, local roadways are solely intended to provide access to abutting properties, such as along a subdivision street. Encouraging high mobility on these routes would be a detriment to the surrounding land uses that could potentially compromise safety. The relationship between access and mobility is illustrated below followed by a definition of the types of roadway functional classifications that occur within the Village.

### 5.2.1 Expressways and Tollways

The highest level of mobility occurs on expressways and tollways. Their function is to accommodate high volumes of regional and interstate travel at high speeds. Typically, no access to adjacent parcels is provided and all intersections are grade separated with access restricted to periodic, properly spaced interchanges with arterial routes. Expressways and Tollways in the Chicago area are under the jurisdiction of either the Illinois Department of Transportation or the Illinois State Toll Highway Authority. The Northwest Tollway (I-90) is the only facility of this type within the Huntley Planning area.

### 5.2.2 Major Arterials

Major arterial routes serve the activity and population centers located within the Village and typically carry trips that either begin or end outside of the Village. Another significant portion of the trips on the major arterials consist of trips from outside activity and population centers traveling through the Village to access other major arterials or expressways. Major arterials are roadways that provide inter-city continuity, are regionally important, and provide a continuous route through the Village. Arterials do not typically penetrate residential areas, and it is desirable to provide some degree of buffer area between a major arterial and a residential area. For the purpose of this plan, major arterials are roads that carry traffic volumes greater than 12,000 vehicles per day (vpd) and which are usually under the jurisdiction of the State or the County.

Major arterial routes should desirably have right-of-way widths of 120-150 feet (100 feet minimum) and pavement widths of 60 feet, consisting of two, 12-foot lanes in each direction and a continuous 12-foot median. No on-street parking should be allowed along the major arterials.

### 5.2.3 Secondary Arterials

Secondary arterial routes interconnect and augment the major arterials. As with major arterials, their primary function is to accommodate trips of moderate length, provide slightly less mobility than a major arterial and provide a slightly higher level of access to adjacent land uses. Secondary arterials can also include those roadways that serve major traffic flows between various activity centers/districts within the Village. Like major arterials, secondary arterials should not penetrate residential areas and some degree of buffer adjacent to residential areas is desirable. For the purpose of this plan, secondary arterials are roadways that carry between 5,000 and 12,000 vpd, and are typically under the jurisdiction of the County, Township, or Village.

Secondary arterial routes should desirably have right-of-way widths of 100 feet (80 feet minimum) and pavement widths of 42 feet, consisting of one, 15-foot lane in each direction and a continuous 12-foot median. No on-street parking should be allowed along the secondary arterials.

#### 5.2.4 Collector Roadways

Collector roadways provide both access to adjacent land uses as well as serving to collect and circulate traffic within residential, commercial, or industrial areas. A collector roadway's primary function is to collect/distribute traffic between the arterial street system and the local street system. Therefore, collector roadways differ from arterials in that these streets may penetrate residential neighborhoods. For the purpose of this plan, collector roadways are facilities that carry between 1,000 and 5,000 vpd and are typically under the jurisdiction of the Village.

Collector roadways should desirably have right-of-way widths of 80 feet (66 feet minimum). Pavement widths of collector roadways can vary greatly depending upon if parking and/or on-street bikeways are provided.

#### 5.2.5 Township/Farm Roads

Within the Village of Huntley's planning jurisdiction there are a number of township and farm roads which serve as access to large tracts of land, but also provide for high speed travel between communities. These roads can accomplish both of these functions because the demand for access is not great and traffic volumes are very low. Many of these roadways will not be specifically classified, but rather left to function as they currently do. Their operation and function should be monitored by the Village to assure they continue to function in an acceptable manner.

#### 5.2.6 Local Streets

Local streets are all those facilities not in one of the higher classifications and their primary function is to provide direct access to abutting lands and provide connections to the higher class of facilities. Service to through traffic movements is highly undesirable and should be deliberately discouraged on these roads. For the purpose of this plan, local streets are those roadways that carry less than 1,000 vpd, and are under the jurisdiction of the Village.

Local streets should desirably have right-of-way widths of 66 feet (60 feet minimum) and pavement widths of 28 feet, consisting of one, 14-foot lane in each direction. Parking should be allowed along Local Streets.

### 5.3 EXISTING TRANSPORTATION SYSTEM

The existing transportation system in the Village relies almost exclusively upon roadway facilities. Below is a brief description of the primary roadways that service the Village and their current functional classification. As the Village grows there will be need to develop new arterial roadways as well as plan for existing roadways to become arterial corridors in the future.

#### 5.3.1 Existing Expressways

*Interstate 90 (I-90)/Northwest Tollway:* The Village is served by the Northwest Tollway, which provides for a critical connection to the regional expressway system of the Chicagoland area. Access to the Northwest Tollway is restricted to a single, half-diamond interchange with Illinois Route 47 that only provides access to/from the east. Currently to travel westbound on the tollway, vehicles must utilize either the Randall Road interchange five miles to the east, in the City of Elgin, or the U.S. Route 20 interchange, located four miles west of the Village. The Northwest Tollway is under the jurisdiction of the Illinois State Toll Highway Authority.

#### 5.3.2 Existing Major Arterials

*Illinois Route 47:* Illinois Route 47 bisects the Village in a north/south direction and is the most heavily traveled arterial in the Village. With continuity north into Wisconsin and south all the way to Interstate 72/Illinois Route 10 in Champaign, the importance of Route 47 cannot be overstated. Illinois Route 47 has been further designated by the Illinois Department of Transportation as a Strategic Regional Arterial (SRA) between I-90 and Illinois Route 173 in the Village of Hebron. The SRA system is a network of approximately 1,300 miles of Major Arterial roadways in the Chicago area that have been identified as carrying high volumes of regional traffic and should be planned for future expansion to multi-lane, access controlled roadways.

*Algonquin Road:* Originating at Illinois Route 47 in the Village, Algonquin Road travels east and southeast through McHenry County, becoming Illinois Route 62 east of Illinois Route 31 in Algonquin, and then continuing in a southeasterly direction to Illinois Route 83 in Des Plaines. Like Illinois Route 47, Algonquin Road is designated as an SRA and is part of the Algonquin Road/Illinois Route 62/Golf Road SRA corridor. Through the Village of Huntley, Algonquin Road is under the jurisdiction of the McHenry County Highway Department.

*Big Timber Road/U.S. Route 20:* Big Timber Road is along the southern boundary of the Village's planning area and along with U.S. Route 20 west of Briarhill Road, forms a continuous northwest to southeast arterial. U.S. Route 20 is also designated as an SRA. This combination of roadways forms an arterial corridor south of, and parallel to, the Northwest Tollway/I-90. Big Timber Road is under the jurisdiction of Kane County and U.S. 20 is under the jurisdiction of the Illinois Department of Transportation.

*Harmony Road/Main Street:* Harmony Road/Main Street is the only existing, continuous, east-west arterial west of Illinois Route 47, and north of the Northwest Tollway, in the Village and is therefore a critical component of the Village's roadway system. Like the Big Timber Road\U.S. Route 20 corridor, Harmony Road forms a continuous route parallel to, and north of the Northwest Tollway/I-90 and continues into Boone County as an arterial roadway. The easternmost section of Main Street within the older section of the Village provides the link between Harmony Road and Illinois Route 47. Aside from the Randall Road interchange in Elgin, Harmony Road provides a link to the only other existing tollway access to and from the west via U.S. Route 20. Harmony Road is under the jurisdiction of the McHenry County Highway Department as is the western portion of Main Street. The eastern section of Main Street is under the jurisdiction of the Village of Huntley.

### 5.3.3 Existing Secondary Arterials

*Huntley/Dundee Road:* Huntley/Dundee Road provides a northwest/southeast arterial route between Illinois Route 47 and Illinois Route 31 in the Village of Dundee. In the future, should the Bolz Road crossing of the Fox River be constructed, this new major regional facility would link Illinois Route 62, east of Illinois Route 25 in Barrington Hills, with Huntley/Dundee Road. The significance of Dundee Road as an important arterial route would increase greatly should the Bolz Road crossing be constructed. From Illinois Route 47 to approximately Ruth Road, Dundee Road is under the jurisdiction of the Village of Huntley. From approximately Ruth Road to Kreutzer Road, Dundee Road is under the jurisdiction of McHenry County. East of Kreutzer Road, Dundee Road is under the jurisdiction of Kane County.

*Marengo Road:* Marengo Road extends from U.S. Route 20, south of the Village of Union, to Harmony Road at Hemmer Road and therefore has limited continuity. Marengo Road is under the jurisdiction of McHenry County.

### 5.3.4 Existing Public Transportation



There is no public transportation currently serving the Village of Huntley.

### 5.3.5 Existing Bicycle/Pedestrian Transportation

There are currently no regional bicycle/pedestrian paths traversing to or through the Village. There are some existing recreational paths, located primarily on Park District property, throughout the Village. Additionally, the Village requires that bike paths and sidewalks be constructed in all new subdivisions in the Village. These facilities are the beginning of a system within the Village that will be able to serve purposes other than recreation.

## 5.4 PROPOSED TRANSPORTATION PLAN

The projected growth and development within, and immediately surrounding, the Village will result in two primary types of improvement to the roadway system; 1) expansion of the existing arterial system, and 2) development of new secondary arterials and collector roadways and connections. Expansion of the arterial system will be primarily limited to adding lanes to the existing roadways. The development of new secondary arterials and collector facilities will take the form of reconstructing and re-aligning portions of the existing rural township roadway system as the Village grows and takes jurisdiction over these roadways. There will also be a need to coordinate closely with both Kane and McHenry Counties since some of these roadway improvements will involve improvement to facilities under their jurisdictions as well.

The area with the largest future deficiency of roadway capacity and continuity is in the area west of Illinois Route 47. East of Route 47 there is already the basic structure of future secondary arterials and collector roadways being planned with the improvement/extension of Ackman Road, Lakewood Road and Haligus Road. West of Illinois Route 47 there is very limited north/south and east/west continuity and a majority of the existing rural township roadways have circuitous routes with numerous substandard curves and sharp bends. These facilities will require realignment in order to develop the needed structure of secondary arterial and collector roads to service the

projected demand. Listed below, in order of functional classification, are the recommended roadway improvements.

#### 5.4.1 Expressways

*I-90/ Northwest Tollway:* The growth of the Village will likely not result in the need to expand the overall capacity of the Northwest Tollway/I-90. This growth, however, will result in a need to improve access to and from the Northwest Tollway in the form of new and improved interchanges. The recently completed *Future Interchange Volume* memorandum prepared for the Village indicates that the current Illinois Route 47 interchange will operate with excess capacity until approximately the year 2005. At that time there will be a need to expand the existing Route 47 interchange in order to meet the increasing traffic demand. Prior to the year 2020 traffic volumes wishing to access the tollway will be too great to be accommodated at a single interchange location, and it will be necessary to develop additional points of access to the tollway system.

Expansion of the existing Illinois Route 47 interchange to include entrance and exit ramps to the west will be needed first, along with expansion of the existing intersections and ramps serving traffic to and from to the east. Subsequent to expansion of the Illinois Route 47 interchange, one or two additional partial interchanges may also be warranted. These interchanges, serving traffic to and from the east, could include one located midway between Illinois Route 47 and Randall Road, in the vicinity of Tyrrell Road. Another likely interchange location would be west of Illinois Route 47, in the area of Briarhill Road. The spatial separation of these interchanges would be sufficient to allow for the proper development of entrance and exit ramp transitions without interfering with the operations of the Route 47 interchange. The timing of these future interchanges will depend on the actual traffic growth rates, as well as the specific pattern of the growth. Planning of these interchanges with the Illinois State Toll Highway Authority, the Illinois Department of Transportation, the Village of Huntley and the neighboring communities should commence as soon as possible, due to the amount of time it will take to implement these improvements.

When these interchanges are developed there will also be a need to improve the arterials connecting these interchanges with the adjacent roadway network. In other words, future roadway corridor planning for both a north-south arterial midway between Route 47 and Randall Road and for Briarhill Road should begin as soon as possible, as these corridors would be the likely locations of future interchanges with I-90.

#### 5.4.2 Major Arterials

*Illinois Route 47:* Existing traffic operations along Illinois Route 47 indicate that the current two-lane cross section of this roadway is already operating at, or near, capacity. The existing intersections of Route 47 with Algonquin Road and Main Street/Dundee Road already suffer from high levels of congestion during peak periods. Significant congestion and delay at the major intersections is one of the first negative impacts to occur once a roadway approaches capacity. Short-term operational improvements have recently been completed at the Main Street/Dundee Road intersection, however, these improvement will likely be of limited benefit as the overall congestion on Route 47 increases. The need to expand Route 47 to five lanes (two lanes in each direction with a continuous median) will be warranted from Big Timber Road north to Reed Road.

Dedication of the needed right-of-way, development related improvements, and access consolidation should be the Village's primary focus at this time. Implementation of these measures will improve congestion in the short term and make an overall improvement to Route 47 easier to implement. One of these measures that should be utilized is the requirement that an "internal frontage road" system be established throughout the areas of new commercial development along Route 47. This system could be a simple as interconnection of parking areas or continuous access roads behind outlots. This will serve to minimize the turning movements onto Route 47 from the newly developed commercial area, to concentrate traffic at signalized intersections and to encourage trips between different uses along the route without requiring the traffic to utilize Route 47.

The Illinois Department of Transportation has begun preparation of an engineering study for this ultimate improvement of Route 47. It is anticipated that the State's widening of Route 47 will begin in 2004. It is critical for the Village to be involved in the State's planning for this project.

In addition to Route 47 being the primary north-south travel corridor through the Village, it also serves as a gateway to the community. To the extent possible, the Village has required a 100-foot green space buffer be maintained along Route 47 between the future right-of-way line and any proposed development. This buffer will allow for significant landscaping and beautification of the corridor, enhancing the ability of the road to function as an attractive gateway.

*Algonquin Road:* While not as severe as Illinois Route 47, Algonquin Road is also beginning to show various levels of congestion and delay within the Village. Although

not within the Village's current boundaries, the intersections of Algonquin Road with other arterial and collector roadways such as Frank Road, Square Barn Road, and Lakewood Road have recently been improved with turn lane channelization as a result of overall traffic growth. McHenry County has indicated in its long-range transportation plan, the need to expand Algonquin Road to five lanes (two lanes in each direction separated by turn lanes/median) by the year 2010. The need to extend Algonquin Road to the west beyond its current terminus at Illinois Route 47 to Harmony Road will be equally important in the future. As mentioned previously, there is a current lack of east/west continuity across the Village and the extension of Algonquin Road will address this deficiency. The necessary corridor planning to limit access to the roadway and provide adequate screening (a 100 foot wide berm with landscaping should be installed between the Algonquin Road extension and the existing Oakcrest subdivision) needs to be developed and closely coordinated with the McHenry County Highway Department. The County currently has two studies underway, one for the widening and one for the extension of Algonquin Road. The Village needs to also stay closely involved with these projects.

**Included in this Transportation Plan are three possible scenarios for the extension of Algonquin Road. These three options have been developed by the Village Board and should be considered by the County's ongoing study. A summary of the options is as follows:**

**Alternate 1 - Extend Huntley-Algonquin Road northwest to intersect with Coyne Station Road north of the Union Pacific Railroad tracks. Tee Reed Road into the extension.**

**Alternate 2 - Extend Huntley-Algonquin Road around the Oakcrest Subdivision, cross the Union Pacific Railroad tracks and turn the extension west to follow West Main Street. Tee West Main Street east of the Kreutzer Road extension into Huntley-Algonquin Road.**

**Alternate 3 - Extend Huntley-Algonquin Road around the Oakcrest Subdivision, cross the Union Pacific Railroad tracks and turn the extension south to intersect West Main Street at the Kreutzer Road intersection.**

**The detailed environmental, socio-economic, traffic and land use impacts of these alternatives have not been specifically studied as part of the Comprehensive Plan and need to be examined as part of the County's work. The inclusion of these improvement alternatives in the Transportation Plan indicates the importance of this extension to the Village's Transportation System. Village Staff should provide continual input to the County and review of their work to be assured that the ultimate plan considered for the extension best serves the interests of the Village.**

*Harmony Road:* As the need for tollway access increases, Harmony Road will play a vital role in the distribution of traffic to and from the tollway. It should be noted that while the section of Main Street within the older section of the Village may function adequately today, the narrow right-of-way, close proximity of single family homes to the roadway and other adjacent residential land uses will pose significant operational problems in the future. Construction of a new, limited access arterial connection between Harmony Road and Illinois Route 47 needs to be developed. One possible connection is the extension of Algonquin Road, as mentioned above.

*Kreutzer Road:* East of Illinois Route 47, Kreutzer Road will need to be developed as a Primary Arterial. As discussed earlier, the Kreutzer Road/Huntley Dundee Road/Bolz Road corridor, with its future new crossing of the Fox River, will begin to serve as the second easterly entrance into the Village. Developing this combination of roadways as a primary arterial will serve to remove large volumes of through traffic from Main Street in the downtown area and will allow Main Street to serve the function outlined in the downtown subarea plan.

The need to serve the High School/Middle School campus, as well as future residential development on the west side of the Village creates the need to extend Kreutzer Road, as a Secondary Arterial, west of Illinois Route 47. The location of the Del Webb development precludes the westerly extension of Kreutzer Road to another arterial, so it is proposed to turn Kreutzer Road to the north and intersect Main Street immediately east of the West Waste Water Treatment Plant. Depending on the alignment selected for the Algonquin Road extension, this extension of Kreutzer Road will create a strong link between the southern part of town, and the Algonquin Road corridor. This is discussed in detail in the West Side Sub-Area Plan.

### 5.4.3 Secondary Arterials

*Dundee Road:* With the planned construction of the Bolz Road Fox River Crossing, the need to improve Dundee Road from the proposed extension of Lakewood Road, near Kreutzer Road to five lanes may be warranted. West of Lakewood Road there will be the need to develop a three-lane cross-section (one lane in each direction separated by a turn lane) along with additional right turn lanes at all collector roadways.

*Lakewood Road:* Included in McHenry County's long range transportation plan is the extension of Lakewood Road from Algonquin Road south to Dundee Road in the vicinity of Kreutzer Road. Through cooperative planning efforts with the Village of Lake in the Hills, a portion of this roadway has already been constructed. This roadway, when completed will serve to distribute traffic destined to Route 47 and the Tollway from areas of Lake in the Hills and the eastern portion of Huntley without causing this traffic to travel through the congested Illinois Route 47/Main Street/Dundee Road intersection.

*Briarhill Road:* As a proposed interchange location with the Northwest Tollway, the need to plan properly for the future use of this roadway as a secondary arterial will be critical to its success in servicing traffic destined to the western edge of the Village. The current horizontal and vertical alignment of this roadway will require complete reconfiguration, as will its intersections with Big Timber Road/U.S. Route 20 and Harmony Road. Both of these intersection improvements will also involve significant reconfiguration to the intersecting arterials as well. As growth and development reaches the Briarhill Road corridor, extending Briarhill Road north to Marengo Road should be implemented. The lack of existing continuous north/south facilities west of Illinois Route 47 will require roadway corridors, such as Briarhill Road, to be extended to develop this needed continuity.

*Marengo Road:* The level of growth proposed in the Village and surrounding areas will not result in the need for improvements to Marengo Road other than the possibility of intersection improvements at major intersections along this route.

*Reed Road Extension:* The need to serve the proposed commercial/retail area planned for the intersection of Reed Road and Illinois Route 47 will result in the need to develop Reed Road, particularly west of Illinois Route 47 as a secondary arterial. This will also require that Reed Road be extended west to intersection with Coyne Station Road. This connection will also serve to accommodate the demand for travel to/from the Illinois Route 47 corridor and the Harmony Road corridor as well as serving the proposed

residential development that will occur east of Coyne Station Road and north of Main Street.

*Ackman Road/Ernesti Road Extension:* McHenry County's current long-range transportation plan recommends that Ackman Road be extended from its current terminus with Lakewood Road, west to Illinois Route 47. The Village of Lake in the Hills, the Village of Lakewood, and McHenry County are working cooperatively to plan for this route which will result in Ackman Road intersecting Route 47 north of what would be the extension of Ernesti Road. The Village should plan for this route to continue west of Illinois Route 47 in the vicinity of the Ernesti Road corridor and intersection with the proposed Coyne Station Road/South Union Road corridor.

#### **5.4.4 Collector Roadways**

Collector roadways in the Village will predominately be new facilities constructed as part of residential and commercial development. All new subdivisions are required, by ordinance, to provide internal collector roadways. One significant exception to this is the extension of East Main Street from Huntley-Dundee Road to Lakewood Road. No provision had been made as part of previous annexation agreements for this extension of East Main Street, however during development of the Comprehensive and Transportation Plans it became apparent that such an improvement would be needed. The Village has worked with land owners along this corridor to secure adequate right-of-way for the construction of this roadway between adjacent developments.

#### **5.4.5 Public Transportation**

As Del Webb and other residential developments continue to take place in the community, the population density in Huntley, when combined with that of adjoining communities begins to make the provision of Pace bus service a possibility. This service would likely include access to shopping areas and the nearest train station.

#### **5.4.6 METRA Service**

There is a strong possibility that the Village of Huntley will receive Metra commuter rail service at some point in the future. This service will be an extension of that currently provided on the Union Pacific West Line running between Union Station in Chicago and

Big Timber Road in Elgin. Other sections of the Comprehensive Plan identify possible locations for a future commuter rail station (see Section 4.4.5).

#### **5.4.7 Bicycle /Pedestrian Routes**

Parks and open spaces, both those existing and those proposed herein, will evolve over time and not necessarily in a linked or connected manner. The connection of these important spaces with a bike/pedestrian path system will link them together and provide an opportunity to encourage travel within the Village that does not require an automobile. The Bicycle Route Map, developed by the Park District and incorporated into this document, is a solid framework for the beginnings of this system. As the Village continues to grow, the plan will need to be continually updated to assure that it meets demands.



## **CHAPTER VI - SUBAREA PLANS**

### **6.1 INTRODUCTION**

The subarea plans are intended to provide guidance in areas where development will be occurring in the foreseeable future and in areas of high visibility: the Route 47 Corridor, the Historic Downtown of the Village, and the developing East Side Residential Growth Area where there will be a number of small lot subdivisions that will require guidance to knit the subdivisions together into neighborhoods.

### **6.2 ROUTE 47 CORRIDOR SUBAREA**

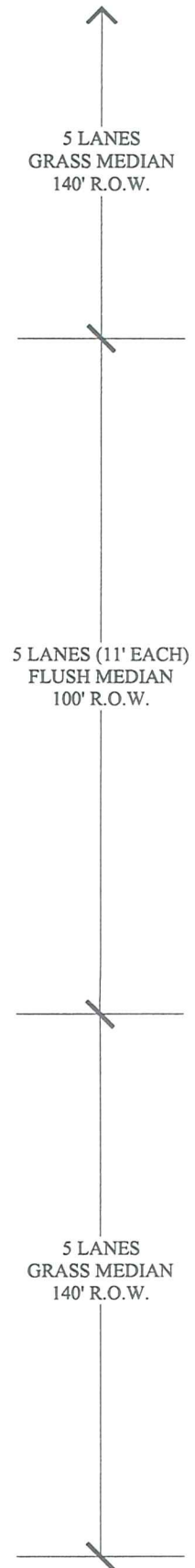
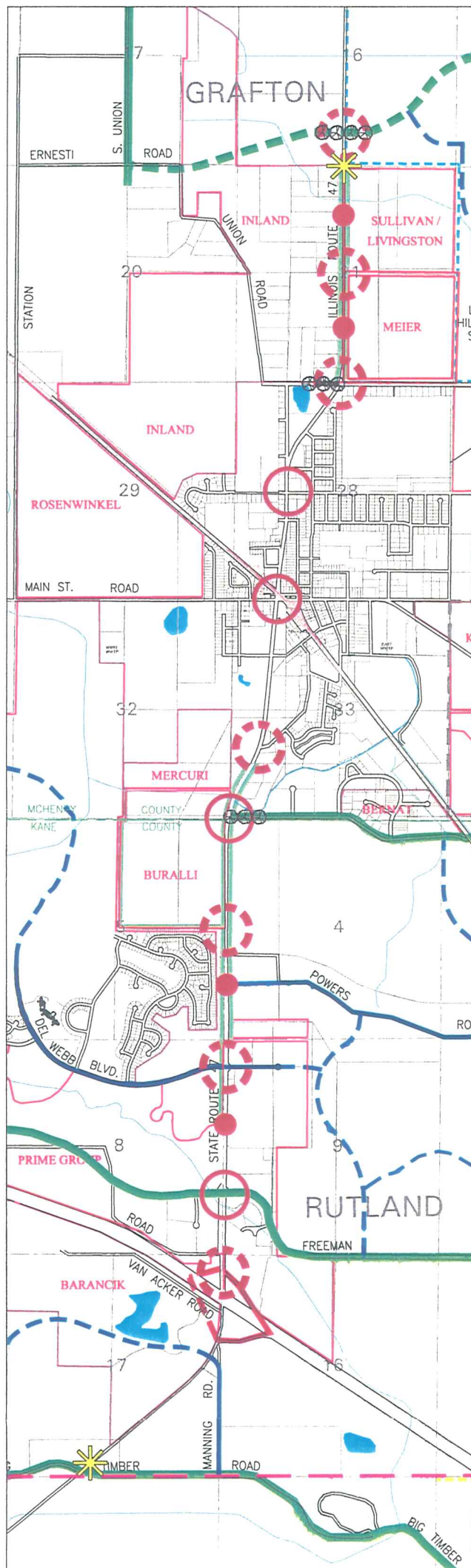
The Route 47 Corridor Subarea Plan was created in response to the recognition that there is both the need and opportunity to make positive changes that will benefit the Village over the next 20 years. The Subarea plan is intended to ensure that Route 47 functions as a Huntley street, serving the needs of the Huntley residents and motorists at the same time as it serves important regional transportation needs. Traffic calming techniques should be used wherever possible to mitigate the many negative impacts of high traffic volumes.

The Route 47 Corridor Subarea encompasses the newly developing non-residential areas along Route 47 both north and south of the Downtown. Proposed uses within the corridor include retail and service commercial, office, mixed use (office and commercial) and business park uses. These uses will contribute to Huntley's tax base, shopping choices, available services, and tax base for the Village and its residents.



# VILLAGE OF HUNTLEY, ILLINOIS

## ROUTE 47 SUBAREA PLAN



**LEGEND**

- Secondary Arterial
- Collector Roadway
- Proposed Secondary Arterial
- Proposed Collector Roadway
- Signal
- Future Signal
- Full Access (No Signal)
- Boulevard Treatment
- Landscape Buffer
- Entry Feature

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NORTH 	SCALE IN FEET 
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### 6.2.1 GOALS AND OBJECTIVES

**Route 47 Corridor Goal:** Ensure a productive and attractive pattern of land uses along Route 47 and adjacent residential neighborhoods running from the north gateway north of Ernesti Road to the south gateway at Big Timber Road (the “Corridor.”)

#### **Route 47 Corridor Objectives**

- Establish 100 foot landscape buffers on either side for newly developing properties, and encourage beautification efforts for redeveloping properties in the central portions of the Village that do not have the requisite depth.
- Ensure the safe, efficient movement of vehicles within the Corridor and cooperate with private property owners and State and County highway agencies to improve the road system.
- Encourage alternatives to motor vehicles within the Corridor such as PACE bus service and pedestrian/bicycle pathways within the landscape buffers.
- Discourage cut-through traffic and vehicular congestion on residential streets adjacent to the Corridor.
- Provide for a wide range of office/service and retail commercial land uses and development within the existing business districts in the Corridor.
- Develop a program of beautification and functional improvements for both public and private property throughout the Corridor, with special emphasis on landscaping, tree planting, public rights-of-way, street crossings, and signs. Landscaped medians within the right-of-way should be encouraged.
- Improve the safety and appearance of pedestrian walkways and street crossings along the Corridor.
- Create north and south gateway design features at Village entrances to establish identity.

- Implement sign guidelines for the Corridor to provide businesses with necessary signage while ensuring visually attractive streetscapes that will be viewed by tens of thousands of people every day.
- Discourage billboards.
- Encourage alternatives to strip commercial retail developments by designing for aesthetics as well as function.
- Require consolidation of curb cuts for developments along Route 47 to minimize direct vehicular access points.
- Provide for boulevard treatments for intersecting major streets, east and west of Route 47: Proposed Ernesti, extended, Inland access roads west of Route 47, Reed Road (west of Route 47 to proposed train station) Huntley-Algonquin, Dundee (east of Route 47 and Main Street west of Route 47), and Kreutzer.

## 6.2.2 EXISTING CONDITIONS

Route 47 is an important transportation route that extends north into Wisconsin and south into central Illinois and runs through the heart of the Village. It is a State route that has been primarily designed to maximize traffic volume rather than to address the needs of the adjacent property owners and Village residents who also use it for access to businesses and homes and for local trips. Consequently, aesthetics had been neglected until recently when the newer developments such as the Prime Group, Del Webb and Regency Square have provided handsome landscape treatments from the southern entrance to the Village northward. Because some of the older developments and businesses provide little or no landscaping, the existing character of the Corridor is inconsistent with a variety of land uses and streetscape designs. The image that many people have of Huntley is that which they obtain while driving along Route 47. This image is not as favorable as it can be in all areas.

### 6.2.2.1 Existing Land Uses

A wide range of land uses currently exist within the corridor. In the north there are significant areas of vacant and agricultural uses. In the central portion of the Village are typical retail and service commercial uses, older industrial uses, and intermittent single family homes. Larger school and park properties form the southern boundary of the

downtown area and to the south of these uses are newer service commercial uses extending almost to the McHenry/Kane County line. Vacant and agricultural uses extend the length of Route 47 from the County line to Freeman Road with the significant exceptions of the Del Webb development under construction on the west side of Route 47 and the Village Green on the east side of Route 47 across from the Del Webb development. South of Freeman on the west side of Route 47 is the Prime Office Park and on the east side of Route 47 is the Prime Outlets shopping center at the Tollway interchange.

#### **6.2.2.2 Traffic and Roadway Improvements**

Transportation: Through vehicular traffic moves steadily through the Village on Illinois Route 47 during most times of the day. But it is desirable for Route 47 to function in a manner that serves multiple purposes. It should not only facilitate traffic movement but should also provide for the convenience and comfort of residents who drive on it, homeowners who live along or near it, pedestrians and bicyclists who must cross it, and merchants who rely on it for a source of business.

#### **6.2.2.3 Architectural and Site Aesthetics**

The new residential, commercial, office and business park developments on Route 47 south of the downtown and near the Tollway interchange are attractively designed with respect to buildings and site improvements. The older commercial and industrial uses in the central portion of the Village were originally constructed for function and not aesthetics. Some of the service commercial and retail uses are functional but lack local character, and have unscreened outdoor storage or parking lots.

### **6.2.3 RECOMMENDATIONS**

#### **6.2.3.1 Proposed Land Uses**

The current Land Use Plan shows that vacant portions of the Corridor are planned for commercial and office uses, with the exception of the Del Webb residential development in the southern portion and residential uses on the far north end. In the future the Corridor will provide the Village with the large majority of its tax base, job generation, and services for residents. The concentration of commercial and office uses will limit the negative impacts of these uses on residential development in much of the remainder of the community.

### 6.2.3.2 Traffic and Roadways

The Village should consider ways to improve the traffic circulation throughout the Corridor. Commercial developments should have cross access easements to allow a flow of traffic between developments without having to use Route 47. The Main Street-Route 47 intersection should be re-designed to accommodate turning movements and reorganize the intersection that is also substantially affected by the railroad crossing. A major goal of the Village is to better balance the function of the right-of-way to address the safety and comfort of all users - automobile drivers, bicyclists, pedestrians, through the use of traffic calming techniques - and improve the aesthetics of the street scene by providing more green space.

#### Entry Feature

Village entry features should be located at the northern entrance to the Village on the northerly edge of the Sullivan/Livingston parcel and at the southern end of the Corridor at Big Timber Road. Such features should include attractive signage and landscaping.

#### Boulevard Treatments

Median boulevard treatments should be located along cross streets at major intersections with Route 47, particularly at the eastern leg of Kreutzer, the western leg of Reed Road (the eastern leg will be installed by the developer of the Meier property) and both east and west legs at Ernesti.

#### Landscape Buffer

100 foot landscape buffers should be provided outside the Central Business District as indicated on the Route 47 subarea plan or as indicated on the Land Use Plan in areas, whichever designates the more extensive buffer. These buffers should be landscaped and contain a variety of plant materials, including shade trees, shrubs and groundcovers to provide beauty and interest during all seasons of the year.

#### Signals

Existing signals are currently located at Freeman Road, Kreutzer Road, Main Street, and Algonquin Road. Future signals should be located at: the tollway ramp, at Del Webb

Boulevard, the southern access to Regency Parkway, Dean Street, Reed Road, the intersection of the Meier and Sullivan/Livingston parcels, and Ernesti Road.

#### Access Points

Full Access points without signalization should be located midway between Freeman and Del Webb Boulevard, at Powers and midway on the Sullivan/Livingston parcel.

#### Right-of-Way Widths/Medians

Route 47 should have a right-of-way width of 140 feet with a grass median between Freeman and Kreutzer and north of the Meier property. Between these two segments Route 47 should have a 100 foot right-of-way with a flush median.

### 6.2.3.3 Urban Design

**Themed Streetscape Improvements:** The Village should implement a coordinated beautification strategy for the Corridor that addresses landscaping, ornamental directional signage, ornamental lighting, burying overhead utility wires, more attractive and visually consistent directional and regulatory signs, and other streetscape elements. Route 47 and segments of intersecting side streets are proposed to receive such themed improvements as indicated on Map 7.

**Urban Design Features:** The type of high quality landscape features incorporated into the Del Webb, Prime, and Regency Square projects should be extended throughout the corridor, including a 100 foot greenbelt buffer area on each side of the right-of-way. Because of the high traffic volumes, the buffer will provide a necessary separation for adjoining land uses and create a more pleasant environment for motorists that may keep them on the major thoroughfares rather than seeking alternate routes through residential neighborhoods. A unified high quality design for the Route 47 Corridor will contribute significantly to Huntley's quality of life. In areas in the central portion of the Village where existing development precludes the 100 foot buffer planned for vacant properties, care should be taken to landscape the limited areas available. This could be accomplished through the utilization of building-mounted hanging baskets where no land is available, or the use of sidewalk planters. These approaches should be addressed in design guidelines adopted by the Village.

Commercial developments should be designed to minimize the negative impacts of strip commercial developments by:

- Assuring that retail and service commercial areas have sufficient lot area to provide for adequate setbacks, pedestrian walkways, ample parking, and landscaping.
- Requiring new commercial developments to provide decorative lighting, landscaping and other amenities which are consistent with an overall Village plan.
- Requiring new signage to be appropriate to the character of the business area and consistent with the architecture of the buildings.
- Requiring site plan review procedures to assure that Village regulations and policies are effectively implemented.
- Avoiding blank, windowless walls on the front of the building or on any side that faces a public right-of-way. Where blank walls cannot be avoided, changes in building planes, building materials, color or additional landscaping should be provided to minimize the visual effect of the blank wall. Exposed concrete walls should be avoided.
- Utilizing building materials that are solid, long-lasting natural materials, such as masonry, brick, brick veneer, wood or stucco (non-synthetic.) Generally, structural steel buildings are acceptable, if finished with a veneer or siding that is not steel.
- Applying the architectural finish and dominant building materials to all highly visible sides of the building. Dominant building colors should be applied to all sides of the building.
- Screening roof-top mechanical equipment or setting far enough back so it is not visible from adjacent properties and/or the street.
- Constructing accessory buildings, structures and equipment of similar or complementary materials, and the colors should match the principal building. Durable materials should also be preferred for such structures. For example, trash enclosures for restaurants are preferred to be masonry on three sides, with iron or steel access gates appropriately painted or finished to match the main building.



- Minimizing the visual impact of parking areas between major streets and the building by use of landscaping. Provide landscaping within parking rows, not just at the end of parking rows. Landscaping should be distributed throughout the parking lot so as to provide relief from large expanses of parking lot pavement.
- Providing safe and efficient pedestrian links between parking areas and the entrances to buildings through the following methods:
  1. Providing sidewalks within raised landscaped islands located between parking rows, and perpendicular to the building, near the entry.
  2. Providing textured pedestrian crossing areas of colored concrete or differing pavement surface, to warn drivers of pedestrian crossing areas.
  3. Providing island and crossing areas near the centers of long aisles to allow pedestrians to cross traffic lanes.
- Minimizing large, uninterrupted asphalt paving of large parking lots located between the street and the building by:
  1. Allowing only the minimum required parking to be provided in front of the building and require excess parking to be located in the side or rear yard.
  2. Increasing interior parking lot landscaping.
  3. Where feasible, constructing parking in less visible side or rear yard locations.
  4. Requiring landscaping adjacent to the street walls of the building.
- Providing cross access easements throughout commercial clusters to provide easy access between adjacent parcels and minimize the number of curb cuts required and minimize the need to use adjacent roadways.
- Designing landscaping to provide interest in each of the four seasons, using plant materials which are tolerant of site conditions. Parking and circulation layouts should provide for snowplowing and snow stockpiling.

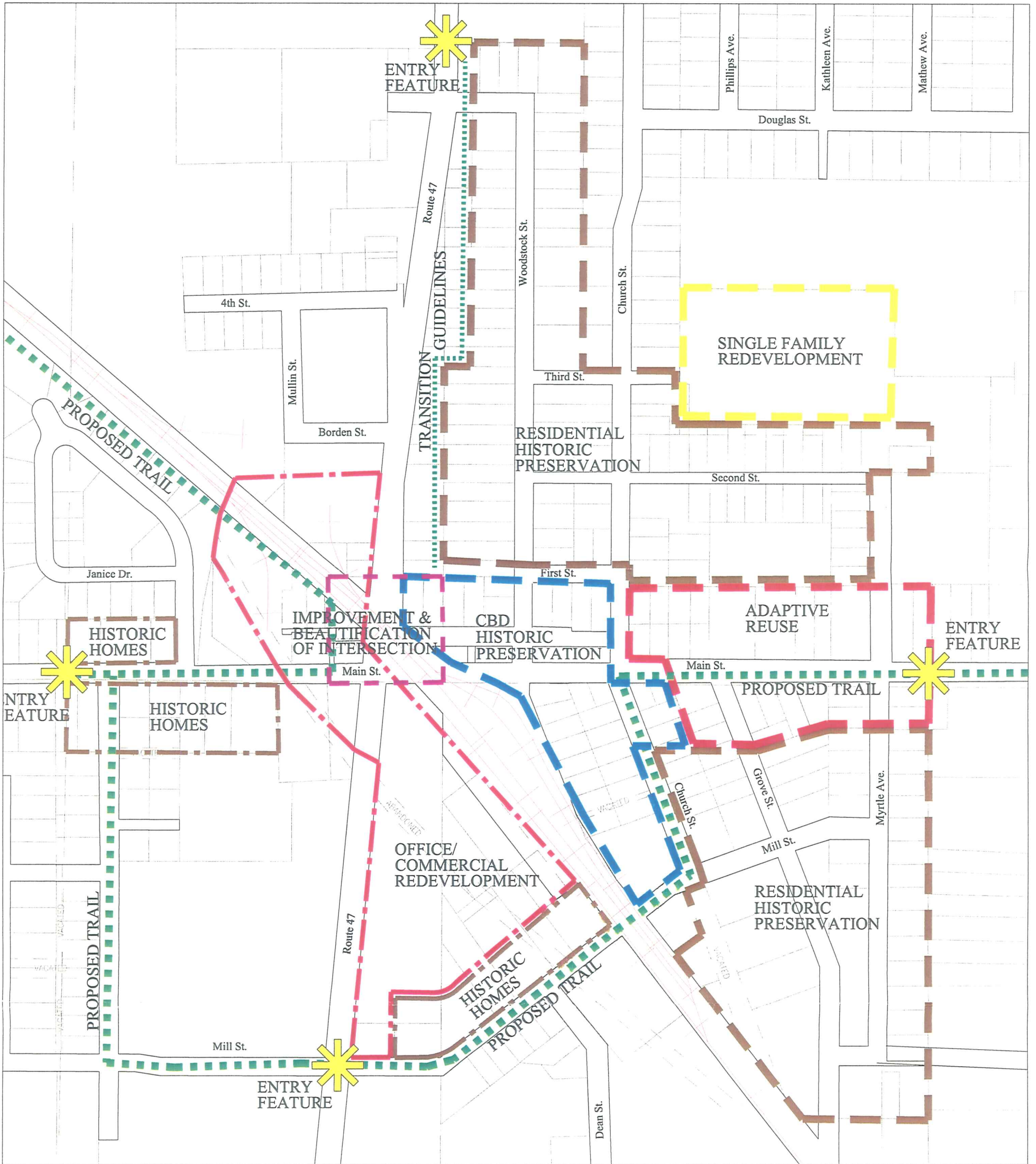
### **6.3 HISTORIC VILLAGE DOWNTOWN**

The purpose of this Subarea is to recognize that the area encompassing the traditional boundaries of the Village has been a rural population center since its incorporation in 1872 and that it provides a familiar character that is important to preserve for the future. The existing residential and commercial neighborhoods surrounding the Village Square should be preserved to assure that the history of the Village not be lost during a period of substantial expansion and economic growth. The Village should take steps to ensure that the existing central business district becomes the focal point for new development and redevelopment that is expected to occur over the next 20 years.



# VILLAGE OF HUNTLEY, ILLINOIS

## DOWNTOWN SUBAREA PLAN



### 6.3.1 GOALS AND OBJECTIVES

**Downtown Business District Goal:** Promote a strong community identity for the symbolic center of the Community and provide opportunities for residents to interact in a pedestrian-friendly environment.

#### **Downtown Business District Objectives**

- Maintain the essential quality, viability and attractiveness of Huntley's downtown business district while encouraging new uses consistent with the character of the Village.
- Create an attractive and vital downtown business district that retains businesses currently located in the downtown area, attracts new businesses, and promotes economic development within the Village.
- Cooperate with the McHenry County Historical Society to preserve Huntley's heritage and explore opportunities to "showcase" this history.
- Provide goods and services such as restaurants, antique stores, and professional offices consistent with the historic character and charm of the Village.
- Cooperate with landowners and civic organizations to maintain and enhance the historical character of Downtown and keep it vital.
- Encourage pedestrian and bicycle accessibility, safe crossings at major intersections, convenience, safety and amenities.
- Assist in the preparation and assessment of redevelopment proposals via design review procedures and guidelines.
- Encourage, and cooperate with, automobile service and gas station businesses to provide landscaping and other visual improvements to soften the visual impact of these land uses.
- Redesign the intersection of Route 47 and Main Street to improve the flow and safety of vehicular and pedestrian traffic in an aesthetically pleasing manner.

- Guide proposals for the redevelopment of property on the both sides of Route 47 throughout the central business districts so as to comprehensively address traffic circulation, parking, and landscaping. Commercial redevelopment should primarily serve local community needs. Provide for adequate transitions between commercial and residential uses to preserve the scale and character of the existing single family neighborhoods surrounding the Downtown.
- Require businesses on the east side of Route 47 that back up to Woodstock Street properties to provide transitional elements such as fencing and landscaping to buffer them from the Woodstock Street properties.

### 6.3.2 EXISTING CONDITIONS

The downtown area surrounding the square retains many of its original buildings and character, but there are a number of newer buildings of inconsistent quality, building design and architectural character that front on Route 47.

#### 6.3.2.1 EXISTING LAND USES

The predominant uses in the subarea include: the Village Green, furniture store, restaurants, professional offices, single family residential, public uses such as the Post Office and Village Hall, and automobile repair businesses. Buildings are either single story or two stories in height. The small, suburban style shopping center at the north end of the business district provides Village residents with convenient shopping and on-site parking. However, the parking lot is very visible from the roadway and should have additional landscaping.

There is a highway commercial character to portions of the Route 47 subarea, with almost all of the commercial customers arriving by car, and without the pedestrian amenities enjoyed by the businesses around the Village Green. Businesses along Route 47 have traffic and parking problems, and the shallow depth and small size of the lots typically do not allow for commercial buildings with the required amount of off-street parking and room for landscaped screening. The shallow lots back up to single family residential homes with only a fence for separation. Any additional intensity on these commercial properties is immediately felt by the adjacent homes.

### 6.3.2.2 Parking

Public parking in the Central Business District (CBD) is primarily provided in the form of on-street parking and a surface lot adjacent to the railroad tracks between Main and Coral.

### 6.3.3 Recommendations

#### 6.3.3.1 Proposed Land Uses

##### Residential Historic Preservation/Historic Homes

Preservation of historic structures and site features is recommended for significant portions of the residential neighborhoods surrounding the downtown commercial core. These vintage homes work in concert with the commercial core to provide the considerable charm and established character for which Huntley is noted.

##### Adaptive Reuse

The adaptive reuse (refurbishing old structures for new uses) of single family homes on East Main Street for office and retail commercial purposes is recommended in order to preserve these residential structures, while recognizing that the higher traffic volumes likely to be experienced in the future may make them less desirable for single family living.

##### Single Family Development

New single family development is suggested for the commercial property north of Second Street and east of Church Street when it redevelops in the future in order for the area to be compatible with the surrounding homes and adjacent park.

##### CBD Historic Preservation

The area for CBD preservation includes the commercial properties east of the railroad and north and south of Main Street around the Village Green and the residential properties east of Church Street. Consideration should be given to preparing a detailed plan for the Downtown and its residential environs which ensures that the historic charm and character of the Village will be preserved in the future.

#### Office/commercial Redevelopment

Office and commercial redevelopment is expected to take place west of the railroad tracks both north and south of Main Street. Current uses do not represent the highest and best use of the properties, and attractive new development will contribute to the vitality and attractiveness of the CBD, particularly if designed to be compatible with the historic portions of the Village.

#### Entry Features

Entry features announcing the arrival to the central business district are suggested at the 4 entrances to the CBD as indicated on the Subarea plan. Such features should include attractive signage, perhaps in a small landscaped setting.

#### Improvement and Beautification of Main Street-Route 47 Intersection

The existing intersection of Main Street and Route 47 lacks both functional and aesthetic attributes. This intersection will need to be improved in the future to accommodate increased traffic volumes. When the improvement occurs, it should be based on a comprehensive redesign of the intersection and undertaken in a manner that not only improves traffic movements but respects the historic character of the area immediately surrounding it.

#### Transition Guidelines

New commercial redevelopment along the east side of Route 47 in the downtown area of the Village should respect the adjacent single family development to the east using landscaping and/or fencing. It should also be of a scale which allows an attractive streetscape element with safe ingress and egress as well as sufficient parking.

### **6.3.3.2 Traffic and Roadways**

Traffic volumes along Route 47 are already significant and will increase in the future as will volumes on Dundee Road/Main Street, Church Street, and Douglas Avenue. As improvements become necessary on these streets, care should be taken to preserve the existing character of these roadways. Traffic calming techniques should be used to ensure

that traffic volumes and speeds do not create an inhospitable pedestrian environment. Street designs should not be dictated solely by traffic needs.

### 6.3.3.3 Urban Design and Historic Preservation

The following improvements should be made over the life of the Plan:

**Historic Overlay District:** Amend the Zoning Map and ordinances to establish a historic overlay district over the portion of the downtown with boundaries as generally indicated on Map 8.

**Entry Features:** Establish attractive features to designate the entries to the Downtown and establish a sense of place, as noted on Map 8.

**Streetscape and Beautification:** The Village Green is the central feature of the Downtown. It is the functional heart of the Village and deserves the best possible treatment in order to maintain a physical setting for pedestrian activity that is comfortable, convenient, visually interesting and secure. A significant need is to supplement the street trees with annual flowers using hanging baskets and large planters in a coordinated manner. The Village should adopt a streetscape treatment consisting of decorative lighting, tree grates, hanging baskets, sidewalk planters, decorative paving, wastebaskets, and benches for use on the core streets in the downtown to enhance the pedestrian experience.

**Route 47 Frontages.** The small, suburban-style shopping center at the north end of the CBD that includes the food store provides Village residents with convenient grocery and other shopping needs with its own on-site parking. Because many of the existing businesses have very shallow lots, there is little or no opportunity for landscaping. In this case the Village should provide beautification elements in the right-of-way such as hanging flower baskets attached to lamp posts.



## 6.4 EAST SIDE RESIDENTIAL GROWTH SUBAREA

The purpose of the East Side Residential Growth Subarea is to illustrate how new residential developments can be designed in a way that creates neighborhoods rather loosely associated, separate subdivisions and to illustrate the need for buffer treatments for the various rights-of-way in the area to protect the new residential developments.

### 6.4.1 Goals and Objectives

**Goal:** Create viable, pedestrian oriented neighborhoods.

**Objectives:**

- Require proper landscape screening between residential development and differing land uses, new residential construction or at the boundaries of the Village.
- Require deeper lots with greater setbacks for residential developments with frontage along major collector streets, arterials and highways, railroad rights of way and high tension tower rights-of-way.
- Require developers to establish specific guidelines for the installation of lighting, landscaping, street signage, and other amenities that create a sense of neighborhood identity and are consistent with an overall Village or neighborhood plan.
- Require site plan review procedures for single family residential subdivisions, multiple family developments and non-residential developments to assure that Village regulations and policies are effectively implemented.
- Provide parks or open space areas of appropriate size throughout residential developments, with bicycle and pedestrian links to other neighborhoods, parks and nearby services areas such as schools, and convenience shopping. Parks should be provided within easy walking distance of all dwelling units in a proposed development.
- Provide entry features at the street access locations to subdivisions or planned developments to reinforce a sense of neighborhood identity.

- Provide architectural designs wherein garages do not dominate the street.
- Integrate natural features, such as swales or wetlands, into the site plan.
- Provide wet retention ponds that can provide an attractive open space feature with natural shapes, slopes and appropriate plant materials.
- Consider the construction of narrower streets in order to minimize the street as a dominant element of the neighborhood and discourage through traffic.

#### **6.4.2 Existing Conditions**

##### **6.4.2.1 Existing Land Uses**

The East Side Residential Growth Subarea is currently characterized by vacant and agriculture lands with single family developments being constructed on the Kirk parcel.

##### **6.4.2.2 Existing Rights-of-Ways**

Existing roadways and rights-of-way are of insufficient width to handle additional development in the developing region of the village, and additional secondary arterial and collector roadways are required as illustrated in Map 4.

#### **6.4.3 Recommendations**

##### **6.4.3.1 Proposed Land Uses**

Single family residential is the predominant land use in the area: single family homes on 8,400 and on 10,000 square foot lots. Limited multiple family developments are planned for the Halat and Kirk parcels, and limited commercial areas are specified for Halat, Ackmann, Kirk, and adjacent to the proposed train station on Kreutzer. The Commonwealth Edison high tension lines will extend through this neighborhood. Park locations specified by the Huntley Park District are indicated on the Plan. In addition, mini-parks should be located within each neighborhood to offer easy access for homes within a quarter mile radius.

#### 6.4.3.2 Rights-of-Ways

As traffic increases as a result of both regional and local development, new rights-of-way will be required as indicated on the Transportation Plan. Haligus Road will be extended to the south from Reed Road to Dundee Road to provide much needed north/south circulation. A 100 foot right of way is proposed for this secondary arterial. Ruth Road is proposed to be extended southerly to Dundee Road from its current terminus at Main Street. Douglas Avenue is proposed to be extended easterly from Ruth Road to intersect with the proposed Haligus Road extension and then continue west and north to intersect with Algonquin Road.

##### Boulevard Treatments

Boulevard treatments are specified for Haligus Road between Dundee and Reed Roads, on Kreutzer east of the railroad tracks, and on Main Street extended to Haligus. Boulevard treatments include median plantings such as shrubs, shade trees, and groundcovers and streetscape plantings.

##### Streetscape Treatments

Streetscape treatments are specified for the balance of the roadways. Such treatments may include shade trees, shrubs, and groundcovers.

##### Landscape Buffers

Landscape buffers are intended to buffer areas proposed for residential developments from Com Ed high tension towers and land uses of all type from the railroad right-of-way. The railroad buffers will also provide a pleasing corridor for rail travel when passenger service is extended to Huntley.

#### 6.4.3.3 Urban Design

Development policies for new growth areas should be in accordance with the following policies:

- Permitted density and land use for individual parcels should generally be consistent with the densities shown on the Plan. Within an individual parcel some variation in

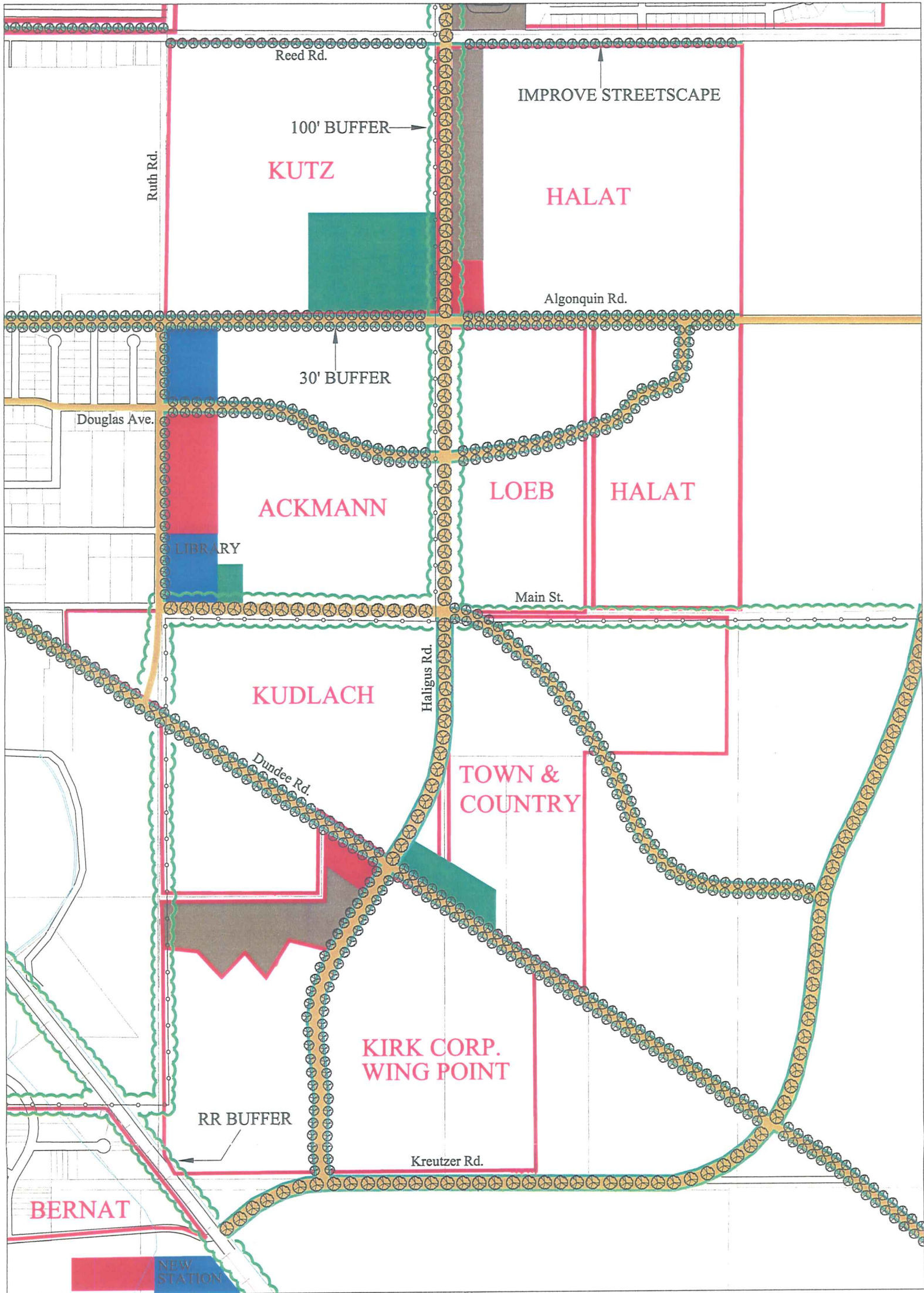
lot size (“clustering”) should be considered in order to provide transitions to adjacent uses, to protect significant natural features not already protected by other regulations, to provide usable recreational areas or community facilities, and to respond to other conditions unique to the site. On larger parcels, a variety of housing types along with limited neighborhood commercial development should be considered to provide more diversity.

- New areas should connect to the existing road system to maintain continuity of the internal circulation system.
- Developers of new neighborhoods should establish specific guidelines for the installation of lighting, landscaping, street signage, and other amenities that reinforce the identities of the neighborhood but are consistent with an overall Village or neighborhood plan.
- New residential areas should be accessed from secondary arterial or collector streets. Access from primary streets should be limited.
- The proposed subdivision must preserve and maintain existing and/or restored on-site natural features such as wetlands and woodland.
- Consideration should be given to providing an extraordinary buffer around the perimeter of the proposed development in order to mitigate the impacts of adjacent high-volume streets and to minimize the subdivision’s impact on any surrounding natural features, open spaces and forest lands. The need for this type of buffering is reduced when adjacent subdivisions are effectively knitted together into neighborhoods.
- Innovative design and site planning solutions are encouraged when contemplating development to achieve the above stated purposes.
- Explore the possibility of utilizing the Commonwealth Edison high tension power line right-of-way for alternative uses, such as community gardens, pathways, stormwater detention etc.
- Where possible, buildings should be oriented to the local street.



# VILLAGE OF HUNTLEY, ILLINOIS

## EASTSIDE SUB-AREA PLAN



**LEGEND**

- Retail, Service commercial
- Government, Institutions
- Boulevard Treatment
- Duplex, Multiple Family
- Landscape Buffer
- Streetscape Treatment
- Parks
- ComEd High Tension Towers

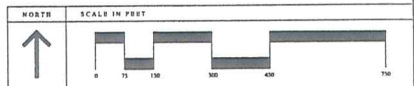


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## 6.5 WEST SIDE RESIDENTIAL GROWTH SUBAREA

The purpose of the West Side Residential Growth Subarea is to illustrate how new residential developments can be designed in a way that creates neighborhoods rather than loosely associated, separate subdivisions and to illustrate the need for buffer treatments for the various rights-of-way in the area to protect the new residential developments.

### 6.5.1 Goals and Objectives

**Goal:** Create viable, pedestrian oriented neighborhoods.

**Objectives:**

- Require proper landscape screening between residential development and differing land uses, new residential construction or at the boundaries of the Village.
- Require deeper lots with greater setbacks for residential developments with frontage along major collector streets, arterials and highways, railroad rights of way and high tension tower rights-of-way.
- Require developers to establish specific guidelines for the installation of lighting, landscaping, street signage, and other amenities that create a sense of neighborhood identity and are consistent with an overall Village or neighborhood plan.
- Require site plan review procedures for single family residential subdivisions, multiple family developments and non-residential developments to assure that Village regulations and policies are effectively implemented.
- Provide parks or open space areas of appropriate size throughout residential developments, with bicycle and pedestrian links to other neighborhoods, parks and nearby services areas such as schools, and convenience shopping. Parks should be provided within easy walking distance of all dwelling units in a proposed development.
- Provide entry features at the street access locations to subdivisions or planned developments to reinforce a sense of neighborhood identity.
- Provide architectural designs wherein garages do not dominate the street.
- Integrate natural features, such as swales or wetlands, into the site plan.

- Provide wet retention ponds that can provide an attractive open space feature with natural shapes, slopes and appropriate plant materials.
- Consider the construction of narrower streets in order to minimize the street as a dominant element of the neighborhood and discourage through traffic.

## **6.5.2 Existing Conditions**

### **6.5.2.1 Existing Land Uses**

The West Side Residential Growth Subarea is currently characterized by vacant and agriculture lands. Developing properties are located primarily in the southwestern quadrant, including the Del Webb's Sun City, District 58's school campus on Harmony Road, and the Park District's aquatic park on the south side of West Main Street. The Village's West Side Treatment Plant is also located on the south side of West Main Street.

### **6.5.2.2 Existing Rights-of-Way**

Existing roadways are insufficient to handle additional development in this developing region of the village, and additional secondary arterial and collector roadways are required as illustrated in Map 4.

## **6.5.3 Recommendations**

### **6.5.3.1 Proposed Land Uses**

Agriculture is the predominant land use in the area. Major park locations specified by the Huntley Park District are indicated on the Plan. In addition, mini-parks should be located within each neighborhood to offer easy access for homes within a quarter mile radius.

#### Mixed Use Transit Village

Approximately 100 acres extending east of Coyne Station Road and north of the Union Pacific train tracks would be developed as a mixed-use transit village, centered around the proposed METRA train station at the intersection of Coyne Station Road and the proposed Reed Road extension. It would include retail and commercial services, multiple-family/duplex residential development and common open space. This area can serve as a focal point for community activity within the planning area. Small open spaces

will provide public gathering places and space for passive recreation and relaxation to attract residents to the area.

A train station is an important public building that requires excellent vehicular access and parking. In addition, train stations can successfully be the focal points of mixed use developments. Commuter parking should be located and designed to complement the entire station-area land-use scheme and enhance pedestrian circulation. Uses should be visible from the station and accessible from the commuter pedestrian path. A key component of a mixed use transit development is to locate other uses next to the transit station, not just parking. The creation of “auto paths” and convenient access to and from stations and parking lots allow commuters to see nearby businesses.

Three general categories of services and businesses typically that meet the needs of transit commuters: commuter conveniences (newsstand and coffee, fast-food); daily conveniences (groceries, dry cleaning, pharmacy, ATM); and drop-and-go (auto repair, video, child care). The types of stores most desired by commuters reflect an emphasis on convenience purchases.

Single family residential (12,600 square foot lots)

Single family residential districts would be located south of the train tracks on the Rosenwinkel property to the north of Main Street. The Inland parcel adjacent to the railroad tracks is proposed to be developed with single family lots, possibly in a clustered configuration, even though the annexation agreement indicates that this parcel is to be an industrial use. The rationale for changing uses from industrial to residential is that the surrounding uses are developing residentially and the proposed commuter train station makes this parcel much more desirable for residential. Should the parcel be developed non-residentially, a business park type development that provides higher standards of building materials and provision of open space is more desirable than a more typical light industrial use.

Business Park

A Business Park would be located south of Main Street and east of the West Water Treatment Plant.

Commercial

Additional commercial uses would be located along at the intersection of Coyne Station Road and the proposed Huntley Road extension. Retail and Service commercial uses



would also be located on the west side of Rt 47, North of the proposed Reed Road extension and north of Kreutzer Road.

#### Design Features

Ornamental lighting, waste receptacles, landscaping and other design features will be used throughout the planning area to create a common theme throughout the different neighborhoods and distinct land uses within the planning area.

#### **6.5.3.2 Rights-of-Way**

As traffic increases as a result of both regional and local development, new rights-of-way will be required as indicated on the Transportation Plan. The most probable future roadway configuration is for Huntley Algonquin Road to be extended west around the Oakcrest subdivision, across the railroad tracks and then extend southwesterly to an intersection with West Main Street and then westerly to an intersection with Briarhill, extended. A future westerly extension of Reed road to intersect with Coyne Station is also expected at some point in the future.

Another proposed road road extension would run south from Main street, through the proposed business park and then easterly to connect with Route 47.

#### Streetscape Treatments

Streetscape treatments are specified for all new roadways. Such treatments may include substantial parkway landscaping and/or median plantings such as shrubs, shade trees, and groundcovers. For example, trees and landscape buffers would be located along both sides of Coyne Station Road, Main Street and new roadway extensions.

#### Landscape Buffers

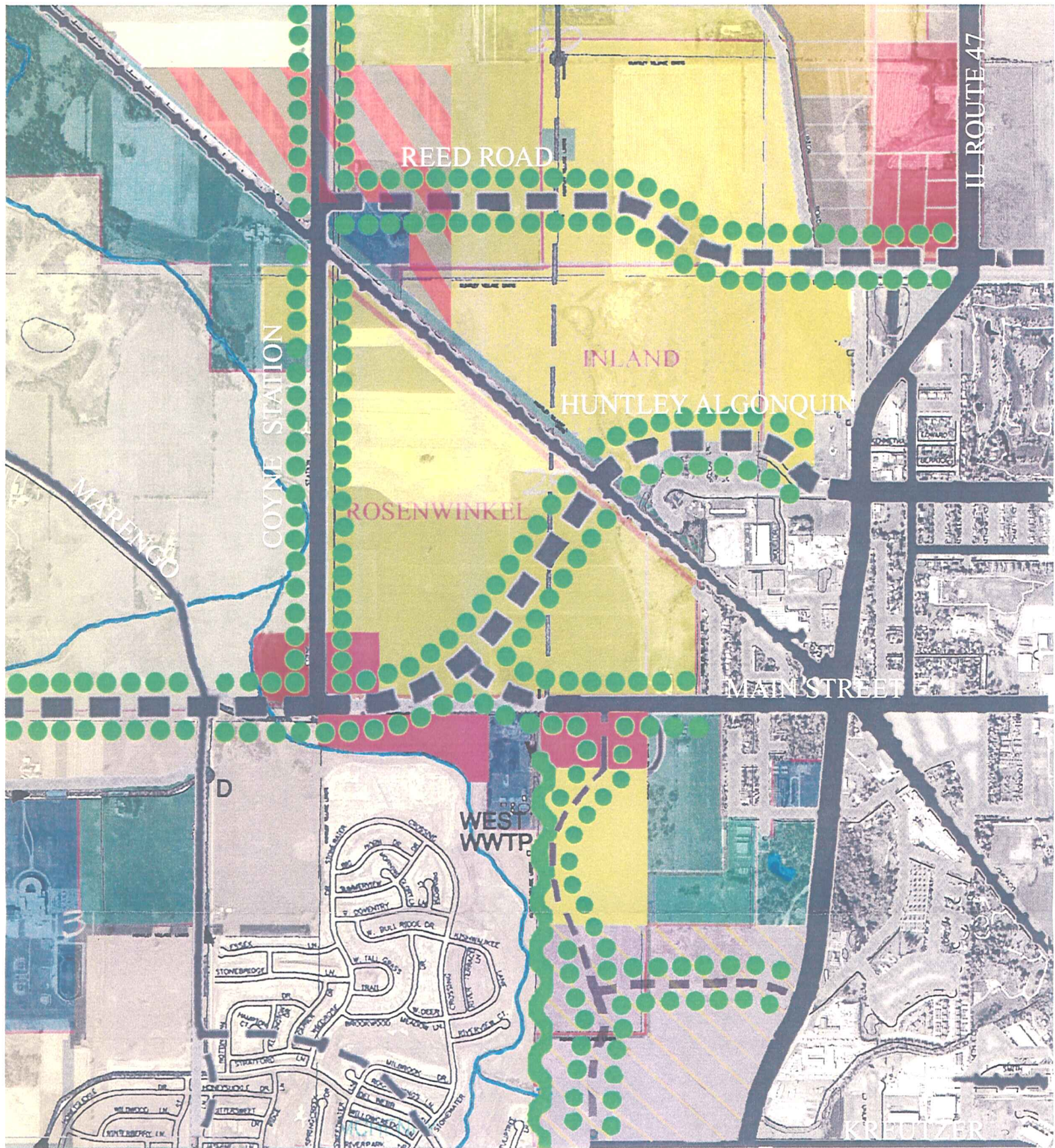
Landscape buffers are intended to buffer areas proposed new developments from the Village's West Side Treatment Plant or to buffer Del Web property south of Main Street from adjacent Business Park to the east.

#### **6.5.3.3 Urban Design**

Development policies for new growth areas should be in accordance with the following policies:

- The development of the mixed-use transit area should be pedestrian scale and include some or all of the following features:
  - Buildings at the sidewalk
  - Smaller blocks
  - Narrow streets with wider sidewalks
  - Attractive lighting
  - Lower parking ratios
  - Shared parking, parking behind buildings
  - On-street parallel parking
- Within an individual parcel some variation in lot size (“clustering”) should be considered in order to provide transitions to adjacent uses, protect significant natural features not already protected by other regulations, provide usable recreational areas or community facilities, and respond to other conditions unique to the site. On larger parcels, a variety of housing types along with limited neighborhood commercial development should be considered to provide more diversity.
- New areas should connect to the existing road system to maintain continuity of the internal circulation system.
- Developers of new neighborhoods should establish specific guidelines for the installation of lighting, landscaping, street signage, and other amenities that reinforce the identities of the neighborhood but are consistent with an overall Village or neighborhood plan.
- New residential areas should be accessed from secondary arterial or collector streets. Access from primary streets should be limited.
- The proposed subdivision must preserve and maintain existing and/or restored on-site natural features such as wetlands and woodland.
- Innovative design and site planning solutions are encouraged when contemplating development to achieve the above stated purposes.

- Where possible, buildings should be oriented to the local street.



Scale: 1"=1500'

**LEGEND**

**Residential**

	Light Green	Agricultural Preservation (35± Acres)
	Yellow/Black	Rural Preservation (5+ Acres)
	Light Yellow	Single Family Estate (1+ Acre)
	Medium Yellow	Single Family (12,600)
	Gold	Single Family (8,400 +)
	Tan	Adult Residential
	Brown	Duplex and Multiple Family
	Brown/Red	Mixed Use (Business/Residential)

**Business, Office, and Light Industrial**

	Red	Retail and Service Commercial
	Orange	Office
	Purple	Light Industrial
	Red/Orange	Mixed Use (Commercial/Office)
	Orange/Purple	Business Park

- Streetscape Improvement
- Landscape Screening

**Park, Open Space and Public/Semi-Public**

	Dark Green	Park, Conservation District, Environmentally Sensitive Lands
	Dark Blue	Government, Utilities, Institutional and Cemeteries
	Dark Purple	Corn Ed R.O.W.
	Light Blue	Lakes and Streams
	Medium Green	Landscape Buffer

Figure 10:  
West Side Residential Growth  
Sub-Area Plan

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## **CHAPTER VII - IMPLEMENTATION**

### **7.1 INTRODUCTION**

The previous chapters of this report detailed a number of specific recommendations for the Village of Huntley to be accomplished over the next 20 years. To be meaningful, these recommendations must be supported by mechanisms for implementing them. The purpose of this Chapter is to provide a framework for ensuring that the recommendations become reality. Opportunities for financing certain recommendations are also provided.

### **7.2 IMPLEMENTATION PROCEDURE**

Following the adoption of this Plan there are a number of important steps that the Village should take to implement the Plan during the period ending in 2020 as described in the following sections. This plan should be completely reviewed and updated every 5 years.

### **7.3 FACILITIES PLANNING AREA BOUNDARIES**

New facilities planning area boundaries are being recommended in order to allow the Village to serve properties that are not within any other communities planning jurisdiction and which are expected to be annexed into the Village during the life of this plan. The recommended boundaries are shown in Figure 1.

### **7.4 ORDINANCES, STUDIES AND GUIDELINES**

#### **7.4.1 Zoning Ordinance**

The Village should consider revising its zoning ordinance in the following ways:

- Update its use lists to eliminate uses that are outmoded or inconsistent with the purposes of the district
- Reduce the allowable Floor Area Ratios in the non-residential districts that currently allow development far exceeding what is likely to be built in the future, particularly

taking into consideration the need for adequate off-street parking and appropriate landscaping.

- Provide for a single family residential district of 10,000 square feet in order to reflect Village Board policies on density.
- Modify planned unit development regulations to provide for appropriate densities and provide more information on building design and materials.
- Modify parking standards to require for guest parking in multiple family developments.
- Adopt design guidelines for non-residential developments.
- Adopt a historic overlay district around the downtown to preserve the Village's historic small town character.
- Adopt Open Space regulations to apply to lower density residential areas to encourage clustering and open space preservation.

#### **7.4.2 Traffic Studies**

The Village should carry out studies for the designs of key intersections and for traffic calming for Route 47 and other roadways in the Village, where traffic speeds and volumes are or will likely negatively impact the quality of life for adjacent homes and businesses and the community as a whole.

#### **7.4.3 Scenic Roadways**

The Village should designate certain local roadways as "Scenic Roadways" and establish guidelines for native landscaping and adequate setbacks for adjacent development. Such scenic roadways will help preserve the existing rural character of much of the area surrounding area, particularly areas to the north and west that are planned to be developed for larger lot single family residential purposes.

## **7.5 WASTEWATER TREATMENT**

Adopt the Village of Huntley 1999 Wastewater Treatment Facilities Plan Amendment, dated January 1999 as the official Wastewater Treatment Facilities Plan for the Village of Huntley.

Acquire a 12 acre parcel adjacent to the existing West Plant for West Plant expansion.

## **7.6 COOPERATION WITH OTHER UNITS OF GOVERNMENT**

The Village of Huntley serves the entire Village population including other jurisdictional interests and property owners. Impacts of decisions made in one community rarely stop at the Village boundaries. The Village has a well established tradition of cooperation with School District 158, the Huntley Park District, the McHenry County Conservation District, Kane County and McHenry County officials and its neighboring communities. It is vitally important to the success of the Plan that the Village continue to cooperate with all of these governmental bodies to achieve common goals.

### **7.6.1 Huntley Park District.**

The Village should continue its cooperation with the Huntley Park District to assure that new developments meet Park District needs and provide for the adoption of amendments to the Huntley Park District Master Plan to become elements of the Village's Comprehensive Plan.

### **7.6.2 School District 158**

The Village should provide utility services to the new campus on Reed Road and cooperate with the District to achieve appropriate development and access to school district facilities.

### **7.6.3 METRA**

The Village should share its plans for the proposed train station locations at Coyne Station Road and at Kreutzer Road with METRA so that any issues can be resolved and passenger train service can be provided to the residents of the Village at the earliest time.

#### **7.6.4 Conservation and Forest Preserve Districts**

The Village should work with the McHenry County Conservation District and the Kane County Forest Preserve District to extend the H.U.M. (Huntley, Union, Marengo) Trail southerly into Kane County.

### **7.7 VILLAGE BEAUTIFICATION**

Consistent with the overall landscape plan the Village should make specific beautification improvements each year funded by a specific amount in the annual budget, and potentially, private donations. The following list is illustrative, but not exhaustive of the elements that should be included:

- Trees, shrubs, annual and perennial flowers
- Well designed, high quality street amenities (signs, benches, tree grates, planters, trash receptacles, bollards, hanging baskets, etc.)
- Decorative walls and fences
- Decorative informational signs and directories at key locations such as the Village Green and Village Hall.
- Urban design elements

### **7.8 DESIGN AND MAINTENANCE OF PUBLIC INFRASTRUCTURE**

#### **7.8.1 Design**

The design of the public infrastructure such as bridges, streetscapes and public buildings should conform to the high standards the Village sets for private development.

#### **7.8.2 Maintenance**

The Village's appeal is based in large measure on its scale, pedestrian environment, and the traditional design of its buildings. Maintenance is particularly important for sidewalks, trails, pedestrian tunnels and bridges (and the beautification elements that surround them) because they unite the Village and make it possible to maintain the character that makes



Huntley a special place. Moreover, well cared for public facilities demonstrates a commitment to the community symbolic of how residents feel about the Village.

## APPENDICES

### 1990 DEMOGRAPHICS

#### Household Size

Average household size has steadily declined since 1970 for Huntley and the adjoining communities, reflecting both a trend to smaller family size and an increased percentage of multiple family housing in the area. Note that in 1990, Gilberts and Lakewood had very small percentages of multiple family homes and had average household sizes (3.40 and 3.14) substantially above Huntley's 2.64.

#### Dwelling Units by Categories

Between 1980 and 1990 Huntley's percentage of single family homes declined from 70% to 55%, as townhouses and multiple family units were built, as compared to other communities where single family percentages remained stable.

#### Age Distribution

The age distribution in Huntley is similar to that of the surrounding communities. However, Huntley has a lower percentage of its total population in the age 1-17 (26.8%) categories than do the developing communities to the east (Algonquin is 32.3% and Lake in the Hills is 31.4%). Furthermore, Huntley has a higher percentage of its population in the 55+ categories (17.4% versus 10.3% for both Algonquin and Lake in the Hills.)

#### Per Capita Income

Huntley's per capita income has generally kept pace with its neighbors, increasing from \$3,556 in 1970 to \$16,647 in 1990. The lone exception is Lakewood, an affluent residential community that does not exhibit Huntley's balance of land uses, experienced a per capita income increase from \$5,921 in 1970 to \$29,950 in 1990.

**Median Home Value**

Huntley’s median home value is slightly greater than that of Hampshire and Lake in the Hills, having increased from \$63,900 in 1980 to \$102,600 in 1990, an increase of over 60%. However, this rate of increase is lower than the rate of value increase in Algonquin (\$84,200 in 1980 and \$134,600 in 1990), Gilberts (\$67,100 in 1980 and \$153,400 in 1990), and Lakewood (\$106,300 in 1980 and \$194,100 in 1990).

**Equalized Assessed Valuation**

Huntley’s equalized assessed valuation (EAV) for all properties within the Village boundaries is more modest than most of its neighbors, reflecting in relative lack of development. Its EAV increased from \$14,825,709 in 1980 to \$36,153,300 in 1990, similar to the increase in Lake-In-The-Hills (\$24,120,229 in 1980 to \$53,815,354 in 1990), and slightly greater than the increase in Lakewood (\$14,997,169 in 1980 to \$33,536,997 in 1990). Algonquin had the most marked increase in equalized assessed valuation, from \$43,113,555 in 1980 to \$143,376,435 in 1990. In Hampshire, equalized assessed valuation nearly doubled, from \$10,688,607 in 1980 to 18,433,631 in 1990. While in Gilberts, it more than tripled, from 4,876,868 in 1980 to 15,881,673 in 1990.

The 1998 equalized assessed valuation figures are as follows:

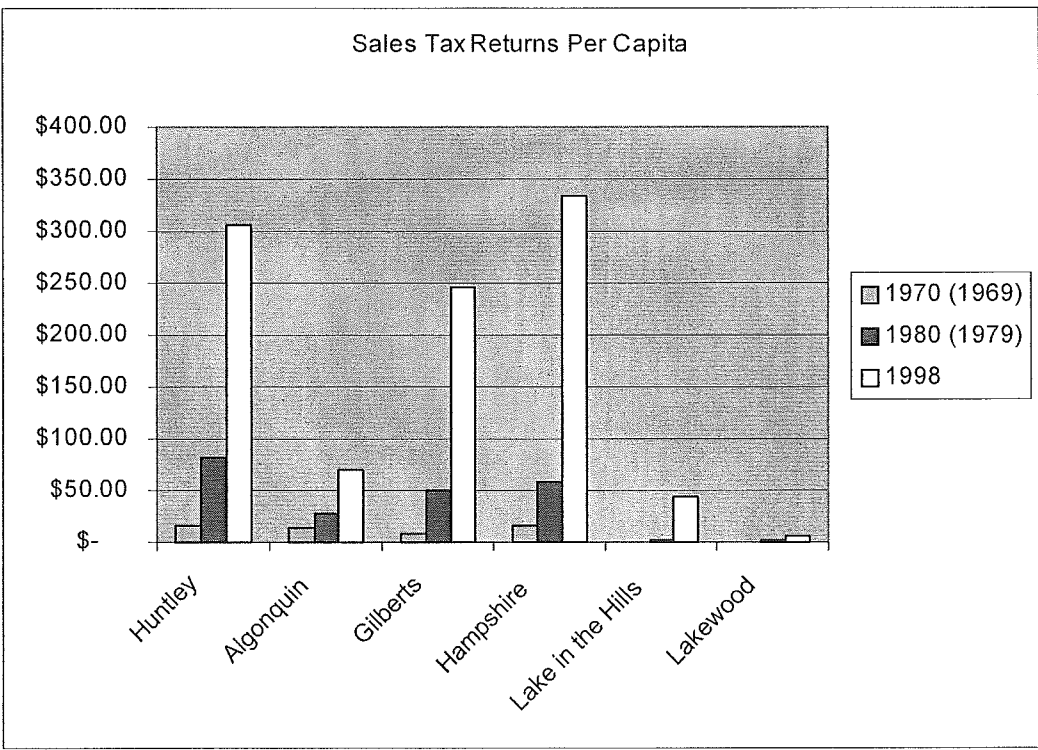
- Huntley: \$ 67,412,643
- Algonquin: \$341,801,860
- Lake in the Hills: \$353,320,313
- Lakewood: \$ 58,279,553
- Hampshire: \$112,867,445
- Gilberts: \$100,890,459

**Per Capita Sales Tax Returns**

Huntley has experienced strong per capita sales tax returns relative to its neighbors, increasing from \$15.14 in 1970 to \$81.46 in 1980 to \$306.67 in 1990. Only Hampshire, with 1999 returns of \$333.68, exceeds that of Huntley. In 1998, Lakewood at \$5.69, Lake in the Hills at \$43.01, Algonquin at \$70.454, and Gilberts at \$246.19 had per capita returns substantially lower than Huntley.

SALES TAX RETURNS - PER CAPITA (DOLLARS)

	1970 (1969)	1980 (1979)	% Change 1970-1980	1998	% Change 1980-1998
<b>Huntley</b>	\$ 15.14	\$ 81.46	438.0%	\$ 306.67	276.5%
Algonquin	\$ 13.17	\$ 28.68	117.8%	\$ 70.45	145.6%
Gilberts	\$ 7.16	\$ 49.15	586.5%	\$ 246.19	400.9%
Hampshire	\$ 15.84	\$ 58.38	268.6%	\$ 333.68	471.6%
Lake in the Hills	\$ 0.41	\$ 1.43	248.8%	\$ 43.01	2907.5%
Lakewood	-	\$ 2.77	NA	\$ 5.69	105.3%



HUNTLEY COMPREHENSIVE PLAN: CITIZEN SURVEY

**General Issues**

1. How long have you lived in Huntley?			
Less than 5 years	80	15 to 20 years	8
5 to 10 years	43	Over 20 years	55
10 to 15 years	29		
2. Why did you choose to live in Huntley? (circle up to three)			
School system	38	Citizen involvement	4
Community stability	24	Affordability of housing	69
Village character/charm	87	Pedestrian orientation	2
Size of the Village	89	Proximity/accessibility to Tollway	53
The people	42	Park system/District	12
Variety of housing	10	Rural character	103
Quality of housing	38	Convenience of Shopping	8
3. Why do you choose to stay in Huntley? (circle up to three)			
School system	52	Citizen involvement	11
Community stability	30	Affordability of housing	35
Village character/charm	75	Pedestrian orientation	1
Size of the Village	51	Proximity/accessibility to Tollway	51
The people	74	Park system/District	27
Variety of housing	9	Rural character	86
Quality of housing	23	Convenience of Shopping	12

4. What are the physical elements or locations that best represent the special characteristics of the Village?

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**Housing and Residential Neighborhoods**

5. In your opinion, is there a sufficient range of housing options in Huntley?				
Yes	157	No	45	
If no, what options are lacking? (choose up to three)				
Single family on larger lots				43
Single family for young families and seniors (homes on small lots)				11
Townhouses				3
Apartments/condominiums: low density				7
Apartments/condos: medium or high density				1
Apartments/condos for seniors				7
Residential as part of mixed use development				4
6. What is your opinion regarding the new single family residential construction in the Village:				
a. are setbacks from the street sufficient?	Yes	134	No	38
b. are side yard setbacks sufficient?	Yes	97	No	72
c. is the density too great?	Yes	131	No	56
d. is the overall appearance attractive?	Yes	125	No	50
e. do buildings cover too much of the lot?	Yes	103	No	71
7. What is your opinion regarding multi-family construction in the Village:				
a. are setbacks from the street sufficient?	Yes	96	No	53
b. are side yard setbacks sufficient?	Yes	76	No	72
c. is the density too great?	Yes	117	No	48
d. is the overall appearance attractive?	Yes	91	No	64
8. In some new developments garages should be placed on the rear portion of the lot to preserve the traditional neighborhood streetscape (choose one)				
Strongly Agree	47	Mildly Disagree		32
Mildly Agree	49	Strongly Disagree		18
No Opinion	59			

9. How would you rate the appearance of the residential neighborhoods in terms of the following streetscape elements? (Circle one for each element: 5 is the highest and 1 the lowest rating.)

	Excellent				Poor
a. Landscaping	19	85	75	11	6
b. Street trees	23	68	54	29	19
c. Garages	6	51	113	16	6
d. Fences	6	36	84	37	15
e. Overhead Power Lines	6	20	63	46	51
f. Lamp Posts	16	61	89	31	12
g. General Appearance	5	68	70	10	5
h. Other:					

10. There should be more parks and open space preserved in new neighborhoods as the Village develops (choose one)

Strongly Agree	169	Mildly Disagree	5
Mildly Agree	38	Strongly Disagree	0
No Opinion	7		

11. Multiple family developments of apartments and condominiums accounted for approximately 22 percent of the homes in the Village in 1990. What is your opinion regarding the potential for approving additional apartment and condominium development between now and the year 2020? (choose one)

No additional multiple family developments should be approved under any circumstances.	82
Multiple family buildings should only be approved within and adjacent to the Village's business districts.	15
Multiple family units should only be approved as part of mixed use developments.	42
Multiple family buildings should only be approved at limited locations along the Route 47 Corridor and only then when such development is compatible with adjacent uses.	29
Additional multiple family development should be approved under the existing zoning regulations according to market demand.	39

**Business**

12. To what extent do you believe that it is important to preserve the traditional appearance of the Village downtown square area? (Circle one)

Very important	180	Not particularly important	9
Important	43	Not important at all	3
No Opinion	5		

13. Do you regularly shop in the Village?

Yes	142	No	60
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If not, why not?			
14. What commercial uses do you think are important in or near the downtown square? (Circle all that are applicable)			
Antique Stores	105	Florist Shops	84
Camera or Photographic Supplies	17	Gas Stations	48
Automotive Repair Stations	34	Major Grocery Stores	61
Bank or Financial Institutions	62	Laundry and Dry Cleaning Establishments	38
Real Estate Offices	31	Specialty Gifts	104
Professional/Medical Offices	82	Apparel and Shoe Stores	53
Barber Shops/Hairdressers	99	Pharmacies	112
Book Stores	96	Restaurants	162
Stationary/School Supplies	54	Sports Equipment	17
Other:			
15. Should the Village place a high priority on landscaping streets to mitigate the negative impacts of high traffic volumes? (choose one)			
Yes, definitely	103		
Yes, but not as a priority	75		
No opinion	18		
No, it would be too expensive	6		
No, it's not needed	7		

16. What do you think is the appropriate height of buildings in the commercial and office areas?							
a. Downtown: (choose one)							
5 stories	8	4 stories	9	3 stories	55	2 stories	132
b. Route 47 (north of Main): (choose one)							
5 stories	11	4 stories	27	3 stories	78	2 stories	85
c. Route 47(South of Main): (choose one)							
5 stories	14	4 stories	44	3 stories	81	2 stories	72
d. Small commercial nodes not in downtown or along the Route 47 Corridor (choose one)							
5 stories	10	4 stories	12	3 stories	75	2 stories	115
e. Tollway frontage properties							
35 stories	19	20 stories	34	10 stories	59	5 stories	81



17. To what extent would you support site plan review or design review for commercial buildings? (choose one)	
No, it's not needed.	6
Probably not, but I want to know more about the issues.	23
I have no opinion.	40
Probably yes, but I want to know more about the issues.	60
Yes. This issue definitely needs to be examined	77
18. Should Huntley plan for and aggressively pursue passenger train service and a station in the Village? (choose one)	
Yes, definitely	94
Yes, but not as a priority	57
No opinion	15
No, it would bring to much congestion from out-of-towners	23
No, it's not needed	20
19. If so, where do you think a passenger train station should be located?	
West of Route 47 on Coyne Station Road	51
East of Route 47 near Kreutzer Road	70
Downtown	37
There should be no commuter rail station located in Huntley	19
No opinion	19
20. In your opinion, are the number and size of commercial signs generally appropriate for the Village? (choose one)	
Yes, the visual impact of signs is appropriate for the character of the Village.	68
Yes, the visual impact reflects an appropriate balance between the needs of the Village and the business owner.	54
No opinion.	45
No. the visual impact suggests that there is an imbalance in favor of the business owner, but only fine tuning is required.	19
No, the visual impact reflects that there should be significant change in the sign regulations.	29
21. Do you think that adaptive reuse of the homes adjacent to the downtown square area for offices or small shops is appropriate? (choose one)	
Yes, this would definitely help preserve the historic character of downtown.	128
Yes, this would probably help the downtown, but it would attract more cars to the area and create additional congestion.	30
No opinion.	4
No, the homes are historic and should be preserved for residential uses.	17
No, this would not help the downtown and would create additional traffic congestion.	31

**Beautification and Open Space**

23. How would you rate the need for the following amenities for major streets in the Village? (Circle one for each amenity: 5 is the greatest need, 1 signifies that no improvement is required)					
	Greatest			Least	
a. Distinctive paving materials other than concrete or asphalt for selected streets	39	29	48	26	53
b. Additional seasonal flowers at key locations?	44	55	54	25	14
c. Decorative street lighting?	43	60	51	24	16
d. Tree Planting/Tree Replacement?	70	67	44	11	8
e. Burying power lines	111	34	30	13	8
f. More attractive entries to the Village?	74	57	49	28	10
g. Other:					
24. Specifically in relation to the Downtown square area, how would you rate the need for the following amenities. (Circle one for each amenity: 5 is the greatest need, 1 signifies that no improvement is required)					
	Greatest			Least	
a. Distinctive paving materials other than concrete or asphalt for selected streets	50	54	36	17	46
b. Decorative street lighting?	65	67	33	19	10
c. Ornamental signs to direct pedestrians and motorists?	35	55	53	28	19
d. Paving	33	41	69	28	13
e. Tree Planting/Tree Replacement?	66	60	46	9	9
f. Burying power lines?	112	35	27	13	8
g. More attractive entries to the Downtown gateways?	67	53	49	17	8
h. More landscaping?	47	52	52	21	11
i. Other:					
25. The protection of natural resources in the Village such as wetlands, floodplains and forests should be a high priority. (choose one)					
Yes					180
I have no opinion.					20
No					7
26. Do you support the use of tax dollars to acquire and preserve open space in the Village					
Yes, definitely.					92
Yes, if approved by referendum					94
No Opinion					6
No, definitely not.					15

**Community Vision**

27. Describe in key words or phrases what your “vision” is for the Village by the year 2020.

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28. What changes, if any, do you think will have to be made in the Village for your vision to be realized?

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**Final Comments**

Please use the space below to add any additional comments you may have

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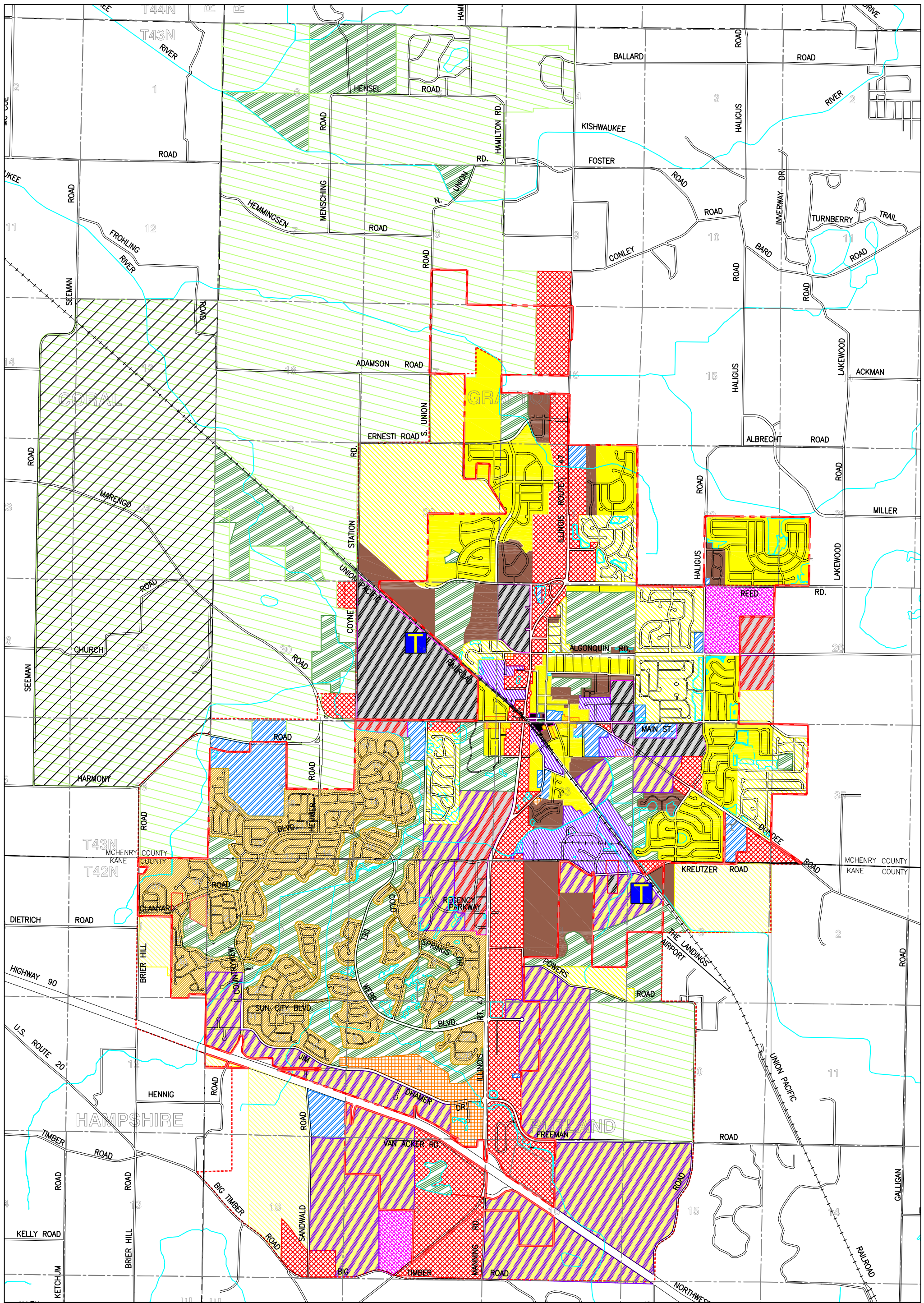
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**LEGEND**

**RESIDENTIAL**

- Rural Preservation (5+ Acres)
- Single Family Estate (1+ Acres)
- Single Family (12,600 SF +)
- Single Family (8,400 SF +)

- Adult Residential
- Duplex and Multiple Family

**COMMERCIAL, OFFICE and LIGHT INDUSTRIAL**

- Retail and Service Commercial
- Office
- Adaptive Reuse
- Health Care
- Mixed Use (Commercial/Office)
- Mixed Use (Business / Residential)
- Light Industrial
- Business Park

**OTHER**

- Proposed Transit Station
- Park, Conservation Districts, Environmentally-Sensitive Lands
- Government, Utilities, Institutional, and Cemeteries

Huntley Village Limits

Huntley Facilities Planning Area



**COMPREHENSIVE PLAN - LAND USE PLAN - NOVEMBER 17, 2011**