



Village of Huntley
COMPREHENSIVE PLAN
Planning Today for Huntley's Tomorrow

Adopted 04/24/2025





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WEDGES

1 INTRODUCTION AND CONTEXT

The Village of Huntley Board of Trustees and Plan Commission have worked with Village Staff to revise the Village's Comprehensive Plan originally adopted in 1990, with revisions in 2002, 2005, 2011(Land Use Plan) and 2012 (Transportation Plan), and various other studies and area plans being undertaken over the years. The **Huntley Comprehensive Plan** serves as a foundation for decision-making and is intended to help guide the Village over the next 20 years. The Plan creates a new vision to guide Huntley's future growth and to ensure development supports a high quality of life.

The planning process, initiated in August 2022, included an in-depth analysis of existing conditions and inclusive public engagement to identify issues and opportunities within the Village. This input indicated a strong desire to preserve the character of the Village, while attracting commercial and retail development within the Route 47 corridor and office, research and light industrial development near the I-90/IL Route 47 interchange. These components formed the basis for the vision, goals, and recommendations of this Comprehensive Plan.

Located along the Golden Corridor of Chicago's Northwest Suburbs, the Village of Huntley is among the fastest growing communities in McHenry and Kane Counties. Established in 1851 and incorporated in 1872, the Village has experienced continued growth through new residential subdivisions, downtown revitalization, and commercial and light industrial expansion. Over the past two decades, the Village has experienced significant population growth, development and job market expansion. Many opportunities for development and redevelopment remain. Therefore, the Village should address all relevant issues related to land use, transportation, recreation and development in preparation of a plan that is capable of steering the Village through changes in a manner that preserves and enhances the desired character and promotes economic development opportunities, while maintaining the excellent design standards of its new developments. The new **Huntley Comprehensive Plan** will help ensure that Village elected and appointed officials and staff have a strong foundation and guidance to work with residents, businesses, and stakeholders to lead the community into the future.

The Village's residents, elected and appointed officials, business community, institutions, and organizations all have a strong sense of stewardship for Huntley's success. Community organizations share a determination to make the Village a great place for all. The **Huntley Comprehensive Plan** will assist the Village with efforts to provide a high quality of life and a unique sense of place.

PURPOSE AND AUTHORITY

The **Huntley Comprehensive Plan** is the Village’s official policy document intended to guide and inform the long-range future decision-making of the community, primarily for matters related to land use, growth, and development. A comprehensive plan provides a unified future vision along with policies, goals, and recommendations necessary to achieve that vision. Authorized by Illinois State Law (65 ILCS 5/11-12-5), it informs development standards regarding land use, infrastructure, transportation, parks and recreation, and community services and facilities. It acts as the Village’s “roadmap” or “blueprint” to a better future. 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 **Huntley Comprehensive Plan** is long-range and intended to plan for a 10-20 year horizon. It is a tool for the community to help coordinate efforts and direct how the community grows over time. The Plan focuses on land use and development issues primarily within the Village’s municipal boundaries but may also include unincorporated land within 1.5 miles of existing corporate limits (known as “extraterritorial jurisdiction”), unless boundary agreements have been established.

RELATIONSHIP OF THE PLAN TO PREVIOUS PLANS

The development of this Plan continues the Village’s vision for long-range planning in the community that balances historical character and charm, while supporting appropriate and desirable growth. The challenge for this Plan is very different than with previous planning efforts managed by the Village in the mid-1990’s and early 2000’s, as Huntley has grown and evolved from a small rural Village into a vibrant community of almost 30,000 residents. However, the foundation of the Plan remains the same, as it is rooted in public participation that has been invaluable in creating this document. The Plan reinforces previous planning efforts, with the end goal to make Huntley the most desirable place to live and work within the region.

USING THE COMPREHENSIVE PLAN

The Huntley Comprehensive Plan serves several important functions for the Village and should be used on a regular basis by Village officials, staff, developers, and other stakeholders.

Communicates the Village's Vision

The Plan is a powerful statement of the community’s vision for how it should grow and evolve over the coming years. The Plan identifies the Village’s land use and development priorities and charts a path for long-term growth.

Informs Development Proposals

The Plan is a long-term guide intended to be used to measure public and private proposals that affect the physical, social, and economic environment of the community. The Plan guides and assists in the evaluation of public and private development proposals and helps ensure that proposed development supports the Village’s long-term objectives.

Provides a Foundation for the Regulatory Framework

The Plan is a foundation for zoning regulations, the official zoning map, and other decisions guided by these regulations. Zoning and development regulations can be effective implementation tools for helping to realize the recommendations of the Plan.

Coordinates Initiatives

The Plan guides and coordinates planning initiatives that affect the Village at the local, county, and regional levels. The Plan may aid and inform efforts related to housing, transportation, natural resources, economic development, community facilities and recreation.

Supports CIP and Budgeting

The Plan informs the development of the Village's Capital Improvement Programs (CIP) and budgeting processes by helping to establish priority expenditures and sequence capital improvement programming.

Identifies Future Studies

The Plan establishes a path forward but cannot address every issue faced by the Village in sufficient detail. It identifies additional studies and future action steps that may be needed to address specific issues.

Informs and Educates

The Plan is a valuable source of information to educate the community and provide important information that can assist with future initiatives. It is also an effective marketing tool that can be used to promote the community and highlight opportunities for investment.

PLANNING PROCESS

The Huntley Comprehensive Plan is the result of a multifaceted community-driven process that included data collection, community outreach, stakeholder consultation, professional analysis, visioning, goal setting, and development of plans and recommendations.

The process began by reaching out to Huntley residents, Village officials, business owners, property owners, service providers, and other stakeholders. Their comments and concerns, collected through a series of interviews, workshops, surveys, and online feedback, identified issues and opportunities to be addressed by the Plan. The planning process included the following seven steps:

Task 1: Project Kickoff

Prior to undertaking other public engagement activities, meetings were held with elected and appointed officials, key Village staff, and department heads to "kick-off" the planning process.

Task 2: Public Engagement

Public engagement included collecting feedback from members of the community on their recommendations, concerns, and ideas through meetings, workshops, and a variety of online tools. Focus groups, interviews and Joint Board of Trustees/Plan Commission meetings were conducted to gain a range of input from key community stakeholders.

Task 3: Existing Conditions

This task included data collection from the Village, community service providers, local agencies, and on-the-ground reconnaissance, which provided the foundation for analysis of existing conditions in Huntley.

Task 4: Vision and Goals

Based on the previous tasks in the planning process, this task established an overall "vision" for the future of Huntley to provide focus and direction for subsequent planning activities. This includes the vision statement, goals, and policies.

Task 5: Subarea Plans

The project team utilized four focus areas to discuss context-sensitive recommendations and policies, including land use and development frameworks, environmental considerations, urban design enhancements, and infrastructure improvements.

Task 6: Draft Plan Framework

A Village-wide framework, policies, and recommendations were established to address housing, economic development, transportation, community facilities, and infrastructure. This task is the core of the Comprehensive Plan, reflecting the community's vision for the Village.

Task 7: Final Plan Adoption

This task included the development of an implementation program utilizing the recommendations and policies completed in Task 6. Upon revisions from Village staff, officials, and public input, the final Plan was presented to the Plan Commission and Village Board of Trustees for consideration and adoption.



PUBLIC OUTREACH AND ENGAGEMENT

Community participation was an essential component of developing the new Comprehensive Plan, providing the foundation for the development of the Village's vision, goals, and objectives. Outreach gave residents, local businesses, Village staff, and community stakeholders a chance to be heard and an opportunity to take part in shaping the future of Huntley. Outreach activities and events included the following:

Joint Board of Trustees/Plan Commission Meetings

Five joint working meetings were conducted with the Village Board of Trustees and the Planning Commission to discuss the overall direction and policy issues facing the community.

Huntley Home, Business, and Wellness Expo

On March 18, 2023, the Huntley Home, Business, and Wellness Expo was held at the Huntley Park District Gym. The Expo invited residents from across the Village to learn more about available home and business services in the community. To capitalize on the event, members of the project team organized a booth to solicit input on the Plan.

Key Stakeholder Interviews

Key stakeholder interviews were conducted with individuals to gain first-hand insight into the community from a diverse range of perspectives.

Visioning Workshop

On July 17, 2023, the Village hosted a Community Visioning Workshop that was open to the entire community. The workshop allowed both residents and stakeholders to discuss ideas and provide visioning input to inform the goals, recommendations, and policies for the Plan.

Business Community Workshop

On June 27, 2023, the Business Community Workshop was held for members of the business community to provide input and feedback on their perception of Huntley and give ideas for the future of the Village.

Online Community Survey

The online community survey was available to all community members. In total, 346 respondents provided input regarding residential, commercial, and light industrial land uses, parks and recreation, image and identity, and community facilities within Huntley.



map.social

Using map.social, an online mapping tool, community members mapped over 122 points of interest through the planning process, which identified locations of existing assets, issues, and opportunities within Huntley. Participants created personalized maps that pinpointed the following elements:

- Community assets
- Public safety concerns
- Development priority sites
- Problematic intersections
- Undesirable uses
- Key transit destinations
- Desired uses/developments
- Poor appearance areas
- Bicycle and pedestrian paths
- Preservation areas
- Other (for elements not included in the categories above)

A variety of topics beyond land use were commented on during the public engagement process. It is important to note that the purpose of the Comprehensive Plan is to address land use issues related to continued growth and development within the Village. It is not intended to, nor does it, address all public policy issues and Village activities.

Key Outreach Takeaways

The following issues and concerns were widely discussed by participants throughout the engagement process.

Further Enhancement of the Downtown and More Entertainment Options

Huntley's Downtown is an increasingly attractive center of activity in the Village and region. Multiple participants expressed excitement with the variety of activities held in Downtown throughout the year and said that they enjoyed the shopping and restaurant options, but also said that there is room for improvement and expansion. As Huntley continues to grow, enhanced Downtown dining and entertainment options will be integral to the quality of life for current and future residents. Continually investing in this important area will be critical to the future success of the Village, according to participants.

More Housing Options

Huntley has experienced significant housing growth and development over the past 20 years, bringing new residents and economic activity to the community. New development has largely favored single-family housing. According to participants, to ensure the community is a home for residents at all stages of life, from young families to retirees, the community should support the construction of a diverse range of housing options, including apartments and attached townhouses/rowhomes.

Walking and Biking Infrastructure

Participants identified the need for more walking and biking infrastructure, such as paths, trails, and bike facilities, and the need for improved walking and biking network connectivity. According to participants, pedestrian infrastructure in the form of sidewalks, bike paths, and off-street hiking trails is important to the quality of life in Huntley.

Smart Growth

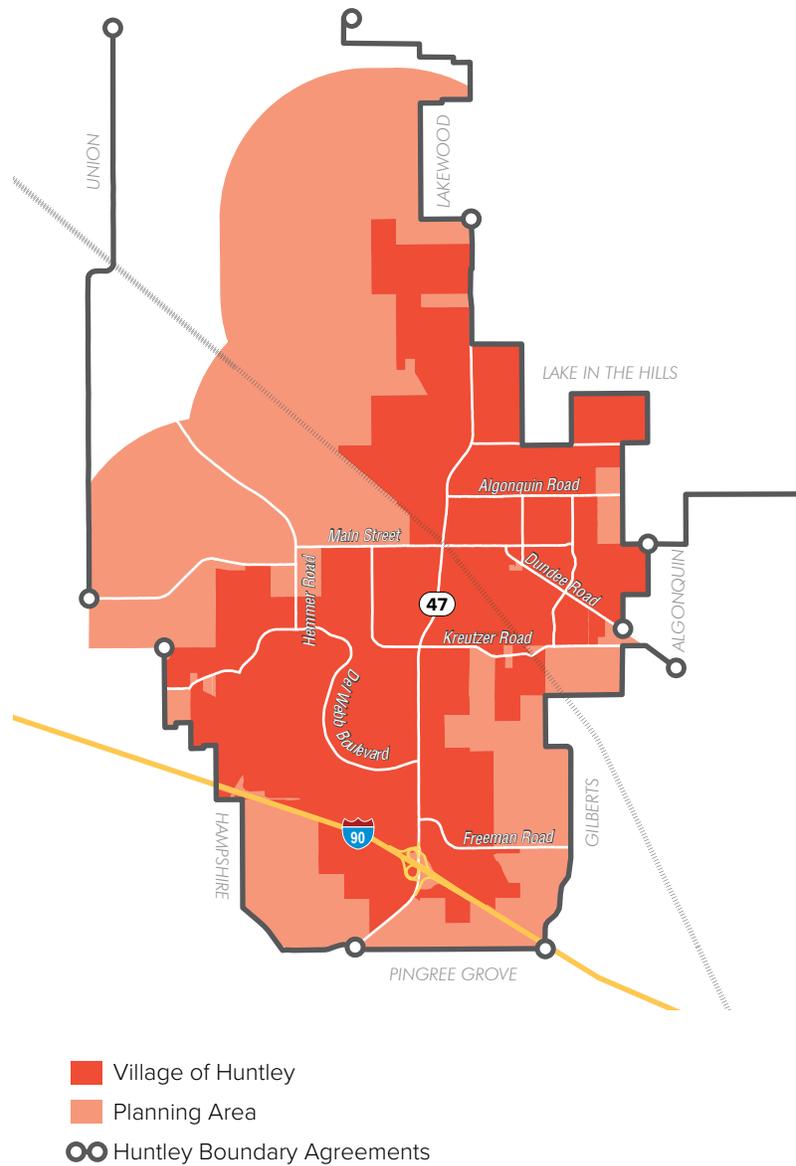
Many discussed the need for smart growth and discussed its impacts on transportation. Huntley is growing like many other nearby communities, and effectively accommodating that growth will be critical to the community's future success. According to participants, congestion and traffic safety concerns have been reported in multiple areas of the Village. Many stated that transportation planning to address traffic and improve accessibility will be among the most important issues going forward.

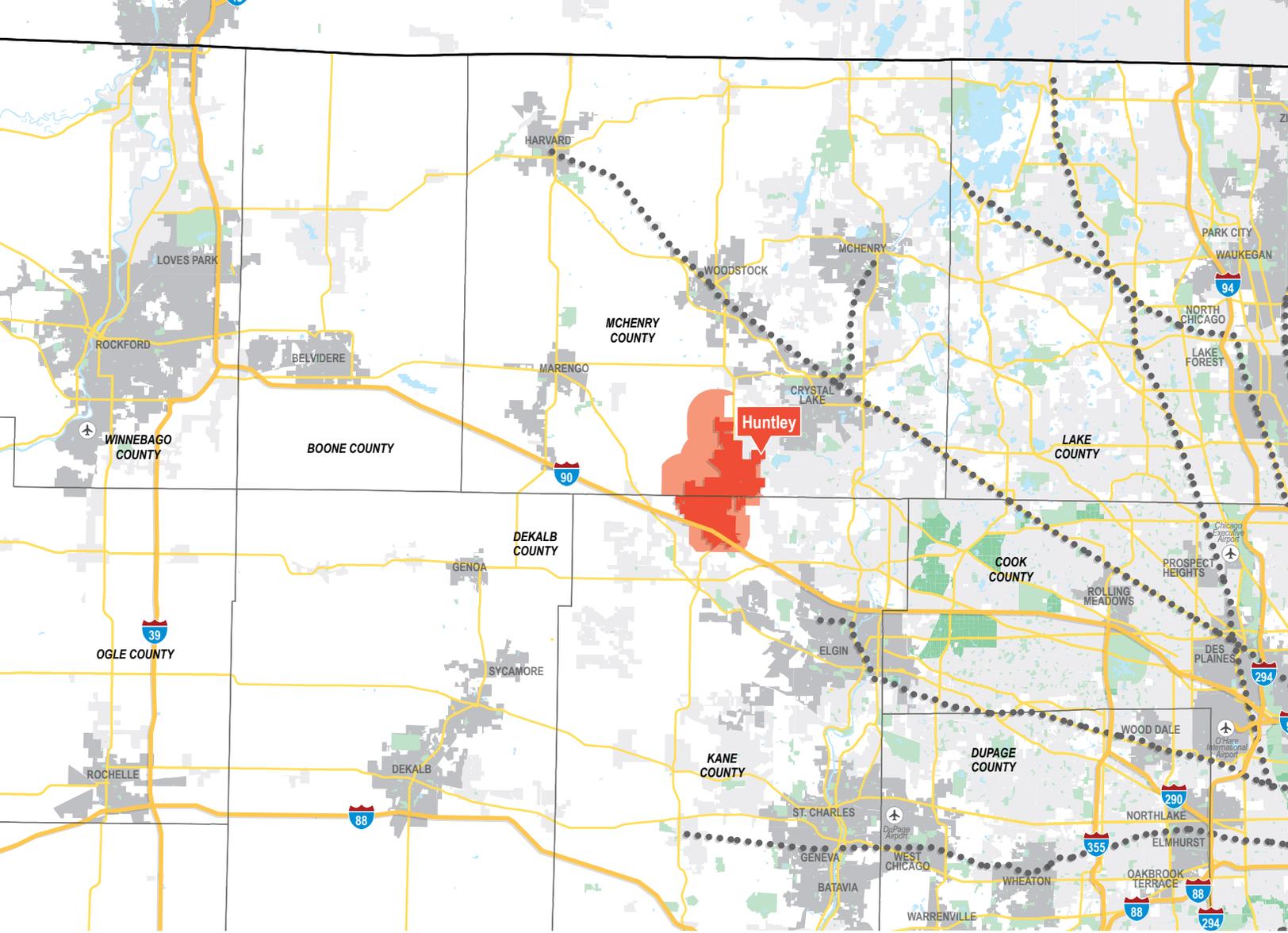
COMMUNITY SETTING

Planning Area

In the State of Illinois, per Illinois State Statute 65 ILCS 5/11-12-5, a community may plan for the area within the Village and within 1.5 miles from the current municipal boundary. That extraterritorial jurisdiction (ETJ) may not include areas already incorporated within another municipality or areas claimed through a formal boundary agreement.

The Village's existing boundary agreements allow for the development of mutual planning documents with adjacent municipalities where desired. Huntley has boundary agreements with Union, Lakewood, and Lake in the Hills to the north, Hampshire and Pingree Grove to the south, and Gilberts and Algonquin to the east. Potential areas for annexation are located northwest of the jurisdictional boundary along the east side of Seeman Road. Additional potential areas for annexation remain along the I-90 corridor to the north of Big Timber Road and west of Powers Road, as well as areas west of IL Route 47 and north of Main Street.





Regional Context

The Village of Huntley is located within McHenry County and Kane County and is part of the Chicago Metropolitan Area. Huntley provides residents access to open countryside, a reinvigorated historic downtown, established neighborhoods, desirable schools, and quality access to the broader region. IL Route 47 serves as the commercial spine of the community, and the full interchange at I-90 is surrounded by hundreds of acres of untapped development potential for additional commercial and light industrial development.

Chicago's O'Hare International Airport is 37 miles away, and Chicago Rockford International Airport is 42 miles away. Nearby access to Metra via Union Pacific Northwest (UP-NW) in Woodstock and Crystal Lake and Milwaukee District West (MD-W) in Big Timber and Elgin support opportunities for passenger rail travel.

- | | |
|--|--|
| Village of Huntley | Forest Preserves |
| Planning Area | Public Open Space |
| Cities | Major Water Bodies |
| Other Municipalities | Airports |
| State Lines | Highways |
| Illinois Counties | Primary Roads |
| | Metra Lines |



PAST PLANS AND STUDIES

The existing conditions analysis included a comprehensive review of all the Village's past plans and studies, as well as plans prepared by other community partners. The Comprehensive Plan acknowledges the value of these previous planning efforts and builds upon them where applicable as a part of the community's new vision.

Village of Huntley Comprehensive Plan (2011)

The Village of Huntley Comprehensive Plan was adopted in 2002 and was updated in 2011 to facilitate development and land use by 2020. The plan provides goals, objectives, and policies for environmental resources, utilities, land use, annexation, facilities, population, urban design, historic preservation, transportation, and subarea planning. The previous comprehensive plan intended to provide policy that accommodates growth in a manner that preserves the Village's charm and character.

Village of Huntley Commercial Design Guidelines (2006)

The Village of Huntley Commercial Design Guidelines recognize the need for high-quality design in commercial spaces. The guidelines establish a framework for development that promotes a quality, visually pleasing, and safe commercial environment. The guidelines in this plan intend to create a sense of place and branding to be utilized in the Comprehensive Plan for creating livable places.

Village of Huntley Transit-Oriented Guidelines (2009)

The Village of Huntley Transit-Oriented Development (TOD) Guidelines were developed to establish a set of design guidelines for a future transit station in the Village. The Regional Transit Authority (RTA) and the Village focused planning efforts on two sites: Coyne Station Road and Kreutzer Road. The TOD guidelines were written in response to an initial feasibility study conducted by Metra to evaluate a commuter rail service extension through the Village. The Village's TOD guidelines project was funded and coordinated by RTA's Community Planning Program, which encourages municipalities to create station area transit-oriented development plans that coincide with future rail or bus extensions.

Downtown Revitalization Plan (2010)

The Downtown Revitalization Plan provides the framework for Downtown Huntley to be a dynamic place by establishing it as the "heart" of the Village while creating a link to the Village's historic past. The plan acts as a policy guide for design and development in Downtown Huntley through establishing goals, analyzing existing conditions and trends, and creating a vision for the future physical, social, and economic characteristics of Downtown Huntley.

Kane County 2040 Plan (2012)

The Kane County 2040 Plan, adopted in 2012, has three main pillars: land use, health and transportation. The plan was intended to build on the past to meet the challenges of the future. The planning framework for the Kane County 2040 Plan is based on a conceptual land use strategy map. The map identifies three strategy areas: the Sustainable Urban Area, the Critical Growth Area, and the Agricultural/Food, Farm, Small Town Area. The portion of Huntley that is within Kane County falls within the Critical Growth Area.



TIF Downtown Redevelopment Plan (2013)

The Tax Increment Financing (TIF) Redevelopment Plan seeks to revitalize and promote development in Downtown Huntley. The plan includes rationale, objectives, and guidelines for using tax increment financing as a tool to drive redevelopment along Huntley's older retail and commercial districts and new development. The TIF comprises 184 acres and includes Downtown Huntley and the IL Route 47 corridor from Mill Street to just north of Algonquin Road.

I-90/IL Route 47 Gateway Plan (2017)

The I-90/IL Route 47 Gateway Plan is a response to the increase in commercial and light industrial development along the corridor, the completion of the full access I-90 interchange project, and the expiration of annexation agreements for certain subarea properties. The plan is an amendment to the Village's previous comprehensive plan and addresses residents' desire for organized and compatible development that accommodates a mix of commercial uses.

Kane County 2050 Long-Range Transportation Plan (2021)

The 2050 Long Range Transportation Plan is the long-term vision for Kane County that guides transportation development through the year 2050. The plan is an update to the previous long-range plan that was based on forecast year of 2020. The new plan was developed for forecast year 2050 based on projections of growth and travel demand and builds on previous planning efforts. The Plan identifies the long-term transportation needs in Kane County and provides strategies and implementation plans for transportation network improvements.

Comprehensive Water and Wastewater Systems Master Plan (2022)

The Comprehensive Water and Wastewater Master Plan evaluates system expansion utilizing recent historical water use trends as well as the Regional Water Supply Planning Group's water conservation recommendations to define practical reductions in projected water demands. The plan also assesses the condition and capacity of the Village's wastewater system, identifying impending regulatory challenges and wastewater treatment plant (WWTP) improvements needed to continue to operate and maintain both plants under current and near future regulations. It also plans out the expansion of the Village's sanitary sewer network throughout the Village's planning area but especially in the

southern service area south of I-90, and develops an implementation plan for the proposed improvements at the WWTPs.

Huntley Park District - Parks and Recreation Strategic Master Plan (2023)

The Huntley Park District developed the Parks and Recreation Strategic Master Plan to engage the public and private sectors and analyze the programs, facilities, amenities, and resources related to parks, recreation, and open spaces within Huntley. This plan offers a thorough understanding of the district, identifies assets within the community, assesses the condition of facilities, and develops goals to best serve Huntley moving forward.

McHenry County Moves 2050 (2024)

The McHenry County Moves 2050 Long-Range Transportation Plan addresses transportation access and mobility needs through 2050. The plan includes a number of key intersection and roadway extensions that impact the Village's transportation network. The plan is based off previous planning efforts led by the County including the McHenry County 2040 Long Range Transportation Plan, McHenry County Connection Pedestrian, Bicycle and Trails Master Plan, McHenry County Transit Plan, and the Chicago Metropolitan Agency for Planning (CMAP) ON TO 2050 Comprehensive Regional Plan.

McHenry County Comprehensive Plan (2025)

The McHenry County Comprehensive Plan is currently underway, anticipated to be adopted in 2025. This plan looks to address land use and development concerns. The Comprehensive Plan will additionally provide insights on other concerns, such as the lack of attainable and diverse housing stock, the retention of agricultural resources and the agriculture economy, improvements to the County's transportation system, and the protection of water resources.

DEMOGRAPHIC SNAPSHOT

The existing conditions analysis included an examination of the Village’s population demographics. This demographic snapshot presents the key findings that help shape the Comprehensive Plan’s recommendations.

Population

Huntley has experienced high population growth since the 1980s, and that growth is expected to continue.

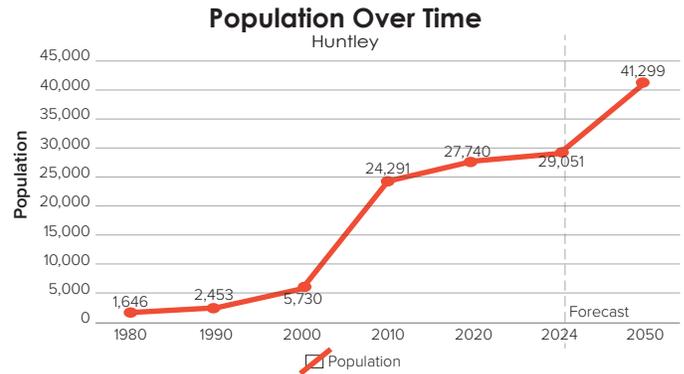
Age

Huntley’s median age has been increasing since 2000. The median age of Huntley’s population is 49.1 years of age. This is 10.4 years older than the median age of Illinois, which is 38.7 years. It is also older than that of Kane County, which is 38.3 years; McHenry County, which is 40.5 years; and the United States, which is 38.5 years of age. Del Webb’s Sun City active adult community, which was built between 1999 and 2013, is a significant contributor to the Village’s comparatively high median age.

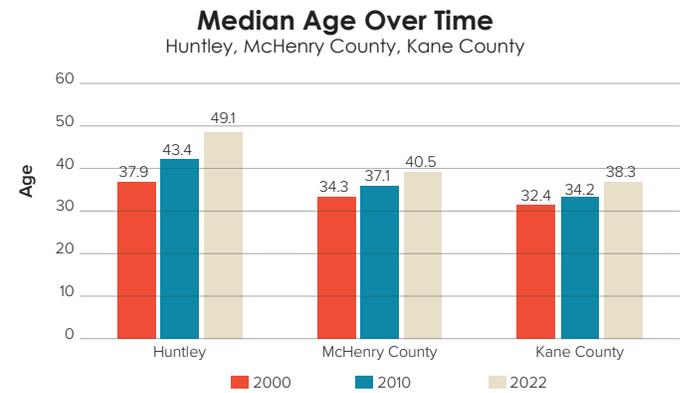
Income

The median household income in Huntley is growing. Households earning \$150,000 or more in Huntley experienced a rapid increase between 2010 and 2021, and households earning \$25,000 to \$49,999 fell in the past decade.

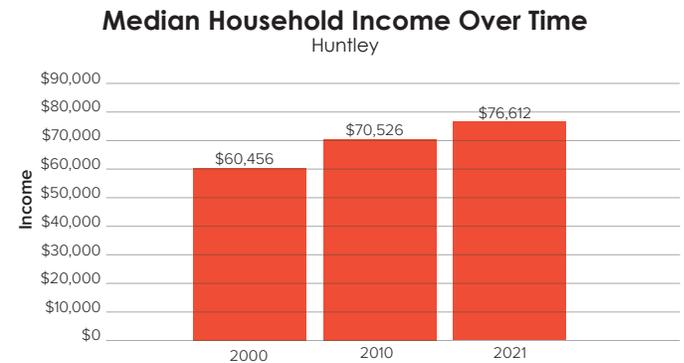
The 2021 median household income of Huntley is \$76,612. From 2000 to 2010, the Village’s median household income increased by 16.7% and increased the following decade by 8.6%. Income groups are evenly distributed throughout the Village, and households earning \$150,000 or more make up the largest income group (20.4%), followed by households earning between \$50,000 to \$74,999 (17.3%).



Source: U.S. Decennial Census and Chicago Metropolitan Agency for Planning



Source: 2000 and 2010 ACS 5-Year Estimates, and CMAP Community Snapshot 2024 Release



Source: 2000, 2010, and 2021 ACS 5-Year Estimates

Education

Education is important for job seekers as they inform companies and incoming businesses of the best area to locate their business and which employees they should hire. High educational attainment is also a gateway to improving one’s ability to earn a higher income and have more job options. Most of the Huntley’s student population, or 91.8%, are enrolled in public schools.

Jobs Located in Huntley

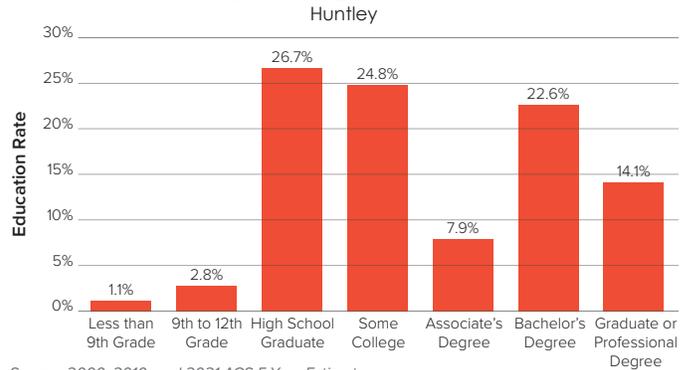
The Village experienced a steady increase in jobs within Huntley from 2010 to 2020. According to the US Census, the most popular job sector in Huntley is in Educational Services, followed by Manufacturing. Huntley reported 5,947 jobs in 2020, a 13.2% increase from the 5,255 jobs reported in 2010. The five employment sectors with the highest number of jobs in Huntley are Educational Services, Manufacturing, Health Care and Social Assistance, Retail Trade, and Wholesale Trade.

- Educational Services experienced a 10.7% increase in jobs, increasing from 1,504 jobs in 2010 to 1,657 jobs in 2020. Employees who work in the Educational Services sector in Huntley include those who work in Huntley Community School District 158, within one of the nine schools in the area.
- The Manufacturing sector grew from 580 jobs in 2010 to 866 jobs in 2020, which was a 49.3% increase.
- The Health Care and Social Assistance sector experienced an impressive 176.7% growth in jobs, growing from 219 jobs in 2010 to 387 jobs in 2020. This can mostly be attributed to the construction of Northwestern Medicine’s Huntley Hospital which opened in 2016.

Housing

The most common housing type in Huntley is single-family detached homes, making up 74.5% of the homes in the Village. Single-family attached units are the second most common housing type in Huntley making up 15.4% of the housing in the Village. U.S. Census Bureau defines multifamily as units with two to four, five to nine, or ten or more housing units within a building. Multifamily housing units make up just over 10% of the Village’s housing stock.

Level of Education



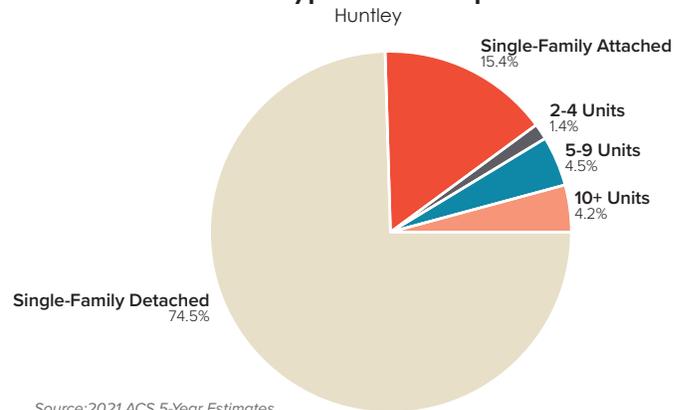
Source: 2000, 2010, and 2021 ACS 5-Year Estimates

Jobs Located in Huntley: Top 10 Employment Sectors (2020)

	Number of Jobs (2020)	Change Since 2010
Educational Services	1,657	10.17%
Manufacturing	866	49.31%
Health Care and Social Assistance	606	176.71%
Retail Trade	498	0.00%
Wholesale Trade	472	28.61%
Construction	385	-43.30%
Other Services (excluding Public Administration)	316	68.98%
Accommodation and Food Services	286	33.64%
Arts, Entertainment, and Recreation	187	-41.19%
Public Administration	168	12.00%

Source: 2020 US Census On the Map

Household Types for Occupied Units



Source: 2021 ACS 5-Year Estimates

EXISTING LAND USE

This section examines Huntley's existing land use and development patterns to generate an understanding of the Village's current context. Parcels within Huntley have been categorized into one of the following land use classifications, which can be seen on the Existing Land Use map.

Agriculture

Agriculture uses include land actively used to produce crops, raise livestock, grow orchards, and conduct farming-related activities. Farms devoted wholly or partially to agritourism and low-density single-family detached homes within the same parcel utilized for agricultural production are also included in this land use category. Agricultural land uses are generally concentrated on the municipal periphery.

Single-Family Detached

Single-family detached consists of single-family detached homes, each occupying an individual lot. This is the predominant residential land use type in the Village. Single-family detached includes both older established neighborhoods with traditional neighborhood patterns and newly planned subdivisions.

Single-Family Attached

Single-family attached includes structures where dwelling units share an exterior wall with at least one adjacent unit while maintaining a separate dedicated entrance for each unit. Single-family attached uses have been integrated into large single-family residential developments to provide a mix of housing types in the Talamore, Covington Lakes, Wing Pointe, Southwind and Sun City subdivisions. A new duplex/ townhome development consisting of 38 duplex units and 186 townhomes is under construction at Regency Square east of Sun City and west of IL Route 47. Other areas in the Village with single-family attached units are located on the north side of Algonquin Road, the south side of Douglas Avenue west of Ruth Road, and between Daniel Lane and Davey Drive.

Multi-Family

Multi-family includes residential structures with multiple dwelling units stacked vertically with shared entrances and corridors. The multi-family dwellings that exist are the Woodcreek Apartments, Cornell Luxury Apartments on Church Street, and units along Douglas Ave north of Ol' Timers Park. The newest multi-family community, Huntley Crossings Apartments, is a 293-unit development under construction on the east side of Route 47, just south of Powers Road. Multi-family uses can include a development complex with multiple buildings as well as a single building on an individual lot.

Mixed-Use

Mixed-use includes various uses within one building or development area. This typically looks like the vertical stacking of uses, often with commercial uses on the ground floor and office or residential uses on the upper floors. Mixed-use developments are primarily found in Downtown Huntley. A newly built mixed-use building is located on Coral Street on a site formerly owned by the Huntley Fire Protection District. Known as the Coral Street Fire House development, the four-story building includes a new 5,500 square-foot restaurant on the first floor and 18 apartment units above the restaurant. Several other buildings within the downtown include commercial uses on the ground floor and two-three apartment units above.

Commercial

Commercial uses include retail and service-based businesses such as shops, restaurants, banks, and gas stations. Many of these commercial uses in Huntley are centrally located along IL Route 47 and within the Downtown.

Office

Office uses may include small individual office buildings, large-scale office developments, and planned office parks. Notable office buildings include the Huntley Executive Center along Regency Parkway.

Light Industrial

Light industrial facilities include those involved in the manufacturing, processing, storage, and distribution of goods and materials. Notable light industrial uses include the Weber Manufacturing and Distribution Facilities and the Amazon Receive and Fulfillment Centers.

Institutional

Institutional land uses include a public or non-profit purpose such as places of worship, cemeteries, Village or other government facilities, or hospitals and health facilities. Northwestern Medicine Huntley Hospital campus is located on 110 acres at the northeast corner of Haligus Road and Algonquin Road and includes a 128-room hospital, immediate care center, health and fitness center, and medical office buildings.

Education

The education land use includes educational facilities such as public and private schools and daycare centers. Huntley High School, Leggee Elementary, Learning Tree, Kindercare, and Lighthouse Academy are educational land uses of note in the Village.

Parks and Open Space

Parks and open space uses consist of parks that provide active and passive recreation options and open space areas. Parks in Huntley include Deicke Park south of Mill Street, Ol' Timers Park south of Douglas Avenue, Tomaso Sports Park on Ackman Road, and many smaller neighborhood parks throughout the Village. The Kane County Forest Preserve District purchased +295 acres at the southwest corner of IL Route 47 and I-90 to be used for passive recreation purposes and owns additional land to the east of IL Route 47. The McHenry County Conservation District owns land along much of the Union Pacific railroad right-of-way.

Utilities and Transportation

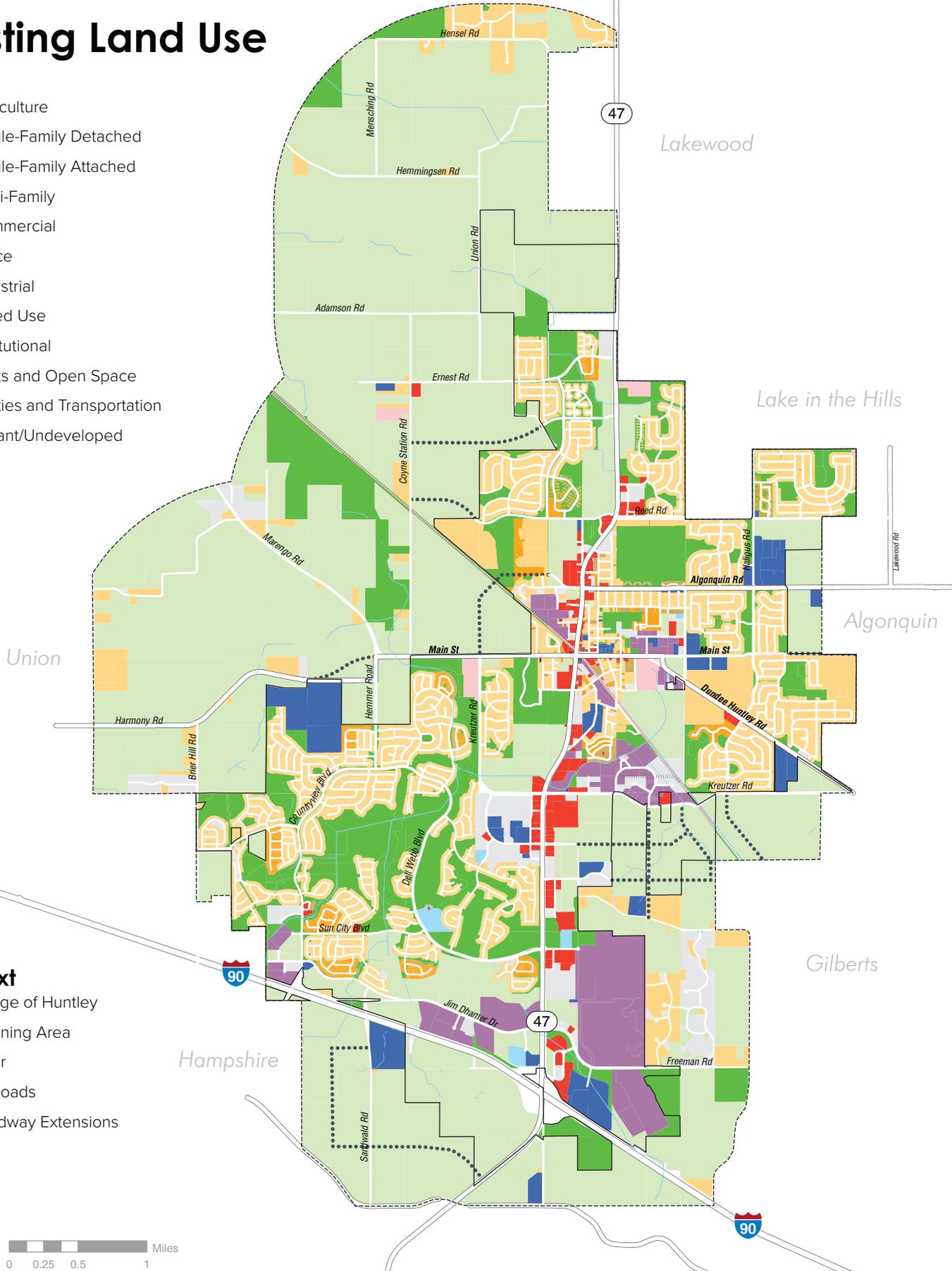
Utilities and transportation uses include land occupied by railroad lines and similar uses. The Union Pacific right-of-way and Commonwealth Edison right-of-way are examples of this land use in Huntley.

Vacant/Undeveloped

The vacant/undeveloped land use includes vacant sites within planned subdivisions, property adjacent to large businesses, and sites for future development but with no active site work occurring.

Existing Land Use

- Agriculture
- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Commercial
- Office
- Industrial
- Mixed Use
- Institutional
- Parks and Open Space
- Utilities and Transportation
- Vacant/Undeveloped



Context

- Village of Huntley
- Planning Area
- River
- Railroads
- Roadway Extensions



ZONING AND DEVELOPMENT REGULATIONS

This section examines Huntley’s existing zoning code to create an understanding of the Village’s current regulatory environment.

Estate Residential District (RE-1 and RE-2)

The purpose of these districts is to preserve and enhance low-density, rural areas in the Village. Examples of Estate Residential districts can be seen on Oakcrest Drive and in the northern rural areas of the Village. The RE-1 district is also utilized as the default zoning for many of the residential subdivisions that were developed as a planned unit development (PUD). In these cases, the PUD ordinances provide the framework and bulk regulations for the subdivision.

Single-Family Residential District (R-1 and R-2)

These districts are intended to provide, protect, and promote single-family detached housing. Specifically, the R-1 designation is designed to limit public and institutional uses within the neighborhood. Many R-1 and R-2 districts are concentrated around the center of Huntley and the east side bordering Haligus Road.

Duplex Residential District (R-3)

This district is designed to promote and maintain the development of detached and attached single-family housing and specific public and institutional uses. R-3 housing can be found north of Algonquin Road along North Church Street.

Townhouse Residential District (R-4)

This district provides an intermediate density and wider range of housing opportunities to fill in the gaps between single-family detached and multi-family housing. Townhomes in Huntley have been established within the Talamore, Covington Lakes, Wing Pointe, and Southwind subdivisions, and along Algonquin Road south of Pinecrest Golf Club and east of Ol’ Timers Park along Douglas Avenue.

Multiple Family Residence District (R-5)

This district is intended to create convenience and affordability in residential living and maintain the character of low-rise multi-family housing. R-5 provides infill around the main commercial area along Main Street and can also be found south of Daniel Lane, accommodating the Woodcreek Apartments.

Neighborhood Convenience District (B-1)

This district is intended to provide small-scale, local locations for frequented establishments supplying goods and services that predominantly serve the surrounding neighborhood. Uses typically include substantial buffering to incompatible uses and innovative design techniques to limit the size of buildings and preserve natural features. The limited number of B-1 districts in Huntley can be found along Algonquin Road at the intersections of North Church Street and Pinecrest Golf Club.

Highway Service District (B-2)

This district promotes large-scale commercial and institutional uses that serve the Village as a whole. These uses typically include larger-scale retail, service, entertainment, and institutional uses. The B-2 district predominantly runs along IL Route 47 to buffer surrounding uses from the roadway and within Downtown Huntley.

Shopping Center Business District (B-3)

This district is intended to provide for the development of high-volume, larger-scale, and more intense commercial uses along major streets that serve the entire Village and surrounding areas. B-3 districts are primarily located along the IL Route 47 corridor.

Adaptive Reuse Business District (B-4)

This district is intended to retain the residential character and appearance of properties along the east and west Main Street corridor and adjacent to Downtown Huntley while also promoting business activity through the establishment of small shops and offices. Uses are characterized by limiting traffic volumes, parking, and exterior advertising. Where structures need replacement the new buildings or additions should have a similar character and appearance to the surrounding area. This unique district can be seen along Main Street at the intersections of Grove Street and Myrtle Street.

General Office District (O-1)

This district is intended to provide land for the development of high-quality office development that is consistent with the character of the adjacent community. O-1 districts are in the north half of Huntley and mainly concentrated along Main Street and Ruth Road.

Health Care District (HC)

This district is intended to establish areas that protect and support public health and the environment, promote public safety, comfort, and general welfare of the Village. The only HC district is the Northwestern Medicine Huntley Hospital site south of Reed Road at Haligus Road and Algonquin Road.

Manufacturing District (M)

This district is intended to provide for small and large-scale light industrial and office developments. Many of the M-zoned properties are located along Kreuzer Road and centrally around Main Street.

Office/Research Industrial District (ORI and ORI-1)

These districts are intended to provide for office, research, and light manufacturing uses in high-visibility locations in close proximity to the I-90 corridor. ORI is distinguished from ORI-1 by providing a greater range of uses on smaller sites. ORI and ORI-1 districts are located along both sides of Freeman Road.

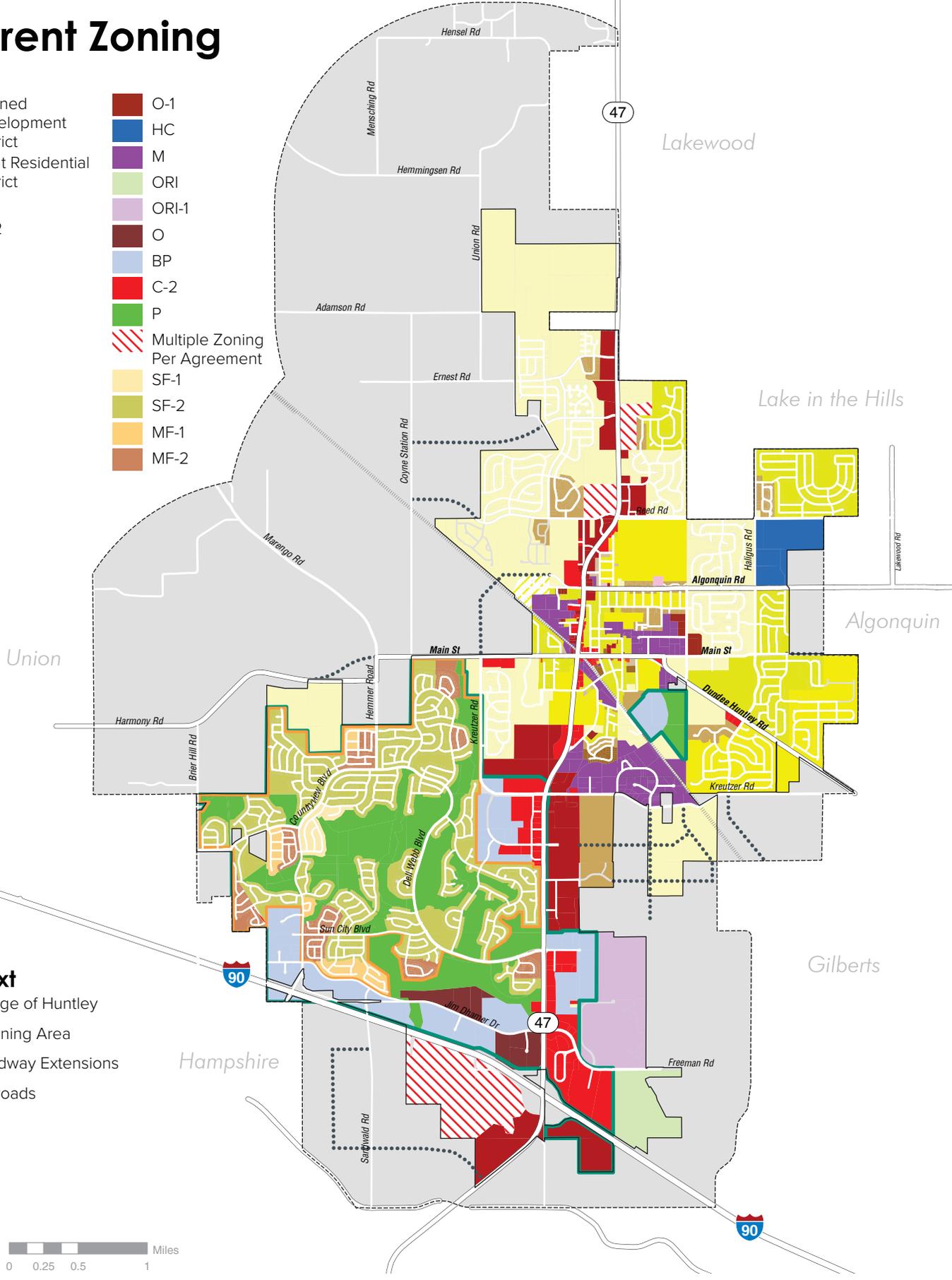
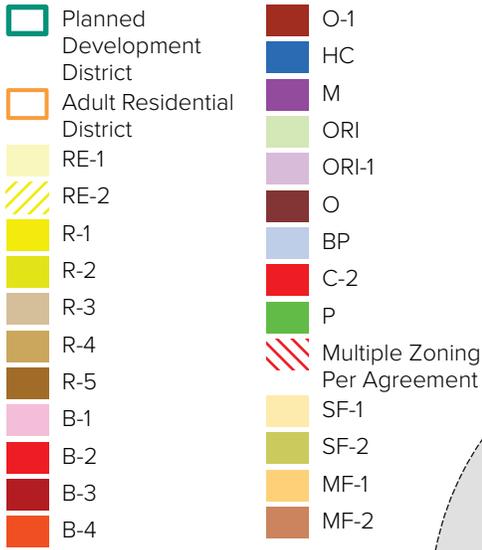
Planned Development Districts

The Planned Development District was established to set design standards and appropriate uses for development of commercial, office, business park, and residential development within Sun City and adjacent areas within the Kane County portion of the Village. The following zoning districts are located within the PDD:

- (ER) Estate Residential District
- (ER-1) Estate Residential District
- (ER-2) Estate Residential District
- (SF-1) Single Family Residential District (a density of not more than 5.2 dwelling units per net acre)
- (SF-2) Garden Residential District (a density of not more than 7.9 dwelling units per net acre)
- (MF-1) Villa Residential Development (a density of not less than 12 nor more than 16 dwellings per net residential acre)
- (MF-2) Multi-Family Residential Development (a density of not less than 16 nor more than 24 dwellings per net residential acre)
- (C-1) Neighborhood Retail District
- (C-2) Regional Retail District
- (O) Corporate Office District
- (BP) Business Park District
- (E) Extraction District
- (P) Park And Open Space Development (public and private parks, wetlands, lakes, ponds, creeks, drainageways, golf courses, greenways, pedestrian pavements and landscape zones)

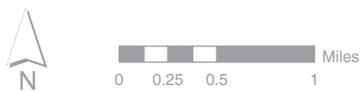
The primary zoning designations within the Sun City subdivision are SF-2, MF-1, MF-2, and P. Areas adjacent to Sun City are zoned SF-2, C-2, O, and BP. One other small area zoned PDD is located within the McHenry County portion of the Village and includes BP and P zoning, but remains undeveloped.

Current Zoning



Context

-  Village of Huntley
-  Planning Area
-  Roadway Extensions
-  Railroads





2 COMMUNITY VISION

VISION, GOALS, AND OBJECTIVES

Driven by community and stakeholder input, this chapter details the Comprehensive Plan's vision and goals, which provide the framework for planning recommendations, policies, projects, and actions expressed within the document.

Overview

Vision Statement

The **Vision Statement** is an aspirational narrative that paints a picture of what the Village can achieve following the adoption of the Comprehensive Plan. The narrative expresses the community's collective desires and serves as the foundation for the Plan's goals, recommendations, and policies. It is an end goal that the Village should work toward over the next 20 years.

Goals and Objectives

The **Goals** are broad, long range, and describe desired results. They represent an ambition to be sought and require the culmination of many smaller actions to be fully achieved. **Objectives** describe more specific actionable steps that should be undertaken in order to advance the overall goals. They provide more precise and measurable guidelines for planning action.

VISION STATEMENT

Huntley will continue to be a prosperous and inviting community that is highly regarded as one of the most attractive places to live in Illinois. People will choose to live in the Village because it offers a diverse range of quality housing options, a variety of employment opportunities, a vibrant downtown, and overall charm and high quality of life, all within easy access to the broader Chicago region. Housing in Huntley will be both attractive and attainable, with options for people at all stages of life, from recent graduates and young families to seniors. The Village will continue to be known for its business-friendly environment, which supports both large and small companies that capitalize on the community's strategic location. Improvements to roadways and the area trail network will connect residents to one another and to activity nodes like Downtown Huntley, while transportation improvements will enhance Huntley's connections to the greater region. Huntley will be a place where residents and businesses thrive, where everyone feels a sense of belonging, and where the quality of life is exceptional.

GOALS AND OBJECTIVES

The Goals and Objectives section is organized by the key planning topics that emerged throughout the planning process. The primary goal, which all other goals support, is to enhance the quality of life in the Village.

Housing and Neighborhoods

Goal

Provide a variety of high-quality housing options that meet the needs of all residents, enhance neighborhood vitality, and promote attainability.

Objectives

- Foster the development of amenity-rich, high-quality neighborhoods.
- Introduce context-sensitive housing options that provide for greater housing choice while maintaining the single-family character of the Huntley community.
- Promote walkable mixed-use development and infill housing in Downtown Huntley and maintain positive momentum in the district.
- Prioritize infill development in built-up areas.
- Continue utilizing the Planned Unit Development entitlement process to promote creative designs that preserve natural features and provide sufficient open space for recreation and community purposes.
- Consider multi-family housing options in targeted locations.

Economic Development

Goal

Encourage economic growth and job creation by focusing on new businesses of all sizes and expanding entertainment options.

Objectives

- Where appropriate, use economic development tools to facilitate desired commercial developments.
- Facilitate new commercial development on vacant lots along IL Route 47, as well as on adjacent undeveloped outlots.
- Where appropriate, encourage adaptive reuse of existing buildings and redevelopment opportunities.
- Coordinate with developers to strategically implement public spaces in new development and support the creation of additional unique entertainment venues.
- Continue to support light industrial businesses to ensure they remain key parts of the Village's thriving economy for years to come.

Transportation and Mobility

Goal

Provide a safe, efficient, and accessible transportation network that accommodates all modes of travel.

Objectives

- Widen and realign Kreutzer Road from IL Route 47 to Haligus Road.
- Improve the intersection of Kreutzer Road and Huntley-Dundee Road.
- Plan for additional east-west connections across IL Route 47, including the extension of Reed Road and the western extension of Algonquin Road.
- Coordinate with IDOT to optimize the flow of traffic on IL Route 47 from I-90 north to Reed Road.
- Coordinate with RTA, Metra, and Pace Suburban Bus to explore transit options in Huntley.
- Maintain and enhance bike and pedestrian connections and expand the active transportation network to connect neighborhoods to commercial areas, service providers, and Downtown Huntley.
- Continue to monitor parking within Downtown Huntley and expand parking opportunities when possible.
- Construct additional multi-use pedestrian connections, including multi-use paths along Kreutzer Road and West Main Street.

Community Facilities and Infrastructure

Goal

Provide facilities, services, and infrastructure that both meet the needs of current residents and lay the groundwork for continued investment and growth.

Objectives

- Continue to ensure that the Village's water and wastewater infrastructure meets the needs of current and future residents and businesses as Huntley grows.
- Coordinate with utility and broadband providers to continue to improve and expand service in Huntley's neighborhoods and business districts to support residents who work from home and foster a vibrant economic environment.
- Maintain and strengthen relationships with community service providers by supporting their operations and partnering to provide services or acquire resources.
- Continue to coordinate with the Huntley Community School District 158 to ensure the community remains well served by high-quality public education.

Parks, Open Space, and Environmental Features

Goal

Protect and preserve Huntley's parks and open spaces and expand recreational opportunities for residents to connect with the natural environment.

Objectives

- Partner with the Huntley Park District to plan for the strategic acquisition of parkland for existing and future neighborhoods not located within a park service area.
- Continue to plan for ample green space and landscaping as part of new development throughout the Village to reinforce the community's natural character.
- Connect parks and recreation areas with trails on existing rights of way and through neighborhoods where possible to support a more connected park system.
- Preserve and establish greenways, open space, and park areas as part of future development.

Regional Growth Goals

In 2022, the Chicago Metropolitan Agency for Planning (CMAP) approved "ON TO 2050", a comprehensive plan that guides regional priorities and transportation investments in northeastern Illinois. It identifies goals and recommendations as to how the northeastern Illinois region will address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. The plan builds on CMAP's first comprehensive regional plan, GO TO 2040 approved in 2018, and offers specific direction where needed and identifies additional priorities.

Principles

- **Inclusive Growth:** Growing the economy through opportunity for all.
- **Resilience:** Preparing for rapid changes, both known and unknown.
- **Prioritized investment:** Carefully target resources to maximize benefit.

Goals

- **Community:** Strategic and sustainable development, reinvestment for vibrant communities, and development that supports local and regional economic strength.
- **Prosperity:** Robust economic growth that reduces inequality and responsive, strategic workforce and economic development.
- **Environment:** A region better prepared for climate change, an integrated approach to water resources, and development practices that protect natural resources.
- **Governance:** Collaboration at all levels of government, capacity of governments to provide a strong quality of life, and data driven and transparent investment decisions.
- **Mobility:** A modern, multimodal system that adapts to changing travel demand, a system that works better for everyone, and making transformative investments.



3 LAND USE AND DEVELOPMENT

The Village of Huntley is characterized by its appealing neighborhoods, thriving commercial districts, Historic Downtown, and proximity to beautiful natural areas and open spaces. It stands out across Illinois as an attractive residential destination, offering a growing variety of housing options in a beautiful setting. Similarly, Huntley offers active commercial areas that host retail, restaurant, office, and service uses that meet the needs of residents and the surrounding communities and region. Huntley's employment sector is strong with Northwestern Medicine's Huntley Hospital Campus, light industrial uses, and businesses taking advantage of available land for development and proximity to I-90 and the connected regional network. The Land Use Plan for Huntley aims to highlight the Village's strengths, capitalize on existing land use patterns and regional location, and provide guidance for development and redevelopment.

This chapter outlines long-term policies and recommendations for encouraging high-quality and compatible residential, commercial, and light industrial developments. Additionally, it underscores the importance of preserving and enhancing open spaces and environmental resources within the Village by prioritizing infill development.



PLANNING AREA

The planning area for the Huntley Comprehensive Plan is comprised of the Village of Huntley municipal boundary, the extraterritorial jurisdiction (ETJ) to the west and north of the Village, and areas to the south and east that have been determined by boundary agreements. The unincorporated areas within the ETJ and areas subject to boundary agreements have the potential to be annexed to the Village at some point in the future.

Extraterritorial Jurisdiction (ETJ)

In the State of Illinois, per Illinois State Statute 65 ILCS 5/11-12-5, a community may plan for the area within 1.5 miles from the current municipal boundary. That extraterritorial jurisdiction (ETJ) may not include areas already incorporated within another municipality or areas claimed through a formal boundary agreement.

Boundary Agreements

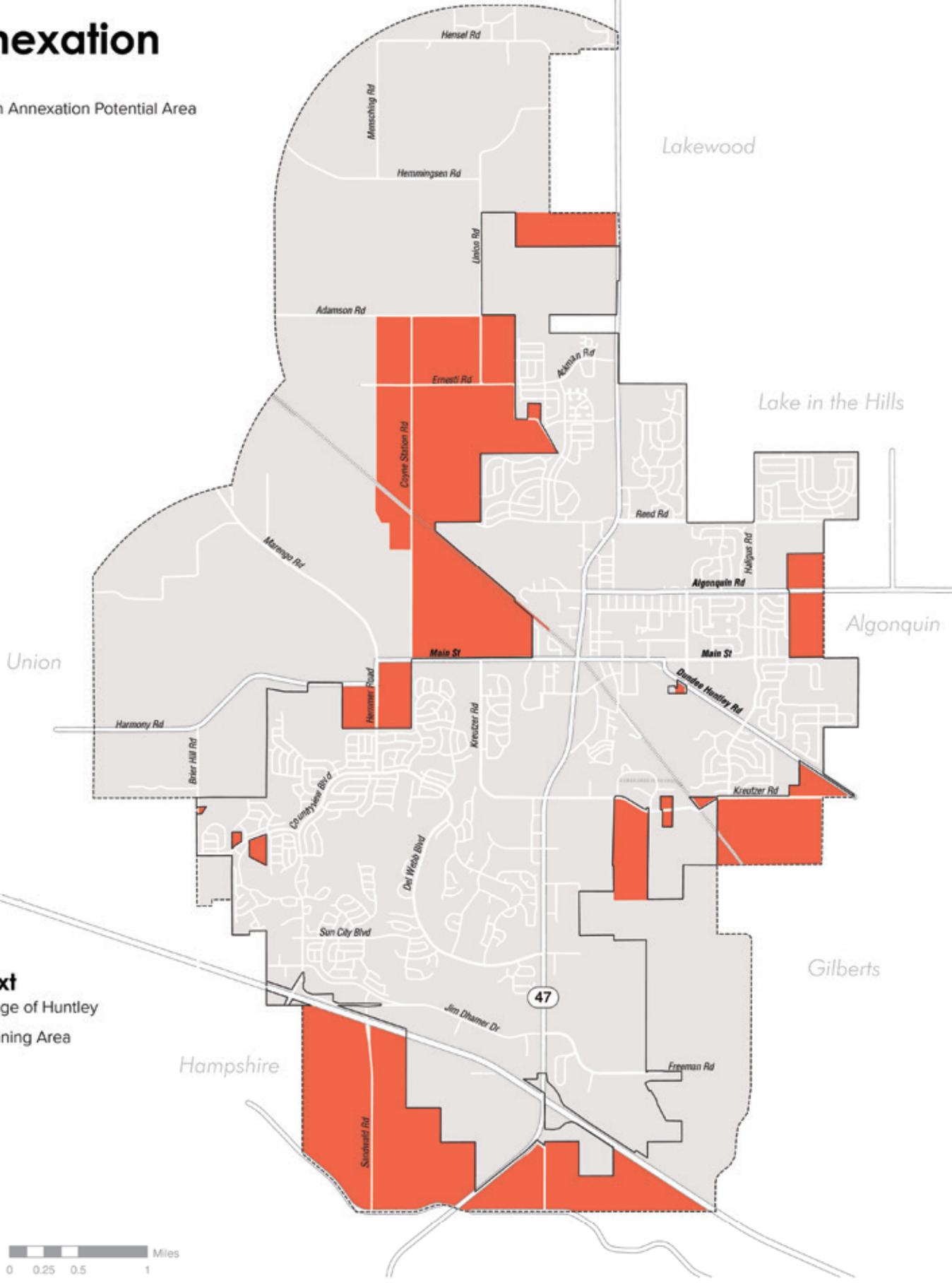
The Village's existing boundary agreements allow for the development of mutual planning documents with adjacent municipalities where desired. Huntley has boundary agreements in place with Union, Lakewood, and Lake in the Hills to the north, Hampshire and Pingree Grove to the south, and Gilberts and Algonquin to the east.

Annexation Potential

The Village's planning area includes potential areas for annexation located northwest of the jurisdictional boundary and along West Main Street. Areas south of I-90 and north of Big Timber Road are also potential annexation areas, although the Kane County Forest Preserve has already acquired some of this area to the east of IL Route 47. The Village's planning area also includes unincorporated properties north of I-90 and west of Powers Road; however, annexation may be impractical due to existing land uses and environmental conditions. When appropriate the Village should consider annexation of priority parcels on its periphery along Kreutzer Road south of the Wing Pointe subdivision, along Algonquin Road to the east and southeast of the Northwestern Medicine Huntley Hospital Campus, and parcels adjacent to Hemmer Road.

Annexation

 High Annexation Potential Area



Context

-  Village of Huntley
-  Planning Area





FUTURE LAND USE PLAN

The future land use plan provides a framework for land use and development for all properties within the Village and its planning area. Parcels within the Village and planning area have been assigned one of 11 land use designations. These designations cover the full range of land uses in Huntley and offer flexibility for creative, individualized approaches to development that are consistent with the community's vision and goals.

Single-Family Detached

Single-family detached residential consists of individual residences, each occupying separate parcels. Single-family neighborhoods will continue to form the core of Huntley's housing stock, including planned subdivisions, historic neighborhoods surrounding downtown Huntley, and rural estates. Context-sensitive single-family attached housing that is limited in scale is also appropriate within single-family neighborhoods.

Key Recommendations

- Future single-family development should primarily consist of 10,000 – 12,000 square foot lots organized into walkable blocks.
- Where appropriate, consideration should be given to providing a mix of lot sizes less than 10,000 – 12,000 square feet to provide greater housing diversity and attainability based on creative design features.

Single-Family Attached

Single-family attached residential includes structures where dwelling units share an interior wall with at least one adjacent unit while still maintaining a separate dedicated entrance for each unit. Single-family attached uses can provide a transition district between lower-density residential areas and multi-family or non-residential areas along major corridors. Single-family attached units provide opportunities to expand housing options while retaining the overall character of Huntley's single-family neighborhoods.

Key Recommendations

- Encourage architectural designs for single-family attached homes that incorporate distinctive architectural features and innovative design elements.

Multi-Family

Multi-family residential includes residential structures with multiple dwelling units stacked vertically with shared entrances and corridors.

Key Recommendations

- Multi-family should be implemented near non-residential uses and amenities where a walkable environment can be achieved and infrastructure can support greater density.
- Multi-family should generally not be located on the frontage of major corridors, including IL Route 47, as these parcels should be reserved for commercial uses. In such cases where multi-family might be considered for planned commercial sites, it should be in the form of a mixed-use development.



Mixed-Use

Mixed-use includes various uses within one building or development area. When within one building uses are typically stacked vertically, with commercial uses on the ground floor activating the pedestrian realm and offices or residences on the upper floors. In a development area, the commercial space is easily accessible to pedestrians from the residential component of the project as well as by vehicle.

Key Recommendations

- Mixed-use development should be implemented in key areas within Huntley where more pedestrian activity and commerce are desired.
- Consider parcels along Main Street and its intersection at IL Route 47 for additional mixed-use development that preserves the Village’s economic core while creating a live-work-play environment.

Commercial

Commercial uses include retail and service-based businesses such as shops, restaurants, banks, offices, salons, and gas stations.

Key Recommendations

- Commercial uses should continue to be established along major corridors, including IL Route 47, to provide better access and mobility for customers and businesses.
- Commercial areas should follow appropriate scales and intensities dependent on adjacent parcels and surrounding community character.
- Smaller-scale commercial development should be considered at key intersections in residential areas to provide convenient local access to goods and services.
- Neighborhood commercial development should be appropriately screened and buffered from adjacent residential uses.

Business Flex

Business flex uses include buildings that maintain a combination of office/retail space with a warehouse or storage area within the building. Business flex buildings are typically single-story structures but can materialize in a variety of architectural styles and layouts.

Key Recommendations

- Business flex should be located within the Village’s southern growth area along IL Route 47 and Jim Dhamer Drive, supporting existing businesses and attracting new development.
- Update the Commercial Design Guidelines to include design criteria for business flex to ensure compatibility between adjacent land uses.

Light Industrial

Light industrial uses include facilities involved in the low-intensity manufacturing, processing, storage, and distribution of goods and materials. Existing light industrial uses within Huntley range between large distribution centers and small industrial parks. Light industrial uses promote economic development and diversify the Village’s land uses, creating a well-rounded community.

Key Recommendations

- Light industrial uses should be located near the I-90 / IL Route 47 full interchange to provide easy access to the regional transportation network and limit potential traffic impacts to other areas of the Village.
- Light industrial uses should be appropriately buffered and screened from adjacent land uses with landscaping, berming, and solid fencing at a minimum.
- Update the Commercial Design Guidelines to include design criteria for light industrial to ensure compatibility between adjacent land uses.



Public/Semi-Public

Public/Semi-Public uses include local government uses, municipal facilities, schools, places of worship and assembly, and community service providers such as Northwestern Medicine, Deerpath Supportive Living, and Alden Estates Rehabilitation Center. These uses provide essential facilities and services to the community. Public/semi-public uses are typically compatible with residential areas, but may require location considerations and design/site enhancements to mitigate any impacts and compatibility issues with adjacent or nearby uses.

Key Recommendations

- Public/Semi-Public uses should be appropriately buffered and screened from adjacent land uses with landscaping, berming, and solid fencing at a minimum.

Parks and Open Space

Parks and open space uses include outdoor recreational areas, parks and outdoor gathering spaces, and other natural areas and open spaces that are preserved or maintained as such. Huntley's open space and natural features contribute significantly to its overall character and the quality of life enjoyed by residents.

Key Recommendations

- The Village is well served by its neighborhood and community parks and should look for opportunities to develop new recreational open spaces in new residential subdivisions, as well as upgrade existing facilities.
- Natural areas in the heart of the Village should be preserved and enhanced.

Utilities and Transportation

Utilities and transportation uses include local infrastructure and right-of-way easements for essential services within Huntley. Parcels associated with utility services include the Village's wastewater treatment plants and ComEd substations and utility line right-of-way.

Agriculture

Agriculture uses include land actively producing crops, raising livestock, growing orchards, and conducting farming-related activities, including agritourism.

Key Recommendations

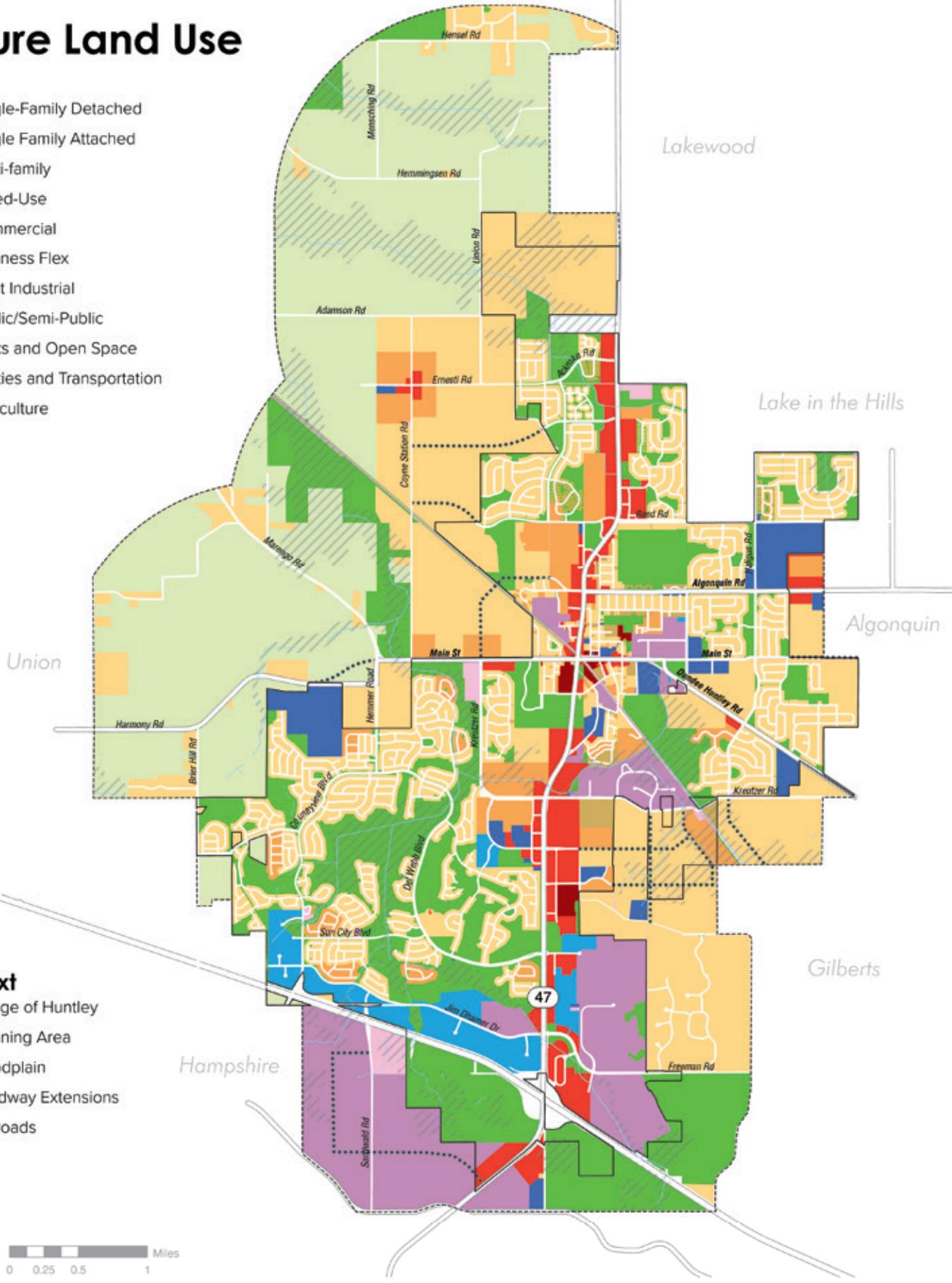
- The Future Land Use map designates areas to be preserved for agricultural uses within the Village's planning area that should not be developed until development opportunities in areas contiguous to established portions of the community have been mostly exhausted.

Future Land Use

- Single-Family Detached
- Single Family Attached
- Multi-family
- Mixed-Use
- Commercial
- Business Flex
- Light Industrial
- Public/Semi-Public
- Parks and Open Space
- Utilities and Transportation
- Agriculture

Context

- Village of Huntley
- Planning Area
- Floodplain
- Roadway Extensions
- Railroads



GENERAL PLAN FOR GROWTH

It is essential that the Land Use and Development Plan serves as a general guide for the growth and development of Huntley, laying the groundwork for future decision-making. This plan is not intended to be a site-specific development blueprint. While it provides specific guidance on land use decisions, it remains flexible to accommodate creative approaches to land development consistent with the policies and guidelines outlined in the Comprehensive Plan.

Huntley presents multiple development opportunities, most notably along IL Route 47 and Downtown. The Village should continue to emphasize quality design and construction as desired specific end uses are sought, ensuring that developments align with the goals outlined in the Comprehensive Plan.

Growth Strategy Areas

The growth strategy areas establish long-term priorities for future growth in the planning area with an emphasis on leveraging existing infrastructure within Village limits. It encourages infill development and promotes policies to avoid leap-frog development. For example, vacant and undeveloped properties throughout the Village should be developed to take advantage of existing utilities and infrastructure while also complementing existing development patterns. The growth strategy areas should be developed in accordance with the Land Use Plan.

Moderate Density Increase

This area in the heart of the community includes Downtown Huntley and adjacent neighborhoods. These areas are well suited for moderate density increases in the coming decades to accommodate housing demand and make the Village a more vibrant community. Future residential uses in the area could include both single-family homes, as well as attached homes and small multi-unit buildings. Future commercial uses should be more experiential in nature, with an emphasis on restaurant and retail uses.

Priority Infill Areas

There is a significant volume of development potential available at infill sites and undeveloped areas within the Village. As development gradually occurs, these parcels should be given priority because they are generally located near existing development and infrastructure.

Secondary Infill Areas

The Secondary Infill Area includes potential future growth areas along the edge of the municipal boundary that are likely to eventually experience development. These areas are intended to grow after the Village has been largely built out.

Preserve and Maintain Character

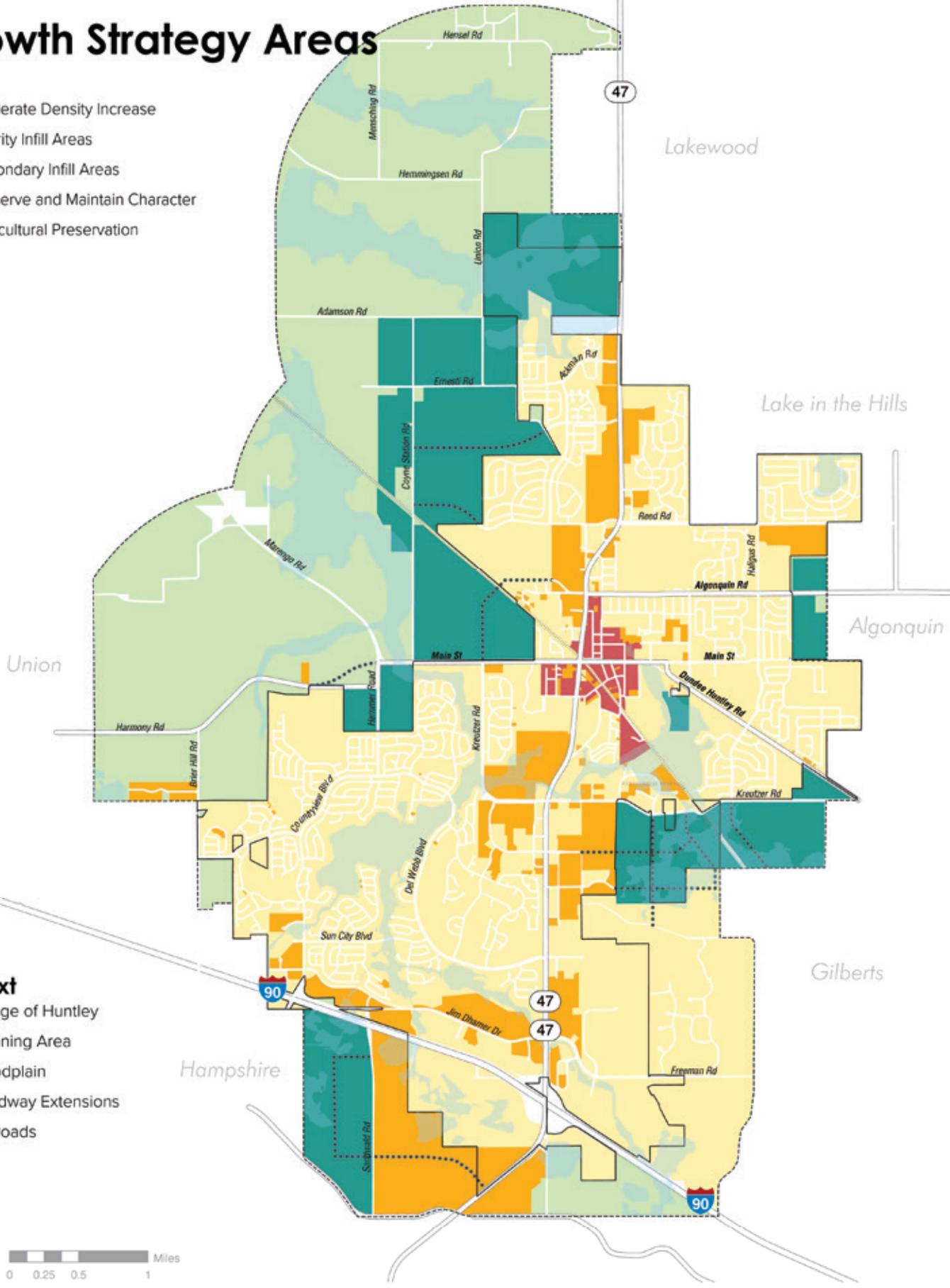
These areas are expected to remain largely the same into the future. In these established neighborhoods, the Village should aim to enhance community character, provide better access to amenities for residents, and encourage high-quality redevelopment of aging or underutilized properties.

Agricultural Preservation

The Agricultural Preservation area is intended to discourage new development and protect natural features and agricultural uses. The agricultural preservation area should preserve rural areas and plan for only essential infrastructure needs and capacities.

Growth Strategy Areas

- Moderate Density Increase
- Priority Infill Areas
- Secondary Infill Areas
- Preserve and Maintain Character
- Agricultural Preservation



- Context**
- Village of Huntley
 - Planning Area
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4 HOUSING AND NEIGHBORHOODS

Since the late 1990s, Huntley has experienced significant growth, and the upward trend is expected to continue, with the Village's population projected to grow by 50% by 2050. While this presents immense potential, the community must prepare to accommodate newcomers while ensuring the continued prosperity of its current residents, all while protecting the overall character and charm of the community. This chapter builds on the Future Land Use Plan, providing a detailed yet flexible guide for preserving existing neighborhoods while supporting new housing options for Huntley's growing population. The Housing and Neighborhoods Chapter focuses on increasing housing options and access, emphasizing a range of housing choices for people of all stages of life and income levels. The support of existing neighborhoods, along with the investment in new ones, will help ensure that the community meets the evolving demands of both existing and future residents.

CENTRAL GOAL

Provide a range of housing options that accommodate the needs of all residents and enhance neighborhood vitality.

The Housing and Neighborhood chapter provides recommendations for Huntley to guide investment in existing and future residential neighborhoods. It strengthens residential areas as attractive and unique destinations full of housing options while maintaining and enhancing the character of its current collection of neighborhoods. This chapter is a component of Huntley's long-term housing development strategy that focuses on creating a sense of place and vitality in each neighborhood. Through actions guided by the policies outlined in this chapter, Huntley can further strengthen its reputation as a desirable place to live and raise a family.

HOUSING AND NEIGHBORHOODS FRAMEWORK

Huntley is renowned for its attractive homes and tree-lined neighborhoods. The Village offers a variety of housing and neighborhood types, from historic homes near Downtown to recently developed subdivisions with central green spaces. The Housing and Neighborhoods Framework establishes a direction for the Village to continue to support quality housing and neighborhoods.

Quality Downtown Development

As Huntley evolves, the demand for housing of all types is expected to grow. And, as the Village works to further bolster its Downtown, it should look to add residential units in and around the Downtown and add more housing types that will complement the walkable nature of the Village's historic core. New dwelling units in the Downtown should be attractive to a variety of new residents, including young professionals and seniors, and should complement the existing housing stock.

Moderate Density Increase

Typically located near major thoroughfares behind commercial fronting development, these areas are intended to help the Village meet the growing demand for housing while increasing the tax base. Areas of potential density increases are proposed on some of the undeveloped land near IL Route 47, often adjacent to or near existing and future commercial areas. As the market for commercial uses continues to change, locating additional residential units in proximity to major corridors is a strategy that can put residents close to goods and services, provide a transition between development intensities, and ensure community-wide compatibility as new development patterns emerge.

Small Density Increase

These areas in the Village are either in the process of adding single-family attached homes or have been designated to support attached homes in the future. This development style of mixing detached and attached dwellings can increase the number of units available in a neighborhood and provide a mix of dwelling types that have broad appeal. Consideration should be given to the overall character of the neighborhood and surrounding areas to ensure compatibility with existing residential areas.

Context Sensitive Infill

In the neighborhoods surrounding Downtown, context-sensitive infill housing should be encouraged that is compatible with both the active uses of Downtown and the homes of the nearby residential areas. Adding infill development, while maintaining existing character, will ensure that the older neighborhoods in the center of the Village remain vibrant and attractive.

Conservation Design Residential

As the Village continues to grow and develop, it must continue to safeguard the integrity of the natural environment and protect the environmental features that contribute so greatly to community character. The Village should continue the implementation of best practices in its approach to residential development to protect environmental features and areas, including mature trees, floodplains, riparian corridors, wetlands, and more.

Preserve and Maintain Established Neighborhoods

Much of the residential development in the Village planning area consists of attractive, well-maintained, and firmly established neighborhoods. These residential areas contribute significantly to the overall character of the Village and should be preserved and maintained. The Village should ensure that incompatible uses do not encroach into these areas.

Housing and Neighborhood Framework

Framework Areas

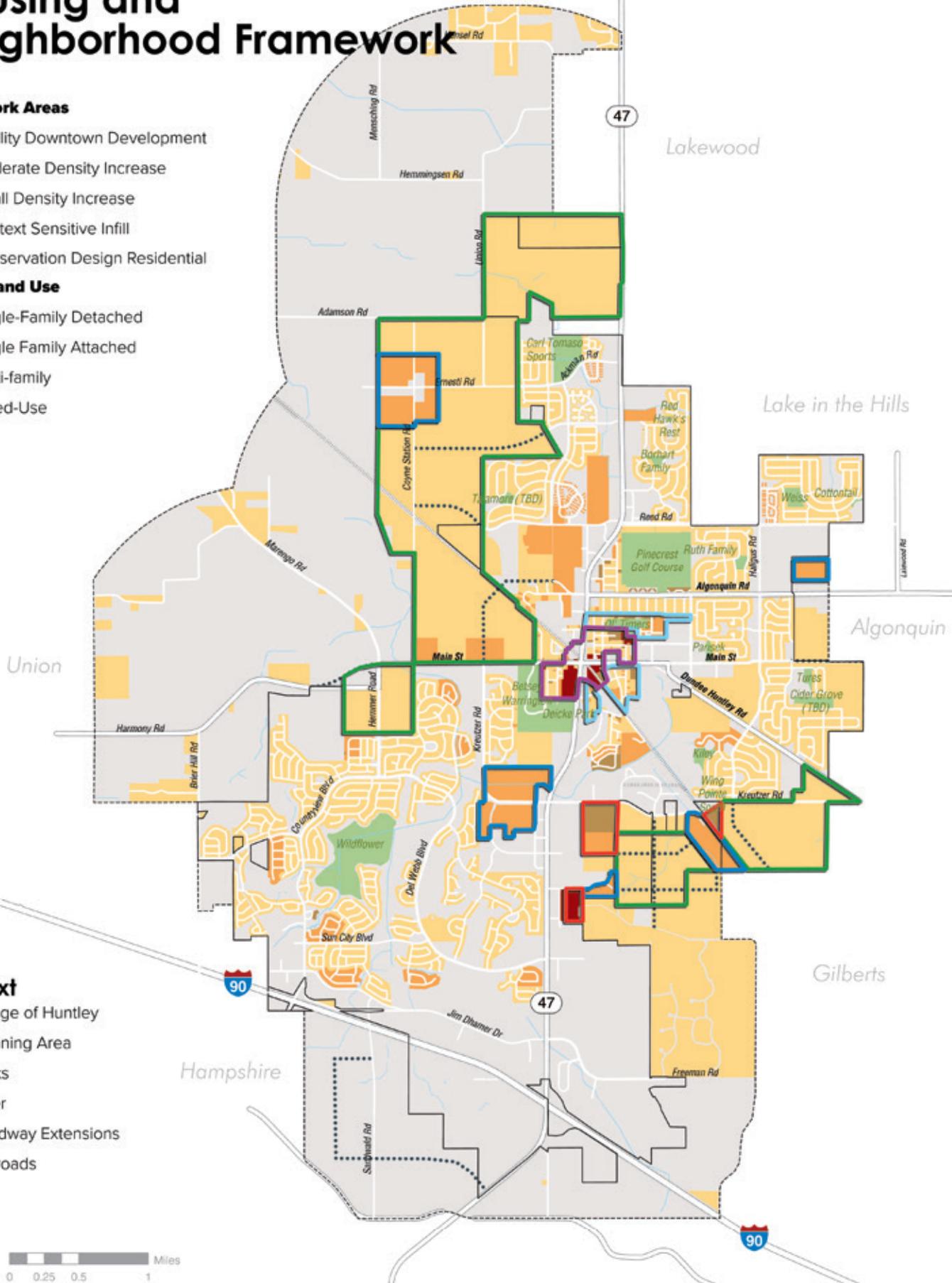
- Quality Downtown Development
- Moderate Density Increase
- Small Density Increase
- Context Sensitive Infill
- Conservation Design Residential

Future Land Use

- Single-Family Detached
- Single Family Attached
- Multi-family
- Mixed-Use

Context

- Village of Huntley
- Planning Area
- Parks
- River
- Roadway Extensions
- Railroads





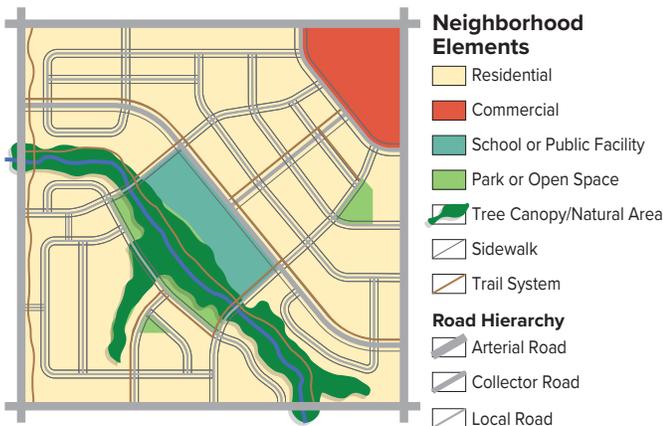
HIGH-QUALITY NEIGHBORHOODS

While the Village has an attractive Downtown, a sizeable employment base, and quality housing, Huntley’s neighborhoods represent the foundation of the community. Therefore, it is important to ensure that future Village neighborhoods embrace Huntley’s community character and meet residents’ needs. Character can be described as a combination of architectural design, size, scale, landscaping, street layout, street furniture, sidewalks, setbacks, and other elements that contribute to the appearance and feel of a neighborhood.

While Huntley is comprised of a distinct collection of neighborhoods, it will be vital that future development has contextual interest, uniqueness, and variety to ensure it remains distinguishable from other communities. For the Village, there are a variety of ways to promote, preserve, and enhance the community’s character without limiting development and redevelopment. Appropriate regulations related to scale, massing, setback, fenestration, environmental design, roadway design, and more will provide continuity between Huntley’s existing and future neighborhoods.

Key Recommendations

- Continue to encourage subdivision developers to incorporate landscaping to beautify neighborhoods, such as landscaped medians.
- Incorporate landscaping and gateway features into existing public rights-of-way. These could include landscaped medians, green infrastructure, and public promenades.
- Ensure new development fits within the context and character of the existing neighborhood in terms of scale, massing, setback, fenestration, and design features.
- Continue to use architectural enhancements on side and rear home elevations when facing major roadway corridors.
- Ensure the quality of existing housing stock is maintained through proactive property maintenance code enforcement.



“COMPLETE NEIGHBORHOODS”

A wider variety of housing types is needed in Huntley to address rising housing costs and shifting demographics, and there is a community desire for improved access to commercial areas. To address these issues, the Village should continue to encourage the development of “complete neighborhoods” – walkable neighborhoods in which residents have access to a variety of housing options, neighborhood shops, and parks, all within a relatively short distance from home.

Amenity-rich residential areas with high “quality of place” and a variety of housing options will serve to better accommodate a local workforce, attract a remote workforce and entrepreneurs, and strengthen the role of the community’s neighborhoods as a vital part of its economic engine that will grow local job opportunities and support the local economy.



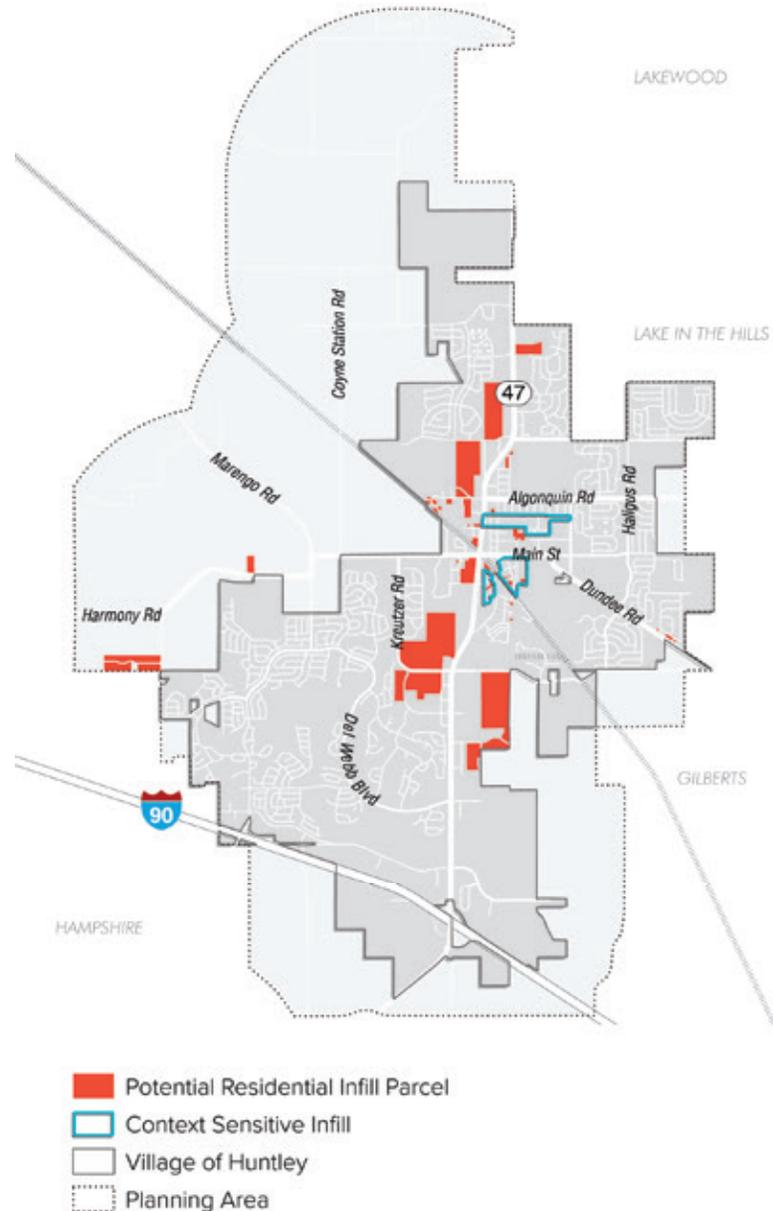
CONTEXT SENSITIVE INFILL HOUSING

As Huntley continues to grow, it must focus on preserving the character of the Village’s established neighborhoods while supporting new residents and development in appropriate locations. A sustainable and efficient approach to growth, such as context-sensitive infill development, would prioritize investment in existing infrastructure and established neighborhoods before creating or expanding outward.

Infill development is when a vacant, abandoned, or underutilized property is developed within an area that is largely built out. It supports sustainable development by reducing premature outward growth and greenfield development while promoting land conservation and reinvestment in neighborhoods. As infill occurs, it is important that new development respects the character of existing neighborhoods while accommodating opportunities for a range of context-sensitive housing options that provide greater housing choices and commercial options. Base zoning district standards should be reviewed, especially those of limiting districts such as the Estate Residential Districts or the Single-Family Residential Districts. Factors to consider include parking orientation and maximums, lot widths, setbacks, and building heights relative to adjacent properties.

Key Recommendations

- Review zoning district standards to allow more flexibility in the types of housing they allow, especially in the Estate Residential Districts or the Single-Family Residential Districts.
- Prioritize higher-density redevelopment and infill development within already built-out areas.
- Prioritize infill development and reinvestment in established neighborhoods to enable growth while maintaining the Village’s existing character.
- Promote higher density infill and redevelopment within older established neighborhoods to provide greater housing choices while matching the scale and character of existing properties.
- Support “gentle density” over the coming decades, including accessory dwelling units (ADUs) and 2–4-unit buildings that seamlessly integrate with the established single-family character of Huntley



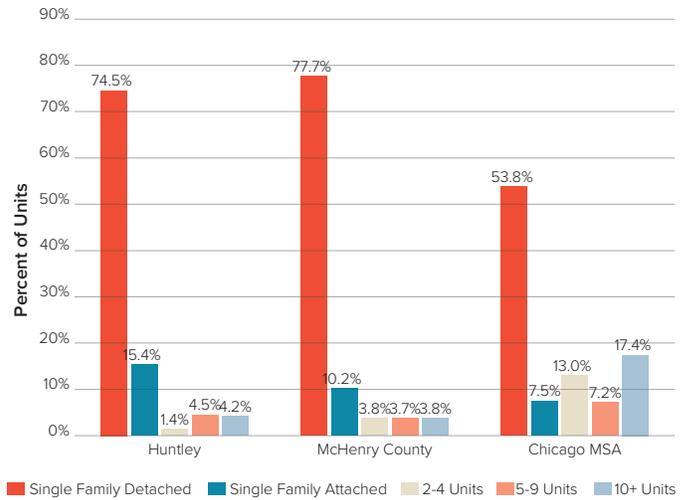


HOUSING OPTIONS

While the Village works to accommodate its growing population, a balance must be met between preserving the existing residential character and exploring a mix of other housing options. Currently, the most common housing type in Huntley is single-family detached homes, accounting for 74.5% of the homes in the Village. Single-family attached units account for 15.5% of the housing stock, and multi-family housing units represent 10% of the Village’s housing stock. Exploration of a greater variety of dwelling types could be considered in order to meet the housing needs of the Village while protecting and enhancing the existing character of the community.

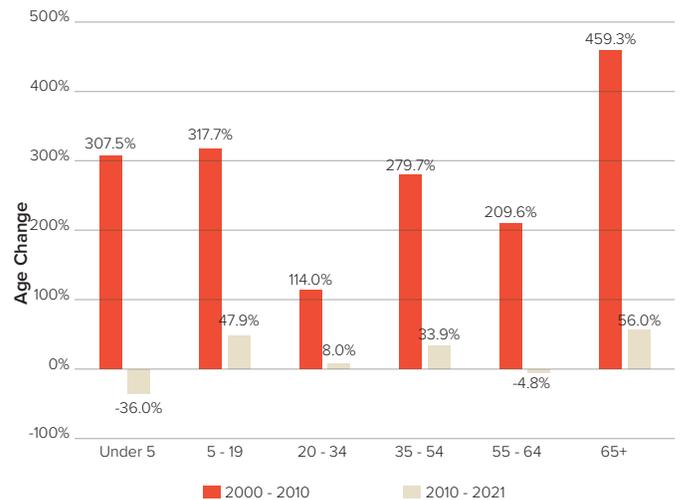
Throughout the public engagement process, participants expressed the need for greater housing choices for middle-income residents and target demographics like workforce, young professionals, new families, and seniors. Smaller unit sizes and rentals can be critical for providing housing options for residents who may not be able to afford to own a single-family detached home at their current stage of life or who wish to downsize.

Household Type for Occupied Units
Huntley, McHenry County, Chicago MSA (2021)



Source: 2021 ACS 5-Year Estimates

Age Change Over Time
Huntley (2000 - 2021)



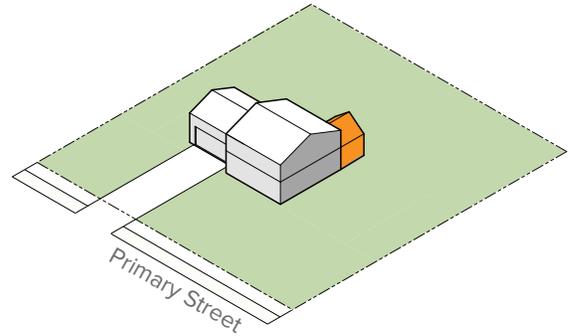
Source: 2000, 2010, and 2021 ACS 5-Year Estimates



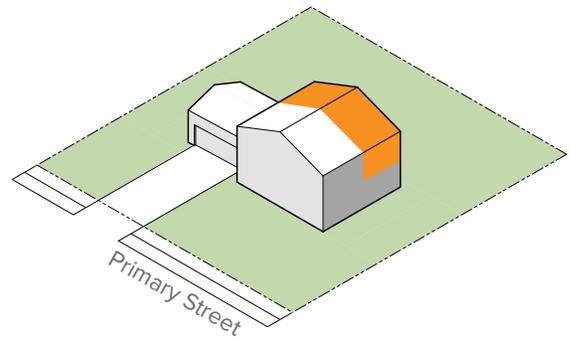
Key Recommendations

- Consider requiring a minimum percentage of housing types in new neighborhood developments of a certain size to increase housing options and attainability (e.g., at least 20% duplexes/ townhomes).
- Work with private developers to locate lower-density housing near existing single-family detached neighborhoods to create appropriate transitions and preserve the character of established neighborhoods.
- Emphasize housing choices at all income levels, including starter, mid-level, and luxury homes.
- Strategically support multi-family and mixed-use housing in targeted locations, especially close to Downtown and near major corridors.

Attached ADU



Interior ADU





WALKABLE MIXED-USE DEVELOPMENT AND INFILL HOUSING IN DOWNTOWN

Downtowns are intended to offer various uses that support shopping, employment, dining, and civic spaces. They are the heart of the community and should represent the place’s image and identity. In Downtown Huntley, people shop, eat, and enjoy Village events throughout the year in a compact, walkable environment. Downtown is home to several mixed-use buildings that feature housing over ground-floor retail space, such as that located at the former Fire Station property on Coral Street. Moving forward, an increase in support for mixed-use development that features a multi-family component should be encouraged where appropriate. Over time, mixed-use development will broaden the local customer base and add to a sense of activity in Downtown Huntley that strengthens the area’s position as a commercial district.

Key Recommendations

- Continue to use a creative approach and partnerships to offer shared parking and rear parking lots that encourage a pedestrian-friendly environment.
- Identify strategies to fill vacant spaces Downtown, promoting an entrepreneurial and small-business culture.
- Identify strategies to expand the existing “experience-based” Downtown retail environment with unique local businesses such as the Shops on Main retail incubator spaces and a pedestrian-oriented environment.
- Evaluate existing zoning regulations around density in appropriate locations to balance Downtown’s development potential while preserving its character.
- Continue investing in placemaking and streetscaping, including public art, pedestrian-scale lighting, landscaping, and wayfinding.
- Integrate additional programmed public gathering spaces, providing attractive spaces for socializing, relaxation, and play for all ages.



Apartments.com

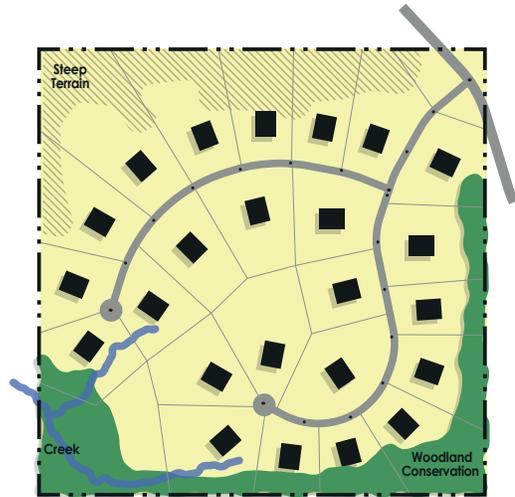


PRESERVATION AND PROTECTION OF GREEN SPACE

An effective approach the Village has taken is to preserve and protect green space in residential development through the planned unit development entitlement process. Development should continue to be concentrated in developable areas of property to preserve contiguous areas of open space and environmentally sensitive areas. This approach has and will continue to help protect wetlands, floodplains, wildlife habitats, and other environmentally sensitive areas.

Key Recommendations

- Continue use of planned unit development entitlement process for new residential development to preserve and protect open space and environmentally sensitive areas.
- Consider density bonuses to allow for a comparable number of housing units but greater preserved green space within the site.
- Encourage developers to enhance preserved green spaces by including trails and outdoor seating as accessible amenities for residents.



Typical Subdivision

- 24 Lots
- Minimum Lot Size: 1 to 2 acres
- No Undivided Open Space



Conservation Design

- 24 Lots
- Lot Size Range: less than one acre
- 50% Undivided Open Space



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COFFEE
DONUTS

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5 ECONOMIC DEVELOPMENT

Huntley is poised to continue experiencing substantial commercial, light industrial, and employment growth over the next several decades. Access to I-90 and IL Route 47 and large tracts of undeveloped land provide many opportunities for new development. Opportunities for redevelopment of underutilized sites and adaptive reuse of existing structures also exist. The revitalized Downtown, evolving IL Route 47 commercial corridor, strategic light industrial districts parallel to I-90, and growing Northwestern Medicine Huntley Hospital campus are all examples of the Village's and private sector's investment in the commercial and employment areas. This chapter establishes a vision for all portions of the community that support economic activity. It is intended to guide investment Downtown, facilitate continued growth of the Northwestern Medicine Huntley Hospital campus, support light industrial development, advance corridor commercial activity, foster neighborhood-scale commercial, integrate open space into development, and support the creation of unique entertainment venues.

CENTRAL GOAL

Reinforce Huntley as the community of choice for businesses of all sizes seeking to invest in new or expanded facilities, thereby creating new jobs and providing new options for entertainment, dining, and purchasing consumer goods.

This chapter provides recommendations and policies to guide investment in the Village's commercial and light industrial corridors and nodes. The Plan strengthens Huntley's commercial areas by advocating for attractive and unique destinations for a variety of businesses and entertainment options while maintaining and enhancing the competitiveness of its light industrial areas within the Chicago metropolitan region. This chapter is a component of Huntley's long-term economic development strategy that focuses on creating development policies that support businesses and encourage growth. Huntley is well-positioned to maintain a strong and resilient approach to economic development that will ensure the Village remains not just economically sound but thriving.

ECONOMIC DEVELOPMENT FRAMEWORK

Huntley is noted for its employment opportunities, strong light industrial facilities, historic and charming Downtown, and regional medical campus. The Economic Development Framework establishes direction for the Village to continue to support modern commerce and employment opportunities.

▣ Corridor Commercial – Development and Redevelopment Opportunities

Most vacant parcels fronting IL Route 47 are well-positioned to support a mix of uses that enable flexibility in an evolving market.

South of Kreutzer Road, there are existing retail anchors, including a large Walmart Supercenter and a Jewel-Osco grocery store. Nearby, there are multiple existing outlot commercial buildings comprised of restaurants, small retail and service uses, and gas stations. However, there are large areas of vacant land that are ready for new development. In the future, the Village should support additional commercial, retail, and entertainment uses on these parcels along the corridor.

North of Kreutzer Road and South of Reed Road, there are several aging businesses and commercial centers ranging from automotive repair to restaurants along IL Route 47. Development in this area is older and consists of smaller parcels compared to the southern portion of the corridor. However, it is well-suited for development or redevelopment, with several vacant parcels and aging buildings that require improvements. The Village should continue to support the evolution of this area as it becomes more attractive for new commercial and mixed-use investment.

North of Reed Road, the existing Reed’s Corner retail center is anchored by Jewel-Osco and Walgreens. In close proximity, commercial outlots feature neighborhood convenience centers that include a range of retail and food service options for nearby residents. There are large areas of vacant land available for new development fronting IL Route 47. The Village should support additional commercial, retail and service uses for these parcels near or adjacent to Reed’s Corner, while considering mixed-use and residential options moving north from the intersection.

▣ Downtown Mixed-Use

Downtown Huntley is the physical and social heart of the community and has become an attraction for residents from in and around the Village. Anchored by the Town Square, there are multiple shops and restaurants for people to enjoy. There are also regular gatherings held throughout the year in the Square to bring the community together. The Village should continue to support the development of this vibrant district with new restaurants and experiential shopping options.

Because of the downtown’s limited building stock, growth will continue to be achieved primarily through new development. As the district expands, additional parking facilities should also be studied. Further, the Village should continue to invest in the appearance, overall character, and sense of place in Downtown, to further build upon the multi-million dollar streetscape investments in the area that have been made in recent years.

▣ Medical Mixed-Use

The Northwestern Medicine Huntley Hospital, opened on Algonquin Road in 2016, is the first completely new Illinois hospital in decades. This modern facility has 600 physicians in 70 specialties and 128 beds serving patients of all needs. Further, the Northwestern Medicine campus includes two medical office buildings totaling 146,000 square feet that also includes an urgent care facility. A third medical office building of 78,000 square feet is now under construction. The campus also includes the 120,000 square foot Northwestern Medicine Health Bridge Fitness Center. In addition, approximately 60 acres of undeveloped property is available along Haligus Road and Reed Road that is expected to develop with a mix of medical office and research uses that complement the existing facility. The Village should continue its collaboration with Northwestern Medicine as it builds out its facilities in the coming years.

▣ Business Flex/Innovation

Multiple acres of land in the Village have been identified for Business Flex/Innovation use. Mostly located to the south, near I-90, these innovative uses are meant to complement the existing light industrial businesses while diversifying the Village’s economy and tax base with a greater variety of uses. This category is intended to include medical uses, technology and research, and other similar uses. The Village should continue to support and attract business flex/innovation uses to these identified areas of the community.

▣ Light Industrial

These areas are characterized by light industrial development and are located near the I-90/IL Route 47 interchange. The two Weber Stephens facilities and the Amazon receive center and fulfillment center are critical to each business’s regional distribution networks. Any new light industrial development should be situated in the southern part of the Village, close to the full interchange.

Economic Development Framework

Framework Areas

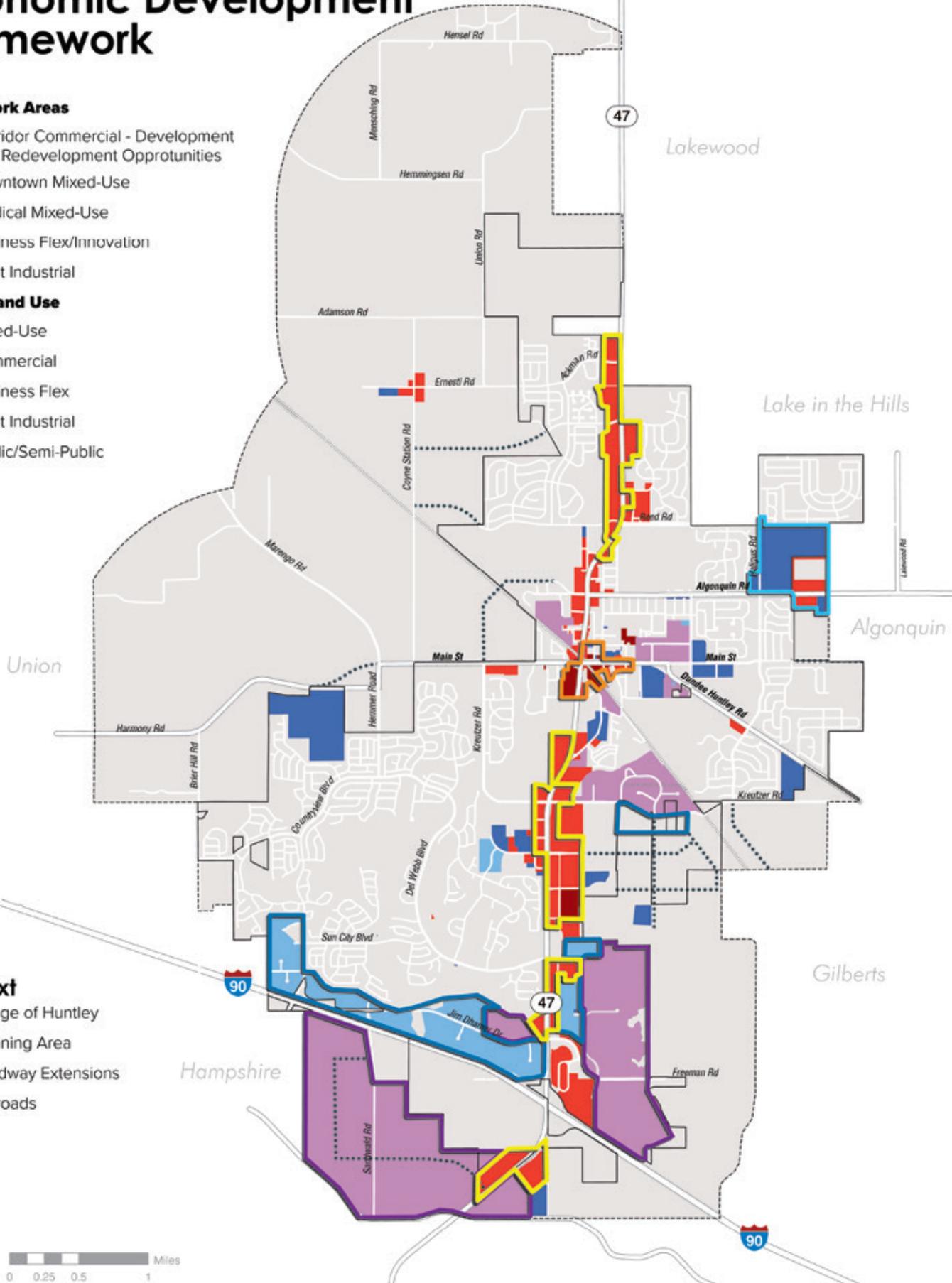
-  Corridor Commercial - Development and Redevelopment Opportunities
-  Downtown Mixed-Use
-  Medical Mixed-Use
-  Business Flex/Innovation
-  Light Industrial

Future Land Use

-  Mixed-Use
-  Commercial
-  Business Flex
-  Light Industrial
-  Public/Semi-Public

Context

-  Village of Huntley
-  Planning Area
-  Roadway Extensions
-  Railroads





CONTINUE INVESTING IN DOWNTOWN

In 2010, the Village began to redevelop and revitalize Downtown, adopting the Downtown Revitalization Plan, followed by the 2014 Downtown Streetscape Plan and the establishment of a Tax Increment Financing District. In recent years, the Village has implemented the plans' visions, renovating the Town Square, building a Veterans Memorial, permitting the construction of a new multi-tenant retail building, attracting new businesses, and spurring new commercial development and redevelopment. Today, Downtown is a central asset of Huntley, and further development is likely to drive new residents to the community. During the planning process, stakeholders expressed a desire to see a more diverse mix of uses Downtown with a focus on entertainment, dining, and retail rather than service uses.

Key Recommendations

- Incrementally increase residential density in and around the Downtown with the goal of growing the market for new restaurants and retail.
- Keep surrounding neighborhoods at the perimeter of Downtown intact and retain their traditional charm with a goal of revitalizing properties that are in disrepair or underutilized.
- Support continued investment and participation in the Façade Improvement Assistance Program to improve the appearance of Downtown buildings.
- Support Downtown development by undertaking a parking study.
- Update the Village's zoning code to more explicitly define Downtown design guidelines and the community's preferred development pattern.
- Develop a program to support the inclusion and expansion of Downtown small businesses.
- Continue utilization of tax increment financing as a tool to stimulate mixed-use and commercial development interest Downtown.

FACILITATE NEIGHBORHOOD-SCALE COMMERCIAL

In addition to corridor commercial, the Village should support small-scale commercial development within neighborhoods. Neighborhood commercial makes it easier for people to access basic necessities such as picking up bread or coffee at a corner market, saving residents' time and improving their quality of life. Small business programs are often integral to the success of neighborhood-scale commercial corridors, assisting start-ups and expanding businesses by softening the costs of building improvements and upgrades. The Village's existing small business programs were established to encourage the growth and success of new and existing businesses within Huntley.

Key Recommendations

- Facilitate smaller-scale commercial uses along the edge of neighborhoods, ideally along collector and arterial streets.
- Encourage adaptive reuse of existing buildings and capitalize on redevelopment opportunities where appropriate.
- Utilize economic development tools to facilitate desired smaller commercial development.
- Support continued investment in and advertisement of the Village's Business Start-Up, Relocation, and Expansion Grant Program.



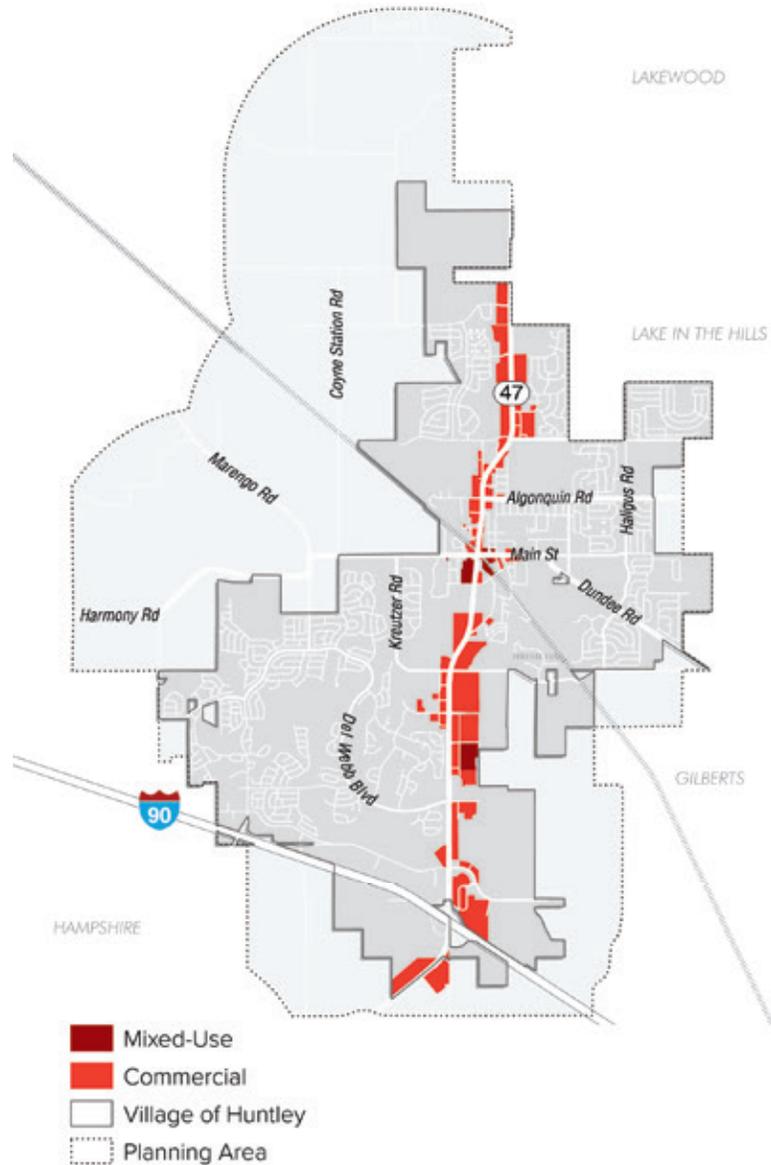
FACILITATE CORRIDOR COMMERCIAL DEVELOPMENT

Unlike Downtown, corridor commercial development is auto-oriented, focusing on easily accessible larger-format retail stores and outlots with restaurant and service uses. Given its regional high-traffic nature, IL Route 47 is primed for further corridor commercial development. The Village should facilitate new commercial development on vacant lots along IL Route 47 and adjacent undeveloped outlots. With development-ready land, the commercial corridor provides ample high-profile opportunities for retail, restaurant, and hotel uses.

Many large chain commercial developers have a presence on both the northern and southern portions of the IL Route 47 corridor. In addition, the southern portion of the corridor includes Del Webb's Sun City, Hampton Inn, and the Huntley Corporate Park. In the north, the Northwestern Medicine Huntley Hospital medical campus, Huntley Community District 158's Reed Road campus, and nearby residential bring potential shoppers to the area.

Key Recommendations

- Continue to prioritize IL Route 47 as the Village's major commercial corridor with development that provides a variety of retail, restaurant, office, and service uses.
- Explore developing uses that will help draw people to the area and support commercial retail, restaurant, and service uses, including hotels and entertainment uses such as local cultural centers, theaters, bowling alleys, and activity or gaming centers.
- Incorporate creative mixed-use projects in commercial areas on select IL Route 47 commercial properties.
- Collaborate with developers to prepare a creative approach to known development impediments to facilitate desired growth.





SUPPORT LIGHT INDUSTRIAL

Due to its direct access to I-90 and other critical regional roads, low property taxes relative to the region, and continued focus on economic development efforts, Huntley has attracted an increasing amount of light industrial uses in recent years. This trend is likely to continue given Huntley's development ready sites that are capable of supporting business park, light industrial, manufacturing and office uses.

Continued light industrial development will expand the tax base, contributing to the Village's ability to support resident services. Therefore, the Village should continue to support compatible light industrial uses to ensure that they remain key parts of the Village's thriving economy for years to come. These key businesses include Weber-Stephen Products, which manufactures grills in Huntley and is one of the Village's largest employers, as well as Amazon's 1.1 million-square-foot fulfillment center and 620,000-square-foot receive center.

Key Recommendations

- Work with property owners to annex properties for new light industrial uses to create jobs and to increase the Village's assessed valuation of properties.
- Collaborate with property owners and developers to expand and improve utilities, extending services to the undeveloped land identified for light industrial uses south of I-90 to support future development.
- Explore economic development tools to foster investment in infrastructure improvements.
- Coordinate with developers to integrate open space in new light industrial development, creating an attractive and desirable light industrial business park capable of attracting a variety of local and international businesses.
- Encourage workforce development through participation in education and training programs and serve as a resource for connecting businesses with service providers.



SUPPORT THE CREATION OF UNIQUE ENTERTAINMENT VENUES

Huntley is home to a vibrant mix of residents and workers. The planning process has uncovered a desire to create places that bring people together. Residents and members of the business community expressed a need for “third places” for people of all ages. Third places are defined as locations that facilitate social interaction outside of the people you live or work with and encourage public relaxation.

As Huntley continues to grow, the Village should pay special attention to attracting unique community-building entertainment venues such as privately-owned businesses like theaters, arcades, and sports-driven spaces and venues owned by non-profit and public entities, like community theaters and activity centers. Such venues create places for people who may not usually mix in their day-to-day lives to interact, strengthening the community. New entertainment options would improve residents’ quality of life and attract more people to live in Huntley.

Key Recommendations

- Utilize incentives to attract desired entertainment uses in designated parts of the community along key corridors.
- Consider opportunities to integrate entertainment venues as part of mixed-use development.
- Attract entertainment venue development, focusing on locating development centrally - potentially close to Downtown or along IL Route 47 - to ensure maximum community access.

URBAN DESIGN AND ARCHITECTURAL CHARACTER

During the planning process, stakeholders expressed a preference for higher-quality design in commercial and light industrial areas. The Village should review and update the existing Commercial Design Guidelines and incorporate into the zoning code to ensure development is consistent with the desired character of the community.

Key Recommendations

- Continue the use of the Facade Improvement Assistance Program to improve the appearance of commercial buildings within the Downtown TIF District.
- Emphasize the urban design of neighborhood commercial development, encouraging design that is human-scale, walkable, and cohesive with the neighborhood character.
- Implement strategies to better define the Village’s desired appearance for Downtown buildings, including requirements for façades and building placement to ensure a cohesive pedestrian environment.
- Strengthen design standards for light industrial uses in the municipal zoning code. Regulations should address equipment screening, landscaping, massing and articulation specifications, setbacks, transparency minimums, pedestrian amenities, and color and materials specifications.
- Implement mixed land uses on more compact blocks organized in an efficient street layout, single-family attached and multi-family residential development integrated within smaller lot single-family development, a focus on pedestrian-friendliness with a high degree of connectivity and walkability, density capable of supporting local retail and services, and integrated parks and community facilities.
- Implement heightened requirements for commercial corridor sites, including alternative design guidelines and expanded application of existing guidelines, so as to not disrupt existing community character.



6 TRANSPORTATION AND MOBILITY

A balanced, efficient, and well-connected transportation system provides access to goods, services, and community resources, and supports development. Huntley's transportation system is one of its greatest strengths. Access to I-90, IL Route 47, and local thoroughfares like Reed Road, Main Street, Kreutzer Road/Charles H. Sass Parkway, and Algonquin Road enable motorists to get around efficiently. The Transportation Plan anticipates future growth by envisioning a Huntley with improved key intersections, new east-west connections, new transit options, and enhanced bicycle and pedestrian connections.

CENTRAL GOAL

Provide a safe, efficient, and accessible transportation network that accommodates all modes of travel.

The Transportation Plan focuses on strategic improvements to the transportation system in Huntley that reduce system inefficiencies and areas of congestion, provide missing linkages in the roadway network, expand the Village's public transit assets, grow the bicycle and pedestrian system to reach the Village's community and recreational facilities and increase downtown parking opportunities. The Plan is based on an assessment of the existing transportation conditions in the Village and considers input received during the community outreach process. The plan incorporates regional improvements planned by the Illinois Department of Transportation (IDOT), McHenry and Kane Counties, Metra, the Regional Transportation Authority (RTA), and Pace, as well as the local plans of the Village. The plan also aligns with the existing and planned transportation infrastructure in Huntley's adjoining communities. By undertaking the recommendations outlined in this plan, Huntley will enhance the safety, efficiency, and accessibility of the transportation network that accommodates all modes of travel.

FUNCTIONAL CLASSIFICATIONS AND ROADWAY NETWORK

The backbone of the Village’s roadway system is its arterial network. These roadways convey the highest volumes of traffic through the community, connect with the collector and local roads, and provide access to commercial and light industrial areas. IL Route 47 carries the highest volumes (between 18,200 and 27,400 vehicles per day) and runs north to south through the Village. Major east-west roadways include Algonquin Road (14,900-19,800 vehicles per day), Kreutzer Road/Charles H. Sass Parkway (4,450-9,900 vehicles per day), Reed Road (6,400-9,500 vehicles per day), and Main Street (6,350-9,500 vehicles per day). Considering the traffic volumes on these roads, it will be important to maintain, and as necessary and financially feasible, to improve these arterials to safely move vehicles through the community.

A system for the functional classification of roadway facilities has been established that serves as a framework for identifying the role of a roadway in moving vehicles through a network of roads. Functional classification relates to roadway design, including its speed, capacity and relationship to existing and future land use development. Functional classification also plays a role in federal funding of roadway improvements and classifications are used to determine eligibility for funding under the Federal-aid program. Roadway classifications are per the Illinois Department of Transportation unless otherwise noted. Roadways are under the jurisdiction of the Village of Huntley unless otherwise noted.

Functional classification takes into account that 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**, with various opportunities to enter and exit properties; and **mobility**, with limited opportunities for entry and exit enhancing 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 predominantly providing access and those that provide mobility.

“Arterial” roadways provide a higher level of mobility and lower level of access. “Local” roadways provide a higher level of accessibility and a lower level of mobility. “Collectors” provide a more balanced blend of mobility and access.

The primary function of roadways, such as major arterials, is mobility. It is critical, therefore, to minimize the number of driveways, side streets, and traffic signals on these roadway types in order to maintain the high degree of intended mobility. If the mobility of the arterial system is allowed to degrade, then negative impacts such 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 types of roadway functional classifications within the Village are discussed below. Definitions are based on the Federal Highway Administration Highway Functional Classification Concepts, Criteria and Procedures 2023 Edition.

Principal Arterials

Interstates

The highest level of mobility occurs on interstates and tollways, which are designed and constructed with mobility and long-distance travel in mind. 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 Jane Addams Memorial Tollway (I-90) is the only facility of this type within the Village of Huntley.

Other Principal Arterials

These roadways serve to provide a high degree of mobility. Adjacent properties can be served directly, with forms of access that include driveways to specific parcels and at-grade intersections with other roadways. Other Principal Arterials serve the activity and population centers located within the Village and typically carry trips that either begin or end outside of the Village and carry the highest traffic volumes. Another significant source of trips comes from outside activity and population centers traveling through the Village to access Other Principal Arterials or Interstates. Arterials do not typically penetrate residential areas, and it is desirable to provide some degree of buffer area between a principal arterial and a residential area. No on-street parking should be allowed along the major arterials.

Other Principal Arterials in the Village of Huntley include:

- IL Route 47 (State jurisdiction)
- Algonquin Road (McHenry County jurisdiction)

Minor Arterials

Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. 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. Minor arterials can also include those roadways that serve major traffic flows between various activity centers/districts within the Village.

- Main Street (weight restriction limiting truck traffic is in place from IL Route 47 east to Huntley-Donald Drive)
- Huntley-Dundee Road
- Jim Dhamer Drive (Village designation)

Major and Minor Collectors

Within the context of functional classification, collectors are broken down into two categories: Major Collectors and Minor Collectors. Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts. A collector roadway's primary function is to collect and distribute traffic between the arterial street system and the local street system.

Major Collectors

- Reed Road (East of IL Route 47)
- Ruth Road
- Haligus Road
- Kreutzer Road/Charles H. Sass Parkway
- Hemmer Road (Township Road north of Del Webb's Sun City)
- Del Webb Boulevard
- Big Timber Road (Kane County jurisdiction)

Minor Collectors

- Founders Field Boulevard (Village designation)
- Ackman Road (Village designation)
- Regency Parkway (Village designation)
- Sun City Boulevard (Village designation)
- Countryview Boulevard (Local Road south of Clanyard Road)
- Clanyard Road
- Copperwynd Road
- Freeman Road

Local Roads or Streets

Local roads are all those facilities not in one of the higher classifications. Their primary function is to provide direct access to abutting lands and provide connections to the higher class of facilities and are not intended for use in long distance travel. Service to through traffic movements is highly undesirable and should be deliberately discouraged on these roads.

Township Roads

Within the Village's planning jurisdiction there are a number of township roads that serve as access to large tracts of land, but also provide for travel between communities. Their operation and function should be monitored by the Village to ensure they continue to function in an acceptable manner. These roadways would fall under Village jurisdiction upon annexation of adjacent properties. Examples of township roads include:

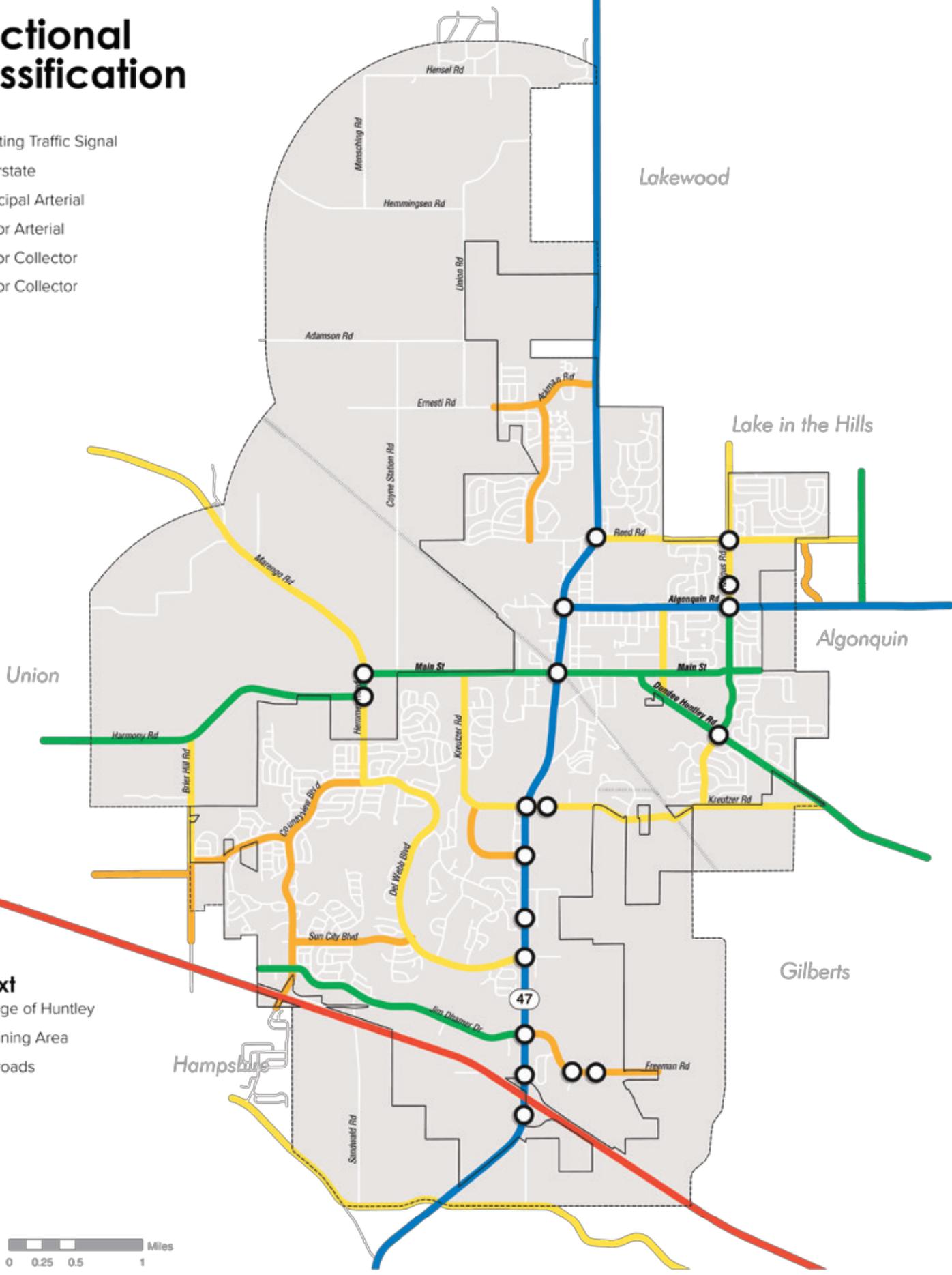
- Coyne Station Road
- Ernesti Road (West of Talamore)
- Hemmer Road (North of Del Webb's Sun City)
- Freeman Road (East of Village limits)

Functional Classification

-  Existing Traffic Signal
-  Interstate
-  Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector

Context

-  Village of Huntley
-  Planning Area
-  Railroads





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 (i.e., interstate, major and minor arterials, and collector roads) that serve the Village. As the Village grows, new arterial roadways will need to be developed, and existing roadways will need to become arterial corridors in the future.

Existing Expressways

Interstate 90 (I-90)/Jane Addams Memorial Tollway: The Village is served by the Jane Addams Memorial Tollway, which provides a critical connection to the regional expressway system of the Chicagoland area. Access to the Tollway is provided by a full interchange with IL Route 47. The Tollway is under the jurisdiction of the Illinois State Toll Highway Authority.

Existing Other Principal Arterials/Minor Arterials/Major/Minor Collectors

IL Route 47

IL 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 to Interstate 72/IL Route 10 in Champaign, the importance of IL Route 47 cannot be overstated. IL Route 47 has been further designated by the Illinois Department of Transportation as a component of the Strategic Regional Arterial (SRA) System between I-90 and IL Route 173 in the Village of Hebron. The SRA System is a network of approximately 1,340 miles of roadways in the Chicago area that have been identified as carrying high volumes of regional traffic planned for future expansion to multi-lane, access-controlled roadways. Since its designation as an SRA, IL Route 47 was widened in Huntley and is a multi-lane arterial from I-90 north to Reed Road.

Ackman Road

Ackman Road currently extends west from IL Route 47 to the end of the Village limits, where it becomes Ernesti Road, which extends to Coyne Station Road under the jurisdiction of Grafton Township. The connection to Coyne Station Road provides access south to W. Main Street. It serves as another important east-west connector on the north side of the Village. Future plans include the eastern extension of Ackman Road in Lake in the Hills from IL Route 47 to its current western terminus.

Algonquin Road

Originating at IL Route 47 in the Village, Algonquin Road runs east and southeast through McHenry County, becoming IL Route 62 east of Illinois Route 31 in Algonquin, and then continuing in a southeasterly direction to IL Route 83 in Des Plaines. Like IL Route 47, Algonquin Road is designated as an SRA and is part of the Algonquin Road/IL Route 62/Golf Road SRA corridor. Through the Village of Huntley, Algonquin Road is a multi-lane arterial under the jurisdiction of the McHenry County Division of Transportation.

Big Timber Road/U.S. Route 20

Big Timber Road is the southern boundary of the Village's planning area and along with U.S. Route 20 west of Brier Hill Road, forms a continuous northwest to southeast connection. Big Timber Road is a major collector and U.S. Route 20 is an Other Principal Arterial and has also been designated as an SRA. This combination of roadways forms an arterial corridor south of, and parallel to, 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.

Haligus Road

Haligus Road extends from IL Route 176 south to its terminus at Kreuzer Road in the Village of Huntley. Along its length, it is approximately one mile east of IL Route 47, which allows it to serve as a reliever to IL Route 47 under congested conditions. Within the Village, it is under the jurisdiction of the Village of Huntley and intersects with east-west arterials and collectors, including Reed Road, Algonquin Road, Main Street, and Huntley-Dundee Road.



Huntley-Dundee Road

Huntley-Dundee Road provides a northwest/southeast arterial route between Main Street and IL Route 31 in the Village of Carpentersville. With the completion of the Longmeadow Parkway crossing of the Fox River, this new major regional facility links IL Route 62 east of IL Route 25 in Barrington Hills. From its intersection with Kreutzer Road, it extends northwest to connect with Main Street. This section of roadway is under the jurisdiction of the Village of Huntley. The Village of Gilberts has jurisdiction on the southwest corner. East of Kreutzer Road, the roadway is under the jurisdiction of Kane County.

Jim Dhamer Drive/Freeman Road

Jim Dhamer Drive, together with Freeman Road, forms a connection between Galligan Road, east of the Village of Huntley, and Hennig Road/Countryview Boulevard in Del Webb's Sun City development. Within the Village of Huntley these roads are under the jurisdiction of the Village of Huntley. Freeman Road, east of the Village limits, is under the jurisdiction of Rutland Township. These roads run parallel to I-90 and serve the commercial and light industrial development along the corridor.

Kreutzer Road/Charles H. Sass Parkway

Kreutzer Road/Charles H. Sass Parkway is a major east/west collector extending south from its intersection with W. Main Street and east across IL Route 47 to its terminus at Huntley-Dundee Road. The widening and realignment of Kreutzer Road from Walmart east to Haligus Road will include expansion to a three-lane cross-section, including realignment at the railroad crossing, box culvert improvements, and a multi-use path on the north side of the roadway. Construction is planned to start in 2025. The Kane County 2050 Transportation Plan identifies this improvement, taking the three-lane cross-section from the Village limits further east to Huntley-Dundee Road. The Village's jurisdiction over the roadway ends approximately one-half mile to the east of Huntley-Dundee Road.

Main Street

Main Street is an important east/west arterial that connects with IL Route 47 in the heart of the downtown, and with Haligus Road and Ruth Road, which are major north/south collectors that move traffic through the Village. West of IL Route 47, Main Street connects with Charles H. Sass Parkway, Coyne Station Road, and Marengo Road. It is under Village jurisdiction to Lois Lane, and from there west is under the jurisdiction of McHenry County. It is the primary connection to the Huntley High School/Leggee Elementary Campus on Harmony Road. Harmony Road forms a continuous route parallel to and north of I-90 and continues into Boone County as an arterial roadway. Truck traffic is restricted from IL Route 47 east to Donald Drive.

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 and is designated as a major collector. Marengo Road is under the jurisdiction of McHenry County.

Reed Road

Starting at Lakewood Road, Reed Road extends west past IL Route 47 and Founder's Field Boulevard into the Talamore subdivision. It currently ends approximately ½ mile east of Coyne Station Road, with the extension to Coyne Station Road to occur when the property west of the Talamore subdivision develops. Reed Road is under the jurisdiction of the Village of Huntley in two locations: from its western terminus to the western edge of the Northbridge subdivision and from Haligus Road to just west of Cambridge Drive in the Southwind subdivision. The section from the Northbridge subdivision to Haligus Road is under the jurisdiction of the Village of Lake in the Hills.

South Union Road/Ernesti Road/Coyne Station Road

This combination of roadways creates a continuous route from Hemmingsen Road, north of the Village, south to Main Street. This path could be continued via Main Street, Hemmer Road, and Del Webb Boulevard to travel as far south as Del Webb Boulevard and IL Route 47. Together, these roads may provide the same reliever function to IL Route 47 as Haligus Road does to the east. The future realignment of Coyne Station Road, to meet with the extended Kreutzer Road (Charles H. Sass Parkway), would connect this path to IL Route 47.



Pacebus.com

Existing Transit Options

Huntley has a transit availability index of zero according to the Chicago Metropolitan Agency for Planning's 2019 Transit Availability Index, a metric that takes into account transit service frequency, the surrounding sidewalk inventory, network distance to transit stops, and the number of connections. The Village does not currently have direct access to commuter rail provided by Metra. The two closest stations are Crystal Lake (Union Pacific Northwest Line; about five miles northeast) and Elgin (Milwaukee West Line; about six miles southeast). The Metra Union Pacific Northwest line additionally services Harvard, Woodstock, McHenry, Cary, and Fox River Grove. Also, the Village does not have a Pace bus fixed route. Instead, the Village is served by the MCRide Dial-a-Ride service, a transit option that allows users to request shared, on-demand transportation from their location, and MCRide Connect, an on-demand, user-side subsidy program using transportation network companies like Uber and UZURV, to provide an affordable transportation option for eligible residents in McHenry County. Operating in coordination with Pace Suburban Bus, MCRide service is available to Huntley residents to locations within McHenry and to specific destinations beyond the county. MCRide Connect subsidizes trips for eligible riders throughout the six-county Chicagoland region, as long as the origin or destination is in McHenry County.

CMAP WALKABILITY INDEX

According to the 2022 update to the Chicago Metropolitan Agency for Planning (CMAP) ON TO 2050 long-range comprehensive plan, zero percent of Huntley is considered highly walkable, and over 86% of the Village is considered very unwalkable. This is based on a CMAP-created index that considers multiple factors: proximity to transit stops, frequency of service, destinations reachable without a transfer, percentage of NHS pavement in poor condition, and other walkability measures. For a specific area, this index is intended to measure the relative level of access residents and workers have to the transit system, regardless of their actual choice of mode.

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 arterials and collector roadways and connections. Expansion of the arterial system may include the extension of Algonquin Road as well as adding lanes to existing roadways. The development or extension of minor arterials and collector facilities will primarily occur with the development of properties adjacent to existing roadways. There will also be a need to coordinate closely with both Kane and McHenry Counties since some of these roadway improvements will also involve improvements to facilities under their jurisdictions.

Main Street currently terminates on the east side of the Huntley Meadows subdivision. Future plans include the eastern extension of the roadway when the undeveloped property to the east of the Huntley Meadows subdivision develops. Main Street would then connect with a future planned extension through the Cider Grove subdivision. This would allow for a connection to new development east of Cider Grove and ultimately to the future southern extension of Lakewood Road. East of Cider Grove, any extension of Main Street would fall under the jurisdiction of the Village of Algonquin.

East of IL Route 47 and outside the Village's jurisdiction, future arterial and collector roadways are being planned with the improvement/extension of Ackman Road from IL Route 47 east to Haligus Road within the jurisdiction of Lake in the Hills. Both the McHenry and Kane County Transportation Plans identify the southern extension of Lakewood Road from its current terminus in Lake in the Hills to Huntley-Dundee Road. The roadway would be under the jurisdiction of McHenry County and extend through the communities of Lake in the Hills and Algonquin.

West of IL 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.

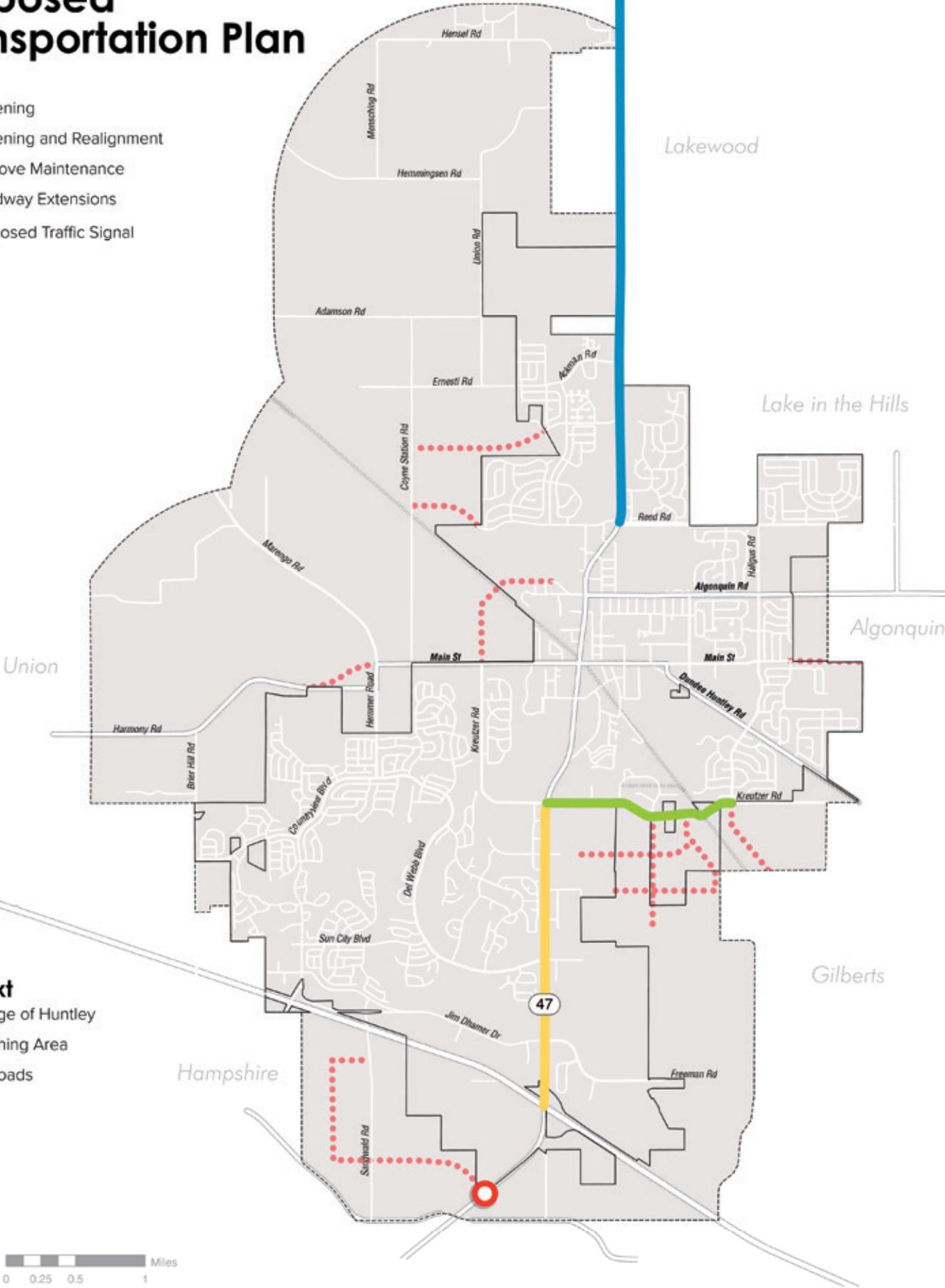
The area south of I-90 and IL Route 47 includes properties currently within the Village limits and additional properties that may be annexed in the future. Big Timber Road serves as the southern planning boundary for the Village as per the terms of the existing boundary agreements with the Villages of Hampshire and Pingree Grove. A signalized access point is planned on IL Route 47 to serve as the primary ingress point to future planned commercial and light industrial uses on both sides of the roadway. An east-west roadway from this intersection would be incorporated into future development south of the property recently purchased by the Kane County Forest Preserve (KCFP). The new road would connect with Sandwald Road, a north-south roadway that crosses I-90 to the north and connects with Big Timber Road to the south. East of IL Route 47, KCFP owns 463 acres east of Manning Road; therefore, no additional connections beyond Manning Road are proposed.

Key Recommendations

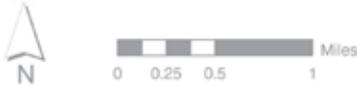
- Complete the widening and realignment of Kreutzer Road from Walmart east to Haligus Road.
- Continue planning for future extension of Main Street from its current terminus east through Cider Grove to Village limits.
- Continue participation in the IDOT planning process for the future widening of IL Route 47 from Reed Road north in alignment with the McHenry County 2050 Long Range Transportation Plan (LRTP) and continue monitoring safety issues related to speed and access along this section of roadway.
- Encourage IDOT to improve maintenance of IL Route 47 from Kreutzer Road south to I-90.
- Maintain adequate buffers to allow for significant landscaping and beautification of the IL Route 47 corridor, enhancing the ability of the road to function as an attractive gateway.
- Monitor the McHenry County planning process for the southern extension of Lakewood Road.
- Monitor the Kane County and IDOT planning process for widening IL Route 47 south of I-90.

Proposed Transportation Plan

- █ Widening
- █ Widening and Realignment
- █ Improve Maintenance
- ⋯ Roadway Extensions
- Proposed Traffic Signal



- Context**
- Village of Huntley
 - Planning Area
 - Railroads





EAST-WEST CONNECTIONS

Additional east-west connections are important, as the area west of IL Route 47 has the largest deficiency of roadway capacity and continuity.

As proposed during the public planning process, the Village should consider additional east-west connections across IL Route 47. This could include extending Reed Road west to Coyne Station Road, which may also include improvements to Coyne Station Road. These improvements will help alleviate traffic on Main Street and provide residents with more connections to key locations, as well as in and out of the community.

East-west connectivity has been improved with the recent connection of Regency Parkway on the west side of IL Route 47 to the north with Charles H. Sass Parkway. The roadway extension also included the construction of a multi-use path on the east side that will connect to a multi-use path on the south side of Charles H. Sass Parkway. From there, the path extends east to Princeton Drive, at which point a pedestrian crossing provides access to the north side of the roadway to continue east to IL Route 47, where a sidewalk exists on the west side of the road, and a controlled pedestrian crossing provides access to the east side of IL Route 47. At this point, a sidewalk connection provides access to the north, and multi-use paths are available for continued movement to the east or to the south.

Regency Parkway currently extends approximately 400 feet east of IL Route 47 and is planned for extension as part of the planned residential development east of Walmart. The roadway would connect with a north-south roadway that would provide access to Kreutzer Road. A connection would also be made with a new north-south roadway that would be extended from the south, providing a connection to Powers Road and further south into the Huntley Crossings commercial subdivision. This will provide access to a signalized intersection with IL Route 47. These connections will provide alternate routes for residents within the developments east of IL Route 47 to access retail uses and restaurants within the corridor.

Village Green Drive, a private roadway, is planned for extension from its current terminus near the Jewel-Osco shopping center south to Freeman Road. This will function as a frontage road that would allow access to the commercial properties in the area without requiring the use of IL Route 47 to move north or south.

Key Recommendations

- Plan for additional east-west connections across IL Route 47, such as the extension of Reed Road to Coyne Station Road and its possible realignment as part of future development.
- Monitor the planning process for the future extension of Ackman Road from IL Route 47 east to Haligus Road and work with other agencies to improve the intersection with IL Route 47.
- Work with other agencies to coordinate improvements to the intersection of Huntley-Dundee Road and Kreutzer Road.
- Collaborate with McHenry County to identify traffic operation improvements for W. Main Street from IL Route 47 west to Marengo Road and beyond to improve access School District 158's Harmony Road campus.
- Monitor McHenry County's long-term plans for the potential future western extension of Algonquin Road.
- Evaluate costs associated with establishing "train quiet zones" at railroad crossings.



INTERSECTION IMPROVEMENTS

While population growth in Kane and McHenry County has slowed over the past decade, Huntley has continued to gain new residents. Effectively accommodating new growth will be critical to the community's future success. During the planning process, participants expressed that congestion and traffic safety have been growing areas of concern in multiple places in the Village. Residents noted specific areas in need of traffic flow improvement, including intersections at Main Street, Del Webb Boulevard, Jim Dhamer Drive, Kreutzer Road with IL Route 47, and Haligus Road between Huntley-Dundee Road and Kreutzer Road. Additionally, the Union Pacific right-of-way travels through the center of Huntley, intersecting with Main Street and IL Route 47.

The Village recently completed a Feasibility Study for the intersection of Huntley-Dundee Road and Kreutzer Road, which identified possible next steps in partnership with Kane County Division of Transportation (KDOT), McHenry County Division of Transportation (MCDOT), and the Village of Gilberts. Intersection alternatives were developed based on future 2050 traffic projections for the Huntley-Dundee Road and Kreutzer Road intersection. Three potential alternatives were identified: temporary signals as an interim improvement, permanent signals, and a roundabout.

The Village has recently engaged IDOT to review the IL Route 47 traffic signal system interconnect through the Village from IL Route 47 at Reed Road south to Big Timber Road. According to IDOT, the system is scheduled for re-optimization for signal coordination and timing, and IDOT will be conducting a system optimization study for this interconnect. It is anticipated that the results of this study will identify improvements for the functioning of the signalization system along IL Route 47 that would help improve traffic flow through the Village.

The Village should continue to review key intersections and create new connections to support efficient circulation. Improvements should include considering transitioning some intersections to roundabouts, finding solutions to traffic issues related to the railroad, creating new connections in the roadway network to support circulation, widening or extending key roads, and coordinating traffic light cycles to assist in reducing congestion.

Key Recommendations

- Continue discussions with other agencies involved with the future improvement of the intersection of Huntley-Dundee and Kreutzer Road and pursue joint funding opportunities.
- Evaluate the functionality and safety of key intersections to identify potential improvements, such as the addition of right-turn lanes where warranted.
- Work with McHenry County and property owners to complete the signalization of W. Main Street and Charles H. Sass Parkway.
- Regularly review traffic volumes and speeds along collectors and local roadways to identify problem areas and address shifts in how drivers move through the community over time.
- Improve intersection and traffic control devices and measures to provide optimum safety and enhance traffic flow.
- Re-engage with IDOT to identify improvements to the intersection of IL Route 47 and Main Street to improve traffic flow.

TRANSIT OPTIONS

Pace Suburban Bus

Pace is one of the three transit service boards that operate under the Regional Transportation Authority (RTA) in the Chicago region. Pace is currently in a planning process called Pace ReVision: Reimagining Suburban Transportation, which looks at where and how often Pace buses operate and where to provide regular, express, or On Demand bus service. Based on different funding scenarios, ReVision has developed three network concepts, with one based on increasing ridership by enhancing service levels to make ridership a more desirable option; one based on expanding coverage to provide a basic level of service to more areas; and one based on limited funding that does not increase service levels. One of the concepts for Pace's North-west Region includes the addition of a fixed route on Algonquin Road that would serve the Northwestern Medicine campus and extend west on Algonquin Road to IL Route 47, then south to Main Street, and then west to Marengo.

Chicago to Rockford Intercity Passenger Rail Service

In 2023, it was announced that IDOT had selected Metra to operate an intercity passenger rail service from Chicago to Rockford with proposed stops in Elgin, Huntley, and Belvidere. In addition, the City of Marengo has expressed interest in a station location. As currently proposed, the service would offer two trains in the morning and the evening.

Commuter Rail Service

The Village completed work in 2009 on the Village of Huntley Transit Oriented Development (TOD) Study that evaluated two possible commuter rail station sites along the Union Pacific tracks. One of the sites is located south on the west side of the Village, between Main Street and Coyne Station Road, while the other is located on the east side of the Village on Kreutzer Road. At the time, the study did not recommend one site over the other, but rather examined the challenges and potential for both sites in terms of transit-oriented development. However, given the pattern of growth and development that has occurred within the Village since 2009, the most feasible location for a site is on Kreutzer Road.

Key Recommendations

- Continue support for and promote MCRide Dial-a-Ride and MCCConnect services.
- Monitor activity associated with the plan to extend passenger rail service from Chicago to Rockford and the proposed Huntley station.
- Coordinate with Pace Suburban Bus and the RTA to connect Huntley to the region with new bus routes.

PARKING

Parking in Huntley's Downtown is provided in the Village's public lots, in identified private lots, along Main Street, Coral Street, Dwyer Street, Woodstock Street, 1st Street, and Church Street. Additional parking would provide more options for Downtown users on weekday evenings and weekends. During the planning process, outreach participants mentioned that limited parking in the Downtown area made it harder to access downtown events. Public parking should be located within close walking distance of future public gathering places in accordance with the Land Use Plan.

There are several bicycle parking facilities available Downtown. The Village can help reduce parking demands and encourage non-motorized travel for short-distance trips by promoting the use of bicycle racks and better identifying their locations.

Key Recommendations

- Conduct a comprehensive Downtown parking study to establish peak parking demands, quantify the additional parking need, and/or determine ways that the existing parking supply can be better managed.
- Ensure community character is maintained when building parking through screening lots from the right of way with landscaping, locating lots behind buildings, and/or requiring lots to be accessed from side streets.
- Promote the network of on- and off-street bicycle routes and pathways that link Downtown with the surrounding neighborhoods to encourage bicycle travel to Downtown.

STREET DESIGN AND SIDEWALK NETWORK

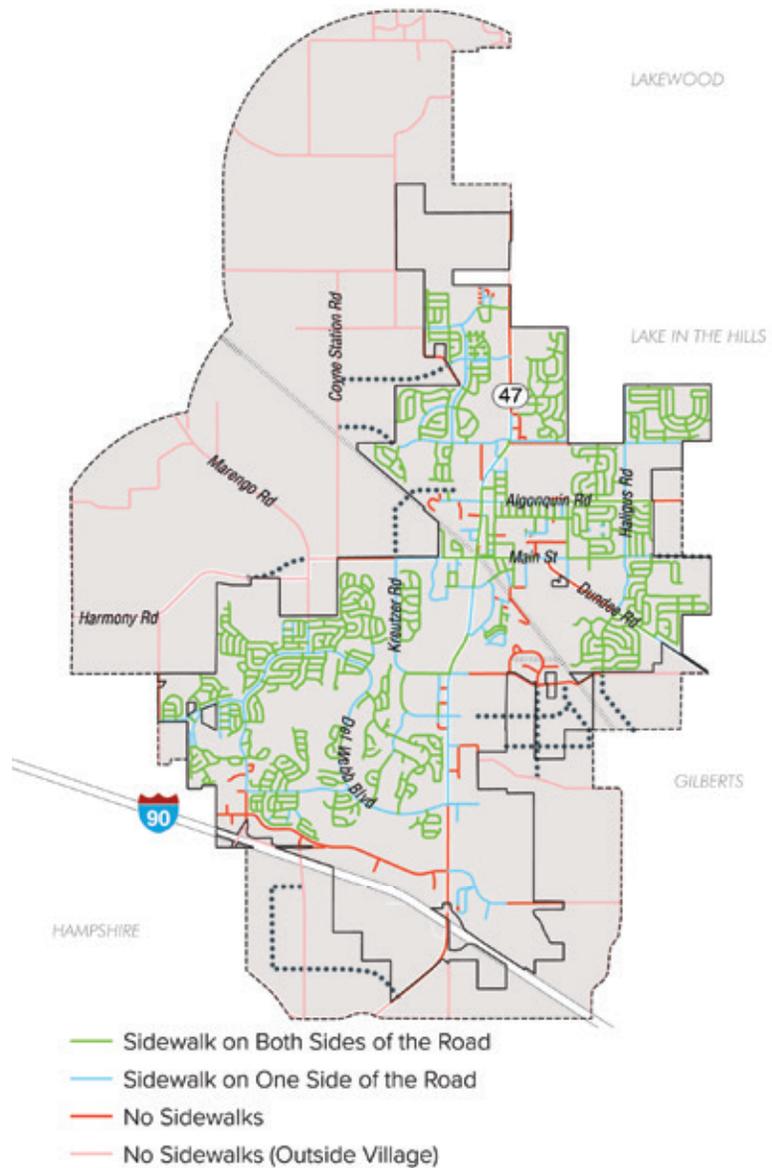
The Village’s sidewalk network has grown significantly over the past two decades. However, some commercial and light industrial areas either lack sidewalks or have gaps in the sidewalk network. The Village should continue to review sidewalk connections as part of new development, prioritizing major corridors and areas around commercial and light industrial sites, and destinations used by youth and senior citizens.

Maintenance of existing sidewalks is a high priority. The Village’s Pedestrian Access Route Inspection and Repair Program identifies and repairs municipal-owned and maintained sidewalks for safe pedestrian use. In 2020, the program was awarded the VUEWorks Award of Excellence for environmental/community impact. The Village also offers property owners the option to have a sidewalk replaced that would not otherwise meet the criteria for Village repair or replacement by receiving a rebate from the Village for a portion of the replacement cost through the Residential Public Sidewalk Replacement Rebate Program.

Beyond sidewalks, Complete Streets feature design elements that slow traffic, beautify corridors, increase the ease of using available transit, incorporate bicycle infrastructure, and improve the experience of walking and crossing streets. The Village should consider implementing streetscape improvement projects on IL Route 47 from Main Street north to Reed Road to improve the transportation experience for all users. Potential improvements on IL Route 47 could include landscaped medians, more street trees and other landscaping elements in the parkway, and street furniture to improve the aesthetic appeal and mitigate environmental impacts of the street. Incorporating on- and/or off-street bicycle facilities could encourage safe biking in the Village.

Key Recommendations

- Implement streetscape improvement projects on IL Route 47.
- Align with CMAP’s Americans with Disabilities Act (ADA) compliance and accessibility training program, prioritizing street enhancements that improve accessibility, such as curb ramps and pedestrian refuge islands.
- Continue to perform sidewalk inspections and/or repairs in accordance with the Village’s Pedestrian Access Route Inspection and Repair Program.
- Continue to assess uncontrolled marked crosswalk locations with pedestrian safety issues for installation of Rapid Refresh Flashing Beacons (RRFBs)



Source: CMAP Sidewalk Inventory (2019)



BICYCLE/PEDESTRIAN CONNECTIONS

During the planning process, outreach participants indicated a desire for additional walking and bicycling infrastructure in the form of sidewalks, bike lanes, and off-street hiking trails. Comments underscored active transportation as important to the quality of life in Huntley.

The Village currently has few on-street bike facilities, which include designated bike lanes, “sharrow” pavement markers, “watch for bicyclist” signage, and wide shoulders. Huntley’s trail network includes recreational trails and multi-use paths along streets and throughout subdivisions. The network within and adjacent to the Village consists of pathways managed by the Village, Huntley Park District, Huntley School District, Del Webb’s Sun City, Talamore, McHenry County Conservation District (MCCD), and Kane County Forest Preserve. The nearby MCCD Huntley-Union-Marengo Trail was planned to link all three towns, but currently only connects Marengo and Union. Moving forward, the Village should proactively work with partners to identify opportunities to add to the existing trail network.

Based on existing and projected traffic volumes and existing facilities, Huntley’s arterial roads are typically unsuitable or unadvisable to bike on, and the Village has required new development to install sidewalks or multi-use paths to accommodate off-street pedestrian and bike traffic.

The ease of access to biking and walking indicates a community’s commitment to sustainability and livability. The availability of active transportation infrastructure contributes to a neighborhood’s desirability and often raises median home values. The Village should examine opportunities to create and connect sidewalks, bike lanes, and trails to expand the active transportation network and connect neighborhoods to commercial areas, service providers, and Downtown Huntley.

The Village has aggressively pursued grant funding through IDOT’s ITEP program. The Village was successful in securing nearly \$2 million in funding to extend multi-use paths on Reed Road west of IL Route 47 to connect to the existing path in Talamore, providing safe access to the commercial development of Reed’s Corner on the east side of IL Route 47; and a multi-use path was extended along IL Route 47 from Kreutzer Road south to Oak Creek Parkway. The Village has recently entered into a development agreement with the owner of the property south of Oak Creek Parkway, requiring the owner to extend the multi-use path south to Freeman Road as the property develops. This will provide a connection to the existing sidewalk on Freeman Road that extends east to the Amazon facilities. The Village has also secured a funding commitment of \$3 million for the extension of the Kreutzer Road multi-use path in conjunction with the widening and realignment of the roadway, which is anticipated to start construction in 2025.

Key Recommendations

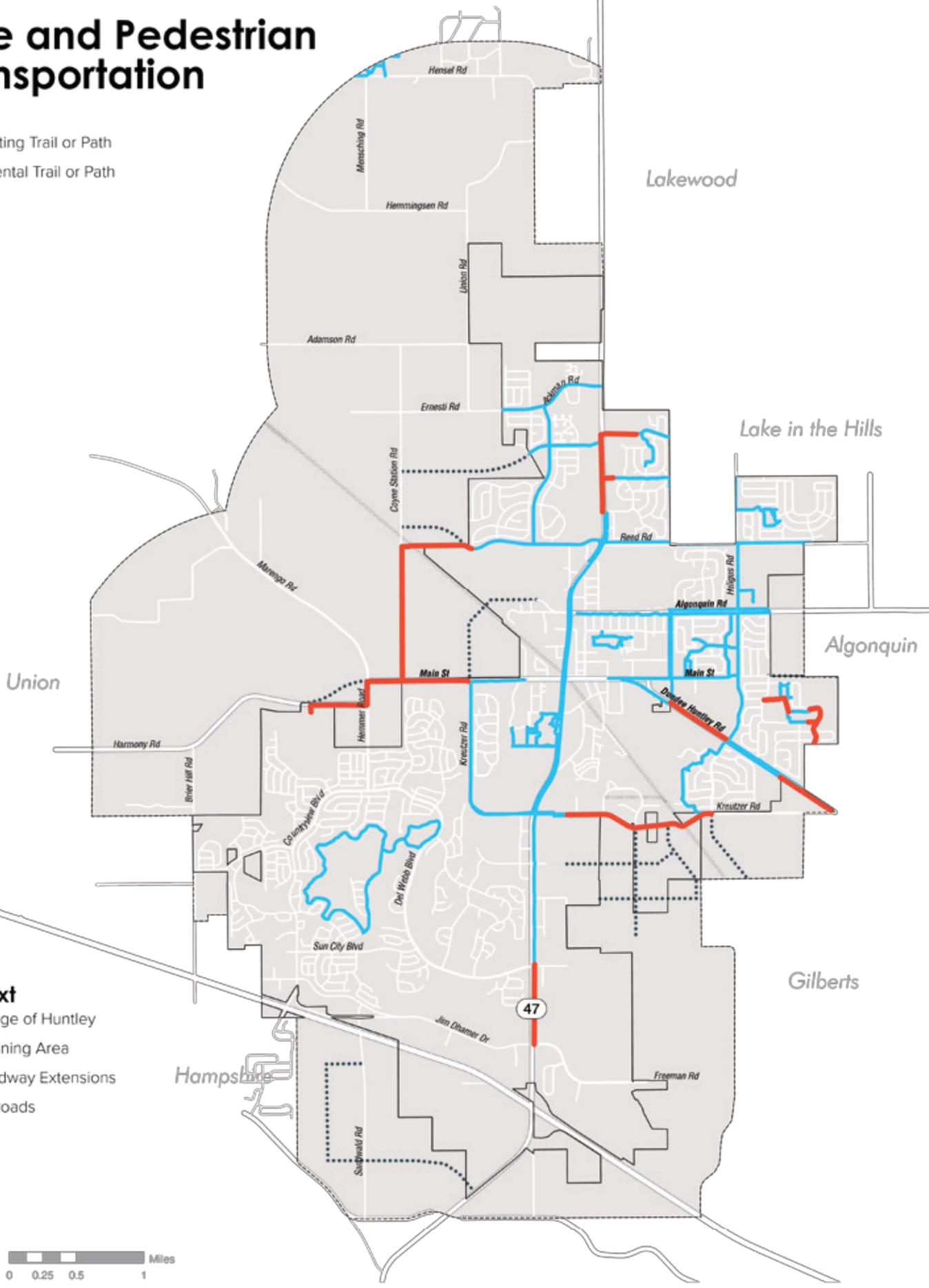
- Continue implementation of the Complete Streets policy previously adopted by the Village to support planners and engineers in developing roadway designs that ensure streets are safe for people of all ages and abilities, balance the needs of different travel modes, and support local land uses, businesses, communities, and natural environments.
- Work with developers through the entitlement process to add multi-use paths in new developments and neighborhoods for public use.
- Continue to pursue ITEP funding to add multi-use paths in desired areas, such as along West Main Street west to the Huntley High School/Leggee Elementary campus.
- Consider options to improve pedestrian connectivity across IL Route 47, specifically near the Downtown.
- Continue to work with the Park District, School District, Sun City, MCCD, and Kane County Forest Preserve to ensure that Huntley’s multi-use path system is connected and cohesive.

Bike and Pedestrian Transportation

- Existing Trail or Path
- Potential Trail or Path

Context

- Village of Huntley
- Planning Area
- Roadway Extensions
- Railroads



VILLAGE HALL

POLICE DEPT.

10987 10911

VILLAGE OF HUNTLEY
MUNICIPAL COMPLEX



7 COMMUNITY FACILITIES

As Huntley continues to grow, so will the demand for quality community facilities and services. High-quality municipal services support a predictable operating environment for residents, businesses, and development. Amenities, such as parks, community gateways, public gathering spaces, and street design, also help shape how residents experience their community. As the needs and desires of residents and businesses change over time, the Village should plan for increases in service demands and the provision of new amenities. Continued long-term planning and coordination with other Huntley governmental entities and respective service providers will be key to ensuring the quality, efficient, and equitable distribution of new and expanded facilities and services.

CENTRAL GOAL

Provide facilities, services, and infrastructure that both meet the needs of current residents and lay the groundwork for continued investment and growth, protecting and preserving Huntley's parks and open spaces.

The Community Facilities and Infrastructure Plan identifies partnership opportunities with community service providers and recommends specific actions, including new investments in infrastructure, public use buildings, and open space. The Plan strengthens Huntley's supportive services to ensure the efficient and equitable provision of amenities and maintain long-term health and quality of life. This chapter is a component of Huntley's development strategy that focuses on creating policies that ensure comprehensive service coverage, ample community facilities, and diverse recreation opportunities. Through actions guided by the policies outlined in this Plan, Huntley can provide equitable access to community facilities, services, and open space, contributing to the Village's long-term prosperity and vitality.



COMMUNITY CHARACTER

Huntley is an attractive, charming, and welcoming community. The Village is home to beautiful open space and environmental features, quality residential neighborhoods, and thriving commercial and employment areas. Moving forward, as opportunities for outward expansion are balanced by reinvestment in Huntley's established areas, the quality and character of the community should be a driving consideration.

One important goal is to further elevate Huntley's appeal by enhancing the community's character relative to the rest of the Chicago region. Community assets such as a wealth of high-quality outdoor recreation choices, well-preserved natural areas, a unique community history that anchors a distinctive Downtown district, and a "small town" family-oriented residential quality of life can be further developed and captured in community placemaking efforts. Part of Huntley's appeal has long been its balance between high-quality residential living blended with well-preserved natural areas diverse in environmental features that foster a charming community. To maintain this charm and leverage its character, the Village should encourage and invest in efforts that reinforce and further establish its place in the region as an environmentally- and historically rich community that offers a thriving place to live, work, and visit.

Downtown Huntley

The Downtown is the heart of the community and the investment in public improvements and reinvestment and redevelopment of private properties has reinforced the Downtown's distinction as a vibrant gathering place for the community. Many events throughout the year are held in and around the Town Square, including a summer concert series, a weekly Farmers Market, holiday events, and the annual Glow 5k/Huntley Hootenanny held in cooperation with Huntley School District 158. Dining and food options are available at independently operated shops and restaurants. Within the Town Square, a gazebo serves as a focal point and symbol of the Village's history.

The Village recently partnered with a downtown property owner to establish small pocket parks on previously underutilized vacant lots with seating and fire pit amenities to provide "third place" gathering spaces in addition to the Town Square for those visiting or living in the downtown. The term "third place" is used to describe the places outside of the home (the first place) and the workplace (the second place) where people go to interact with others and connect with their community.

In 2025, the Village will open Shops on Main at the southeast corner of IL Route 47 and Main Street. The Shops on Main project will provide small businesses and entrepreneurs with an opportunity to establish a physical storefront in a retail setting with like-minded business owners for an operating season without the long-term commitment and expense associated with a permanent brick-and-mortar location. The shops will serve as a unique and attractive retail destination for frequent visitors of downtown Huntley and IL Route 47 travelers alike.

Inviting entryways let those entering the community know they are in Huntley, with signage and landscaping to add to the appeal of the entryway. The Village has invested significant dollars into improving the appearance of the intersection of IL Route 47 and Main Street with landscaping and digital signage to keep the community informed of important events. A new entryway sign will be installed in 2025 at the northeast corner of IL Route 47 and Freeman Road, the main northbound entrance to the community when exiting I-90. Funds for the construction of the sign were secured through development agreements with private developers as new projects were approved near the tollway. The Village also secured developer assistance to add a "Village of Huntley" monument sign with the updated Village logo on property adjacent to I-90, replacing a sign that previously advertised a former commercial development no longer in existence. The Village will continue to seek developer contributions to help fund public improvements and beautification efforts.



MUNICIPAL FACILITIES

The Village of Huntley Municipal Complex, built in 2006, is located at 10987 Main Street. The Village Board room serves as the focal point of the building upon entry. The Municipal Complex houses the Village Manager's Office, Finance Department, and Development Services Department in the two-story west wing of the building, while the two-story east wing houses all police operations and the Emergency Operations Center. Each wing includes a full basement, providing opportunities for future growth. Additionally, the 10-acre site provides space for future building expansion if needed.

The Public Works and Engineering Department is located nearby on Bakley Street. The administrative functions of the department are managed from this location. Other Public Works facilities include the water and wastewater treatment plants and the Fleet Garage on Donald Drive. The Village recently purchased property on Main Street, just to the east of this location, to accommodate the future construction of a new Fleet Garage. Upon completion of a new facility, the existing structure would be razed, improving the appearance and functionality of the current location.



Key Recommendations

- Continue proactive maintenance and capital planning for facilities upgrades and replacements.
- Regularly review building capacity at all facilities and identify future space needs.
- Identify funding structure for construction of new Fleet Services facility.



EMERGENCY SERVICES

Public safety is a key component of providing an attractive, livable community with a high quality of life. Within the Village, public safety services are provided by the Huntley Police Department and the Huntley Fire Protection District. The Police Department works in cooperation with many other public safety providers, including the McHenry and Kane County Sheriff's Offices and the Illinois State Police.

The Police Department is an internationally accredited law enforcement agency through the Commission on Accreditation for Law Enforcement Agencies, Inc. (CALEA). Successful accreditation makes a statement to residents, law enforcement colleagues, and other professionals that the Huntley Police Department meets the very highest standards. The Commission has developed a comprehensive set of written standards that covers every aspect of law enforcement and communications policies, procedures, practices, and operations. Because this process is so rigorous, only 3% of law enforcement agencies nationwide choose to become accredited. It is a highly valued mark of professional excellence for an agency to voluntarily participate in CALEA.

The Huntley Fire Protection District provides services in Huntley, portions of Lake in the Hills, and Algonquin, Hampshire, Gilberts, and unincorporated areas surrounding Huntley. Four of the District's five stations are strategically located within Huntley, allowing for faster response times throughout the service area. The main headquarters office was relocated several years ago from Downtown Huntley to Main Street, aiming to improve response times east of IL Route 47.

Key Recommendations

- Continue to include Police and Fire District personnel in reviewing new development proposals to ensure adequate coverage and strategic planning for future facilities as the community grows and new areas develop.
- Collaborate with Police and Fire District on new development proposals to assess facility layouts and maximize the security and safety of new facilities for patrons and employees.
- Coordinate with the Police and Fire District to identify any impediments to providing sufficient response times for all areas of the Village and work to identify potential solutions.

WATER AND WASTEWATER CAPACITY

The Village operates five deep wells (Wells No. 7 – 11) that supply water to five individual drinking water treatment plants. The Village’s Water Works System contains five elevated water storage tanks (EWSTs) and two detention tanks at two of the Water Treatment Plants (WTPs). The Village’s Wastewater System includes two Wastewater Treatment Plants (WWTPs), thirteen lift stations, and sanitary sewer pipes ranging in size from 8 inches to 36 inches.

The Comprehensive Water and Wastewater Master Plan evaluates system expansion by utilizing recent historical water use trends, as well as the Regional Water Supply Planning Group’s water conservation recommendations, to define practical reductions in projected water demands. The plan also assesses the condition and capacity of the Village’s wastewater system, identifying impending regulatory challenges and wastewater treatment plant (WWTP) improvements needed to continue operating and maintaining both plants under current and near-future regulations. It also plans the expansion of the Village’s sanitary sewer network throughout the Village’s planning area, with a particular focus on the southern service area south of I-90, and develops an implementation plan for the proposed improvements at the WWTPs.

The Village has recently completed construction of a new deep well, and the adjacent water treatment plant is currently under construction, with completion scheduled for late 2025. The new well will generate additional capacity of approximately 1 million gallons per day. The new well, combined with continued water conservation measures and the use of Best Management Practices (BMPs), ensures the Village’s ability to service new growth.

Key Recommendations

- Continue implementing the recommendations outlined in the Comprehensive Master Utility Plan to address anticipated water supply and treatment needs.
- Continue to monitor the capacity of Village water and wastewater treatment plants and update the Comprehensive Master Utility Plan as necessary.
- Maintain efficient wastewater treatment processes to protect the community’s environmental health and water quality.
- Protect the water supply from incompatible uses and activities that could compromise the quality and safety of drinking water.
- Participate in McHenry County planning efforts to develop a countywide water conservation policy.

ENCOURAGE LOW IMPACT DEVELOPMENT (LID)

The Village regulates stormwater management through the Kane County Stormwater Management Ordinance that applies to developments in both Kane and McHenry Counties. Stormwater runoff is the water that flows off roofs, driveways, parking lots, streets, and other hard surfaces during rainstorms. Stormwater runoff is also the rain that flows off grass surfaces and wooded areas, which is not absorbed into the soil. The runoff that is not absorbed into the ground runs into ditches, culverts, catch basins, and storm sewers. As a result, it does not receive any treatment before entering the streams and lakes. Poorly controlled runoff contributes to increased rates of stream bank erosion and lake sedimentation. Low-Impact Development (LID) techniques that help protect and restore water quality while reducing the quantity of stormwater runoff throughout the Village should be considered for new development and implemented where feasible.

Key Recommendations

- Continue to incorporate sustainable design best practices into Village-owned infrastructure and community facilities.
- Encourage private developers to incorporate green building, LID, and green infrastructure practices into future developments.
- Incorporate green infrastructure into public streetscapes, prioritizing pedestrian-oriented areas such as Downtown and commercial areas.
- Use the Environmental Protection Agency’s (EPA) “Revising Local Codes to Facilitate Low Impact Development” guide to help identify regulations within Huntley’s zoning code that discourage LID practices.

LOW IMPACT DEVELOPMENT (LID)

Low Impact Development (LID) is the integration of green infrastructure and conservation of on-site natural features to mitigate stormwater runoff and protect water quality. Green infrastructure is an attractive and sustainable alternative to traditional concrete (or “gray”) infrastructure that substitutes paved and hard surfaces with vegetated or permeable areas. It has numerous environmental benefits on top of stormwater management, including reducing urban heat islands, improving air quality, and promoting economic vitality through attractive urban settings. Examples include incorporating permeable surfaces, grassed swales, rain gardens, bioretention strips, and green roofs into parking lot, streetscape, and building designs.



PARK DISTRICT AND RECREATION

The Huntley Park District, with its administrative offices located in the Cosman Center at 12015 Mill Street, is dedicated to facilitating the planning and policy behind its many neighborhood parks, community parks, golf course, natural areas, and trails. Huntley's parks, open space, and recreational system are a draw for many in the region and were identified by residents as a key community asset. The Park District has 16 dedicated parks totaling 330 acres of green space, including centrally located Deicke Park, activity-focused Tomaso Sports Park to the north, Betsey Warrington Park along Main Street, and Ol' Timers Park near the downtown. The Village is committed to working cooperatively with the Huntley Park District to provide the Village with high-quality recreational programs and active and passive open space.

The Park District's mission and values are to connect the community and provide safe, enjoyable, and affordable programs and services to the community. The Park District provides a wide range of programs that focus on sports, fitness, aquatics, arts, and dance and include special events and senior programs. Deicke Park's facilities support its various camps, Tomaso Sports Park supports its sports-focused programming, and Betsey Warrington Park supports its community events. Park District amenities include the Pinecrest Golf Club, Stingray Bay Aquatic Center, Cosman Theater, Fitness Center, a disc golf course, multiple other sports fields, and sledding hills.

Based on the 2024 population estimate of 29,051, there are approximately 11.4 acres of parkland per 1,000 residents within Huntley, exceeding the National Recreation and Park Association's general recommendation of 10.0 acres per 1,000 residents. In addition to the amount of parkland available to the public, the location of that parkland also plays a key role in access. Huntley's parks are generally well-distributed throughout the community, with most residents having a neighborhood or community park within walking distance of their home.

In 2023, the Park District developed the Parks and Recreation Strategic Master Plan to analyze the District's programs, facilities, amenities, and resources related to parks, recreation, and open spaces. As stated in the plan, one of the Park District's goals is to develop and utilize data sources and best practices to establish patterns of use and address the unmet needs of the Huntley population. As Huntley continues growing, the Village should encourage the Park District to continue its practice of developing new parks in growth areas. All new parks should adhere to Park District guidelines.

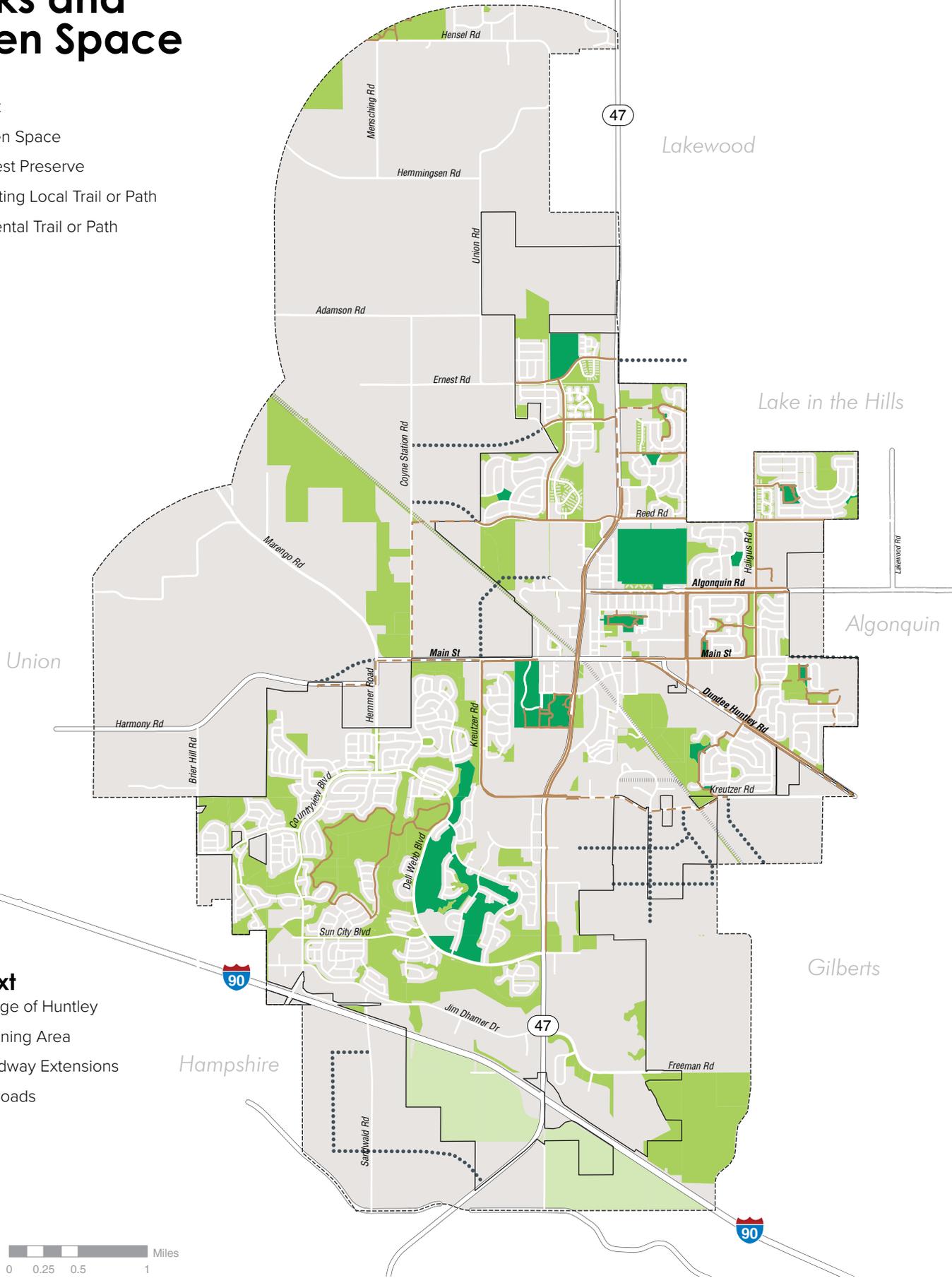
Within its existing and new parks, the Village should work with the Park District to ensure that recreational facilities and opportunities are available for all ages. Parks should include features such as ample seating options, modern playground equipment, and outdoor exercise equipment – features that appeal to a wide age range. While additional park space may be needed over the long term as Huntley grows, it is important that the Village support the Park District's expansion of specialized park facilities within the current system. Huntley's neighborhoods are generally well-served by existing parks, and it is important that the Park District continues to proactively plan for and fund the maintenance and enhancement of existing park assets.

Key Recommendations

- Collaborate with the Park District to identify areas within the Village that require improved access to parks and recreation facilities, including potential new park locations in emerging growth areas.
- Coordinate with the Park District to plan for their strategic acquisition of parkland for existing and future neighborhoods not located within a park service area.
- Provide convenient access to parks and recreation facilities, including sidewalks, trails, and streets, as necessary, and ensure adequate parking is available.
- Continue to include the Park District in review of new development proposals to ensure the open space and recreational needs of the community are appropriately represented as new developments are considered.
- As part of any new annexation agreements, the Village should continue to require annexation to the Park District if the property is not within the Park District's existing boundaries.
- Partner with the Park District to determine the demand for specialized facilities.
- Collaborate with the District to implement design techniques outlined in the Parks and Recreation Strategic Master Plan to enhance the attractiveness of the Tomaso Sports Park and upgrade the facility with improved wayfinding, trail accessibility, and restroom facilities.
- Improve the sustainability of natural areas, accessibility to activity fields, and the Park District's ability to accommodate more amenities at Betsey Warrington Park.

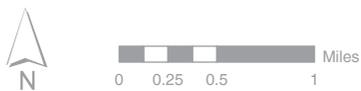
Parks and Open Space

- Park
- Open Space
- Forest Preserve
- Existing Local Trail or Path
- Potential Trail or Path



Context

- Village of Huntley
- Planning Area
- Roadway Extensions
- Railroads





CONNECT AND EXPAND THE TRAIL NETWORK

A well-connected and robust trail system promotes healthy lifestyles and improves public health. Promoting opportunities for walking, cycling, and other sustainable modes of transportation can foster community cohesion and an attractive place to live. The Village currently has 20 miles of trails (multi-use paths and sidewalks), including trail network connections between Deicke Park and Betsey Warrington Park, providing an extensive system for walking and biking. The Village should build upon key trail connections between neighborhoods and commercial areas, as well as to future parks and greenways in Huntley's growth areas.

Key Recommendations

- Connect parks and recreation areas with trails on existing rights-of-way and through neighborhoods where possible to support a more connected trail network and park system.
- Utilize best practices for trail design to create a safer and more enjoyable experience for trail users, including enhanced trail crossings along roadways.

PROMOTE SUSTAINABLE LAND USE PRACTICES

Natural areas serve a critical biological and ecological role and provide desirable recreational destinations. The McHenry County Conservation District serves as a steward for open space preservation and offers educational programs. The nearby Exner Marsh Conservation Area and Pleasant Valley Conservation Area are examples of the District's work throughout McHenry County to protect native habitats and wildlife populations in impactful ways. The Kane County Forest Preserve District works in the same way in Kane County to preserve and restore natural areas and wildlife habitats at various locations throughout Kane County. Huntley's access to nearby Rutland Forest Preserve and Freeman Kame – Meagher Forest Preserve offers opportunities for hiking, camping, and learning about nature. The District recently purchased ±295 acres at the southwest corner of IL Route 47 and I-90 and ±463 acres east of Manning Road on both sides of Big Timber Road. The Village's concurrence was required for the 295-acre acquisition.

Huntley is enveloped entirely by the Kishwaukee watershed, which covers over 1,200 square miles throughout northern Illinois and southern Wisconsin. Watersheds are geographical areas that collect and drain water into a common point, such as a lake, river, or wetland. They play a crucial role in supplying freshwater resources, supporting diverse ecosystems, and regulating water flow. In addition, watersheds can help to provide water filtration, flood mitigation, air purification, carbon storage, and soil formation.

Open space provides vital ecosystem services and benefits for society. In addition to building and expanding the Village's parks and trail network, the Village should seek to promote sustainable land use practices and conserve its open space as development and growth occurs.

Key Recommendations

- Update the zoning code to better support conservation design and more sustainable land use practices to protect natural areas and water resources as part of the design and permitting of new development.
- Continue to identify opportunities to incorporate green infrastructure, such as permeable surfaces and naturalized stormwater management systems, into Village projects.
- Collaborate with landowners and local organizations to support land conservation, identifying and prioritizing strategic areas of open space that can be proactively protected through purchase or conservation easements.
- Collaborate with the Kane County Forest Preserve District on an amenities and trail plan for the property south of the tollway to provide safe access to high quality natural and recreational opportunities while ensuring compatibility with potential future development.
- Incorporate conservation design principles, including preserving contiguous areas of open space and natural areas by clustering denser residential or commercial structures on select areas of the site, allowing for larger areas of common open space that can be used as neighborhood or community parkland.



EDUCATION

K-12

School districts can have a significant impact on where residents choose to live, development potential, and the desirability of different locations within a community. Additionally, providing quality education is critical for professional preparedness, economic mobility, and self-sufficiency. Fortunately, the quality of the Huntley Community School District 158 was consistently cited by residents as a strength of the community.

Huntley Community School District 158 serves the majority of the educational needs of Village residents, while Community Unit School District 300 serves areas in the southern portion of the Village, where there is a small residential component within Del Webb's Sun City. District 158's boundaries include properties located in McHenry and Kane Counties. The District serves more than 8,400 students in pre-kindergarten through grade 12 residing in Huntley, western portions of Lake in the Hills and Algonquin, and surrounding areas. Future growth within the Village and surrounding communities is accommodated through the educational opportunities provided at the District's three campuses. There are no plans for additional school properties within the Village's planning jurisdiction.

The District employs over 1,400 staff members in its five elementary schools, two middle schools, and one high school. The Huntley Harmony Road campus is home to the District's high school, with a population of more than 2,700 students, and Leggee Elementary. The campus in Lake in the Hills includes Chesak Elementary, Martin Elementary, and Marlowe Middle School, while the Algonquin campus includes Conley and Mackeben Elementary Schools and Heineman Middle School. Other District programs include an early childhood center and a special education transition program called LIGHT, serving students aged 18 to 22. Built between 1997 and 2005, all of the District's schools were designed with a primary focus on technology in education.

Over the last 25 years, the Village has collected over \$25 million in impact and transition fees generated by new development. The Village will continue to work in partnership with the District to support the new growth planned over the coming years.

Higher Education

Higher education and training opportunities are offered through local providers, including McHenry County College (MCC), which serves students and businesses within the District 158 boundaries, and Elgin Community College, which serves students and businesses within the District 300 boundaries. MCC has partnered with Aurora University, Roosevelt University, Northern Illinois University, and Southern Illinois University to create the University Center at MCC in Woodstock, providing local access to those who wish to continue their studies at leading Illinois universities in pursuit of a bachelor's or advanced degree.

In conjunction with the second medical office building at the Northwestern Medicine Huntley Hospital campus, Rosalind Franklin University of Medicine and Science moved into 30,000 square feet and established a "virtual health system" integrating a range of healthcare environments, modern technology, and simulation-based training models to create highly realistic learning and assessment experiences. The center offers simulation experiences for physicians in training in the following areas: outpatient clinic with eight fully-functioning examination rooms; mock operating theater; procedure rooms; emergency department with ambulance, treatment rooms, and trauma room; adult and pediatric inpatient rooms; labor and delivery suite fully-equipped with a simulated birthing mannequin; and classrooms and laboratory space.

Key Recommendations

- Continue to coordinate with the Huntley Community School District to ensure quality education for current and future residents.
- Collaborate with Huntley Community School District to address the evolving needs of the population
- Continue to work with the Huntley Community School District as it evaluates future spaces needs.
- Continue to involve the Huntley Community School District in reviewing new development proposals to ensure a collaborative approach that aligns with long-term planning initiatives, anticipates future needs, and supports sustainable growth.



LIBRARY SERVICES

The Huntley Area Public Library serves the majority of the Village, as well as other adjacent unincorporated areas. The Library provides a wide range of traditional library services, as well as digital services, including e-book, music and magazine downloads, online classes, language learning, tutoring and resume help, and programs and special events for all ages. The Library recently renovated the original building and added over 17,000 square feet, bringing the total space to 36,500 square feet. The project more than doubled the building's space and updated critical technology, helping the Library to better serve the community.

A small portion of the Village located in Hampshire Township is served by the Ella Johnson Memorial Public Library, which also serves the communities of Hampshire, Pingree Grove, and other unincorporated areas. The Library Board has been assessing growth throughout the service area and is currently planning to build a new 20,000 square-foot facility in Pingree Grove, subject to approval of a referendum.

Key Recommendations

- Collaborate with the Huntley Area Library to ensure the continued provision of adequate library space and services to meet the national benchmarks.

COMMUNITY SERVICE PROVIDERS

Northwestern Medicine Huntley Hospital

Northwestern Medicine Huntley Hospital is located within the Village on a 110-acre campus that includes the hospital, urgent care center, fitness facility, and other medical office buildings. The hospital is a 128-bed facility that employs more than 600 physicians in 70 specialties who provide comprehensive medical care. The hospital provides a vast variety of services, including a Level 2 Trauma Center, 20-bed Family Birth Center, and 12-bed Intensive Care Unit. Additional recommendations related to the Northwestern Medicine Huntley Hospital campus and surrounding area can be found in the Subarea chapter.

Post Office

The Huntley Post Office's main customer service office is located in the Downtown at 11013 Woodstock Street. The carrier annex is located at a separate site within the Village. The current site does not offer any opportunity for expansion. The Village recently acquired property adjacent to the Post Office and added off-street parking spaces to address community comments regarding the availability of parking near the facility. The Village has had discussions with postal service representatives at different times in the past regarding the potential for relocating to a site with more adjacent parking. However, there are no indications at this time that the USPS has any plans to relocate.

Key Recommendations

- Collaborate with regional healthcare organizations and agencies to monitor health issues and develop policies and environmental improvements to address them.
- Partner with Northwestern Medicine Huntley Hospital, McHenry County College, and Elgin Community College to invest in healthcare workforce development by supporting medical education programs, training opportunities, and scholarship opportunities in the community.
- Continue to monitor Post Office operations and identify opportunities for future relocation.

IMPROVE AND EXPAND UTILITY AND BROADBAND SERVICE

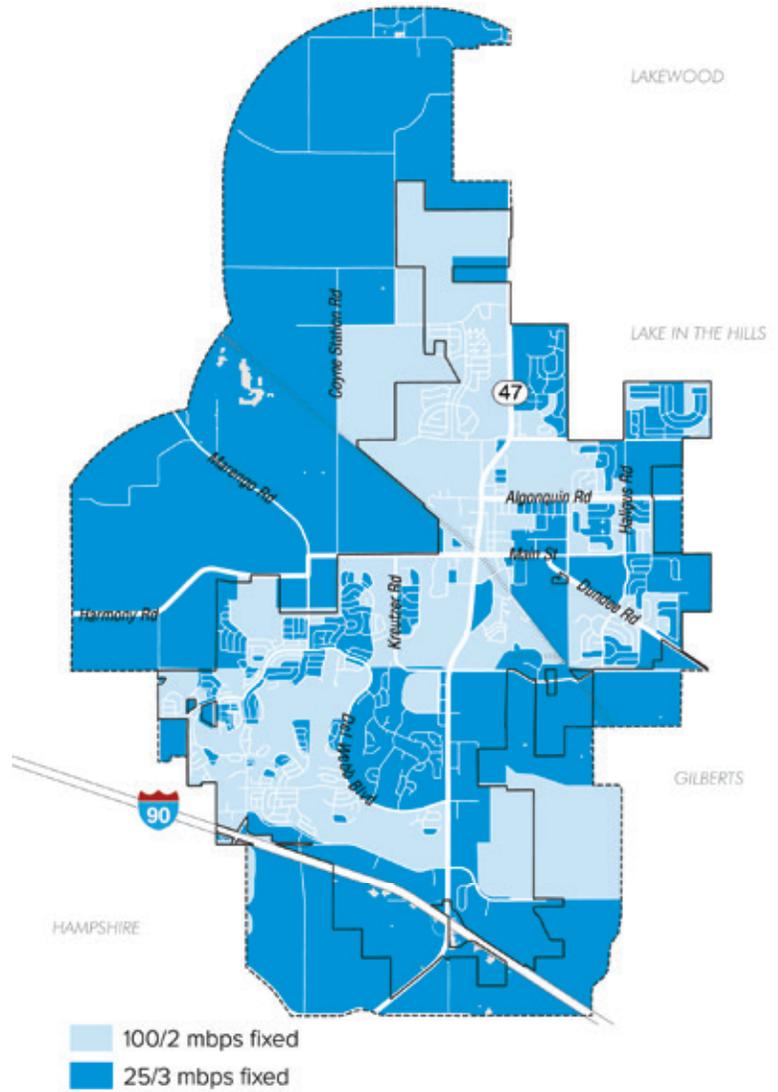
The Illinois Department of Commerce and Economic Opportunity provides a resource for determining the accessibility of sufficient internet connection in communities across the state. It is categorized by internet speeds, availability in certain areas, type of broadband, and density of providers. Broadband coverage is distinguished by download and upload speeds. The majority of Huntley has access to some form of broadband, but the modernization of this infrastructure will be a key focus to expanding access for residents of Huntley. The Village is served by a fiber-optic line adjacent to the tollway, providing access to businesses along the corridor.

The expansion of high-quality broadband throughout the Village is important for equitable internet access and business development. This is increasingly true in the growing work-from-home climate. Additionally, there is a reliance on quality high-speed internet for technology, manufacturing, healthcare, government, and other industries.

As the Village grows, it may strategically consider pursuing additional broadband infrastructure to improve internet speed. The location of the additional infrastructure should be based on maximizing residential connectivity and minimizing any negative impact on the aesthetics of the Village.

Key Recommendations

- Partner with utility and broadband providers to strategically locate additional broadband infrastructure to improve the internet speed as needed, such as in existing and future employment and commercial areas near the interchange and along the eastern side of IL Route 47.
- Coordinate with utility and broadband providers to continue improving and expanding service in Huntley's neighborhoods and business districts

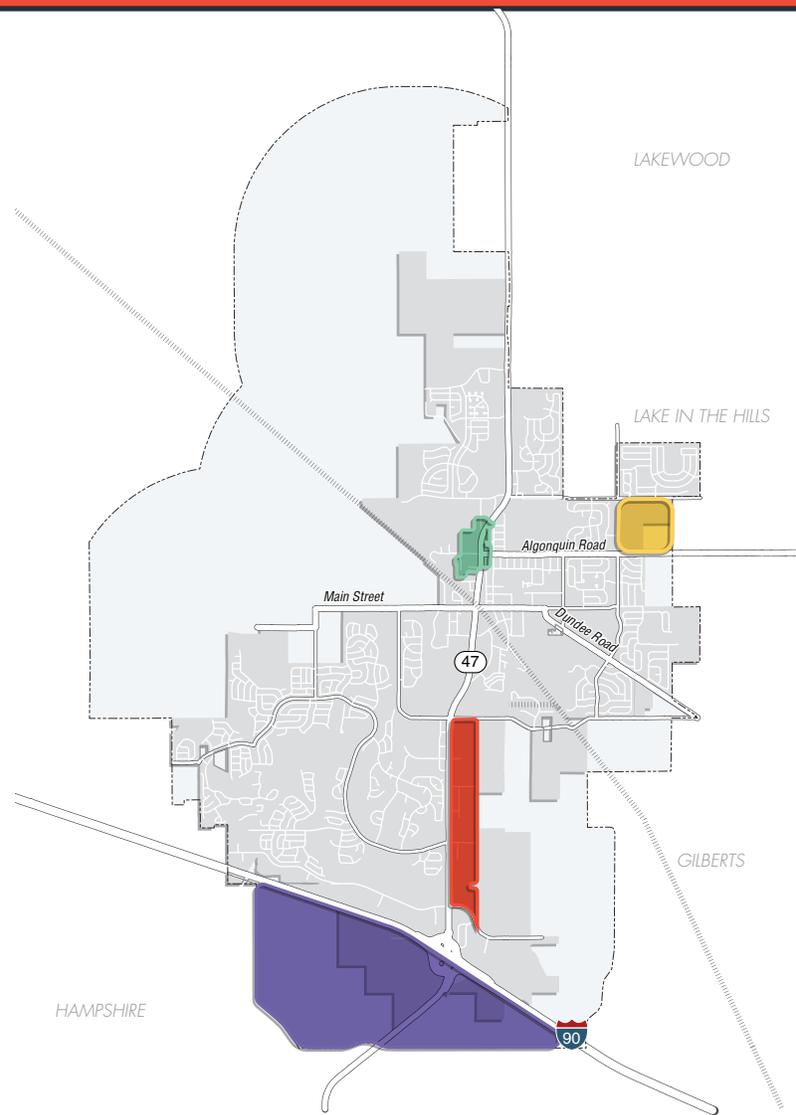


Source: Illinois Department of Commerce & Economic Opportunity, Office of Broadband (2023)



8 SUBAREA PLANS

Building on the core components of the Comprehensive Plan, detailed Subarea Plans have been developed for four different areas within Huntley. The subarea plans focus on key concepts and strategies for land use and development, transportation and circulation, and other improvements to these vital areas. The subarea plans provide more specific recommendations for these key areas of the Village, building upon the general framework of the Comprehensive Plan to guide improvements, reinvestment, and redevelopment, particularly in commercial and light industrial areas.



- Route 47 Commercial Corridor
- Route 47/Algonquin Road
- IL-47-I-90 Interchange
- Northwestern Hospital Campus



IL ROUTE 47 COMMERCIAL CORRIDOR

The intent of this subarea is to build on the major commercial and light industrial developments that have occurred along the IL Route 47 Corridor and plan for observed and anticipated shifts in the retail and residential market.

The demand for traditional large-scale commercial development has waned in recent years. However, the demand for housing remains high, leading to increased pressure to reassess vacant commercial sites along the IL Route 47 corridor for residential development. For the first time since Del Webb's Sun City was completed in 2013, new residential development broke ground within and directly adjacent to the corridor. The developments will add 293 multi-family units and 224 single-family attached homes on previously zoned commercial sites. Although these projects have added to the potential customer base for existing and future businesses, they have also reduced the amount of available commercially-zoned property along the corridor. The light industrial growth surrounding the IL Route 47 / I-90 interchange has also added a significant daytime employee population in close proximity to the corridor. Some larger commercial sites should be preserved for development to meet the growing population's demand for new retail and restaurants.



For vacant sites south of Oak Creek Parkway, the community should support new business flex development that is compatible with both the commercial areas to the north and the light industrial and office uses to the south and east. Regardless of end use, there should be a focus on high-quality design that provides an attractive and welcoming pedestrian environment with an active street frontage.

Key Recommendations

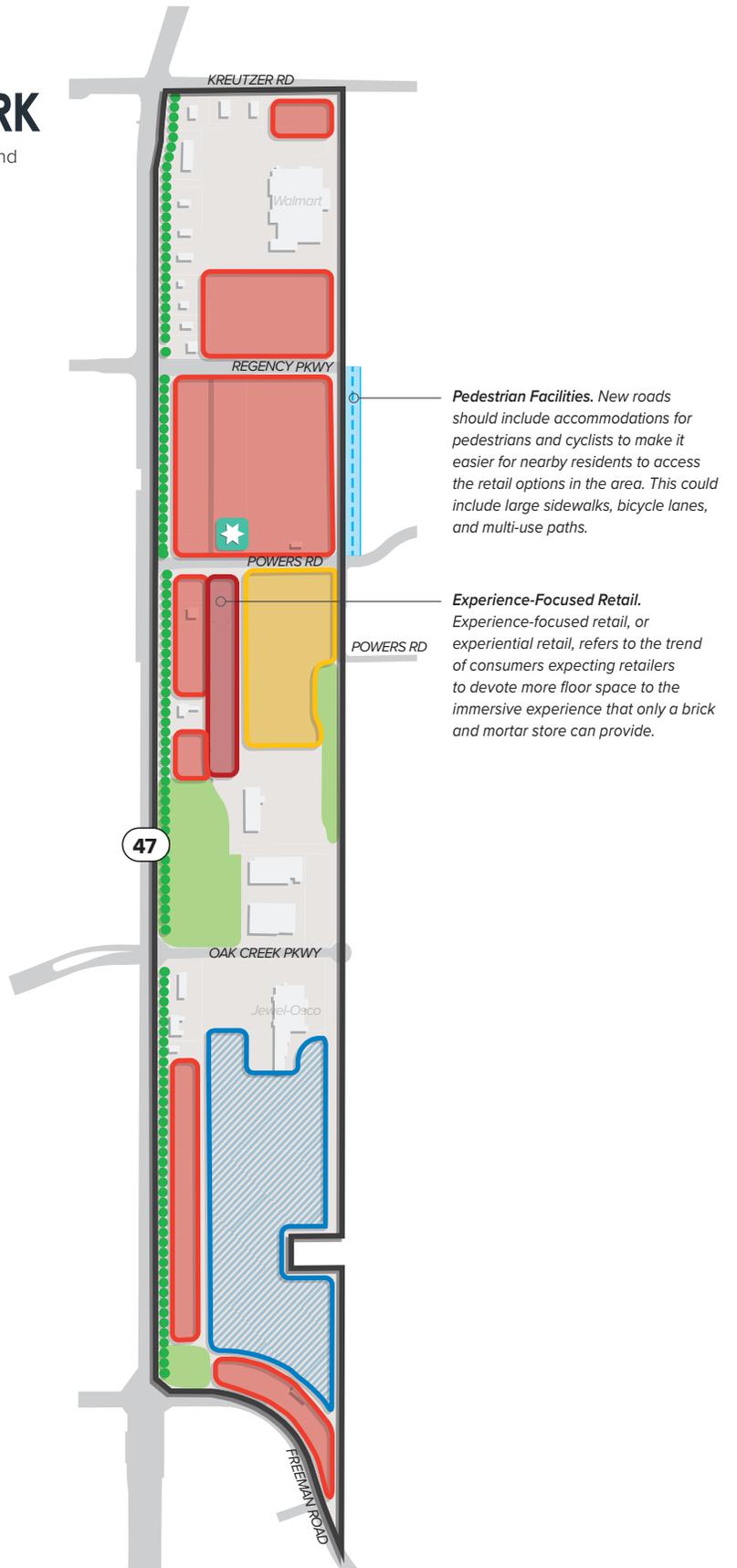
- Remaining large commercial parcels in the subarea should be preserved to address the increasing commercial needs of Huntley's growing population and employment base.
- Enhance Commercial Design Guidelines to include business flex and light industrial buildings to promote quality site and building design that is consistent with the existing environment.
- Address the market shift in consumer preferences by encouraging alternate forms of experience focused commercial that does not adhere to the built environment norms of traditional big box / outlot development.
- Accommodations for pedestrians and cyclists should be provided along new and planned roadways to make it easier for residents near the corridor to access retail options and the greater multi-use network along IL Route 47.
- Work with property owners and developers to locate a public plaza or parklet as a component of new commercial development to provide an amenity to the area businesses and new residents surrounding the corridor.

IMPROVEMENTS FRAMEWORK

The Improvements Framework provides a framework for land use and development in the subarea.

Recommendations

- 
Mixed-Use and Entertainment
 Mixed-use development would be appropriate along the IL Route 47 corridor. Entertainment, or experience-focused retail, should be encouraged in mixed-use areas.
- 
Commercial Development
 New commercial outlot developments should be supported along IL Route 47 that continue the development pattern established by businesses in the northern part of the subarea.
- 
Multifamily Residential
 Multifamily Residential development should be encouraged as a component of mixed-use to address the community's growing housing needs and increase the local population and tax base.
- 
Business Flex
 Business Flex includes a range of business development types including local offices and warehousing. The southern portion of the subarea, just off the IL Route 47 frontage, should be developed within business flex uses in the future.
- 
Landscaping Improvements
 The community should work to improve the general aesthetics of the subarea with new investments in landscaping and signage.
- 
New Roadway
 A roadway connection between Regency Parkway and Power Road to promote cross-access between commercial lots, reducing traffic and necessary access points along IL Route 47. This roadway connection would also improve access to undeveloped land to the east.
- 
Public Plaza
 As a component of new commercial or mixed-use development, work with property owners and developers to locate a public plaza or parklet in the subarea to provide an amenity to area businesses and new residents.



Pedestrian Facilities. New roads should include accommodations for pedestrians and cyclists to make it easier for nearby residents to access the retail options in the area. This could include large sidewalks, bicycle lanes, and multi-use paths.

Experience-Focused Retail. Experience-focused retail, or experiential retail, refers to the trend of consumers expecting retailers to devote more floor space to the immersive experience that only a brick and mortar store can provide.



IL ROUTE 47 / I-90 INTERCHANGE

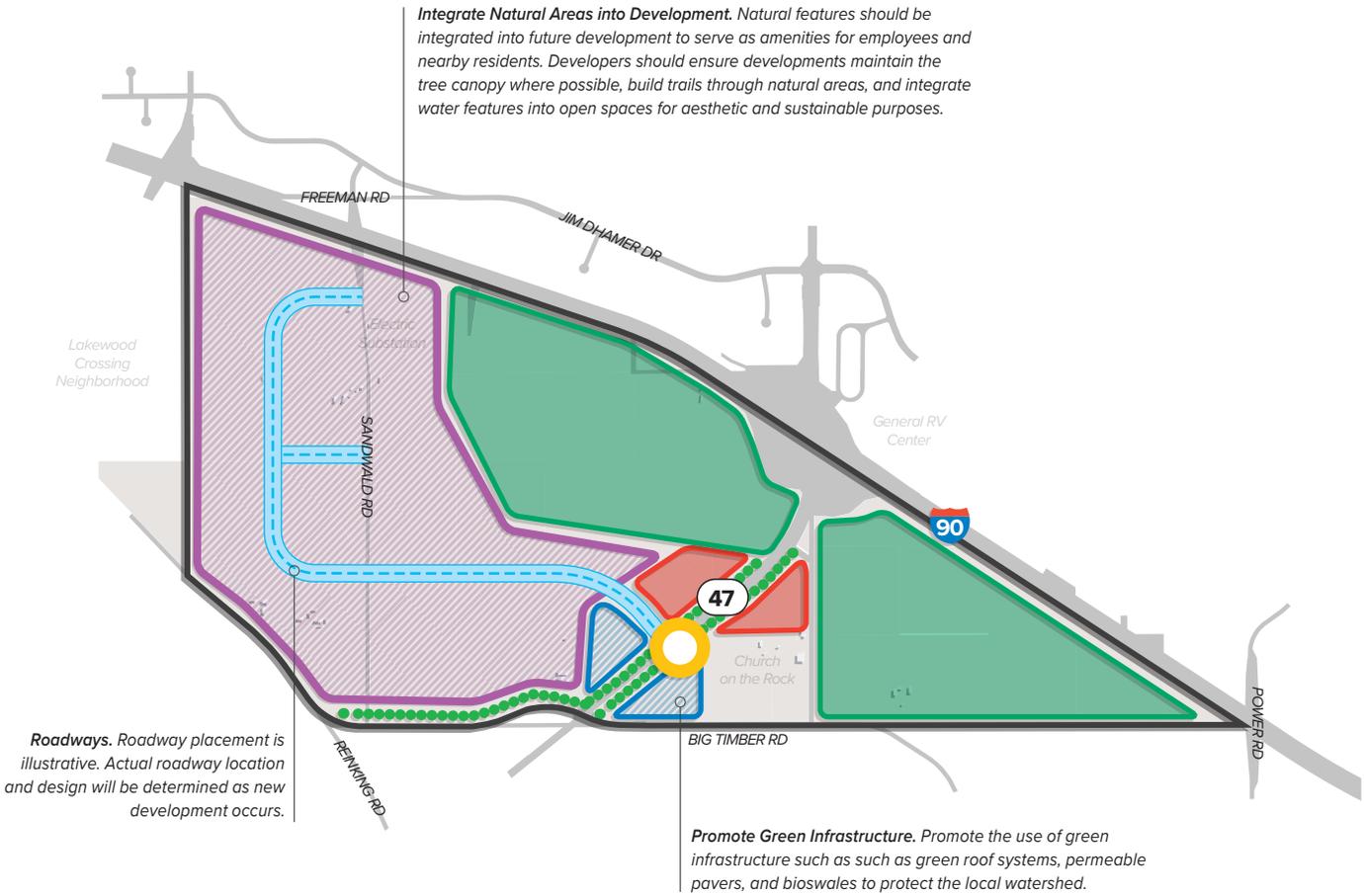
The arrival of major users such as Weber, Amazon and John B. Sanfilippo & Sons has shown there is a growing demand for light industrial uses in Huntley. The intent of this subarea is to build on the positive momentum of the major commercial and light industrial developments that have occurred along IL Route 47 north of I-90 while supporting complementary light industrial and commercial development to the south.

The Kane County Forest Preserve District owns ± 295 acres at the southwest corner of IL Route 47 and I-90 and ± 463 acres east of Manning Road on both sides of Big Timber Road, which limits development potential for portions of the subarea. However, opportunities remain for commercial development near the interchange and light industrial users that could benefit from direct access to IL Route 47. Business flex development should also be considered to complement the proposed light industrial and commercial uses in the subarea.

Key Recommendations

- Continue to promote commercial, business flex, and light industrial developments near the interchange.
- Enhance Commercial Design Guidelines to include business flex and light industrial buildings to promote quality site and building design that is consistent with the existing environment.
- Work with property owners to coordinate the construction of the necessary utilities to facilitate development.
- Coordinate with the Kane County Forest Preserve to integrate the natural amenities with the employment hub. Passive recreational facilities may include walking trails or bike paths through the light industrial development.
- Balance development with the preservation of open space by maintaining natural site features while allowing for new light industrial growth.
- Encourage a campus-style approach to light industrial development, which may include public gardens, squares, entrance signage, and new investments in landscaping along IL Route 47.





IMPROVEMENTS FRAMEWORK

The Improvements Framework provides a framework for land use and development in the subarea.

Recommendations

- █ **Preserve Wetlands and Natural Areas**
 Wetlands and other natural areas, not already located within the Kane County Forest Preserve or other conservation entity, should be incorporated into any future development to further the Village’s goal of preserving its natural features. Preserving these natural features will help establish a balance between open space and new development. Additionally, it provides an opportunity to integrate natural amenities within an employment hub which could provide passive recreation facilities such as walking trails or bike paths.
- █ **Commercial Development**
 Commercial development along IL Route 47 should be supported to serve area employees, surrounding residential development and take advantage of the regional highway access.
- █ **Light Industrial Development**
 Due to its location near the interchange, most of the land in this subarea should be reserved for light industrial development to support local economic goals to create high-paying jobs and increase the tax base.
- █ **Business Flex**
 Business flex development should be encouraged in targeted areas where industrial users could benefit from having on-site sales or office uses proximate to future commercial development.
- █ **New Roadways**
 New streets should be constructed to the interior of the subarea as development occurs including accommodations for pedestrians and cyclists such as wide sidewalks, bicycle lanes, and multi-use paths.
- █ **Future Signal**
 A traffic signal along IL Route 47 would provide controlled movement of vehicle and truck traffic that may be generated by industrial and business flex uses.
- █ **Landscape Improvements**
 The community should work to improve the general aesthetics of the subarea with new investments in landscaping and signage.

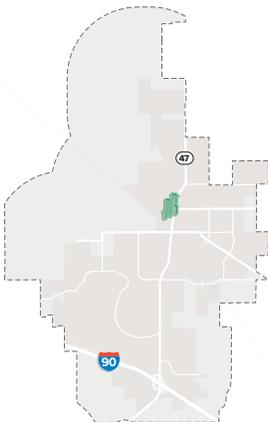


IL ROUTE 47/ALGONQUIN ROAD INTERSECTION

The intent of this subarea is to create a more active commercial/entertainment area surrounding the intersection of IL Route 47 and Algonquin Road. The shallow lot depth of older commercial development currently limits much of the potential along IL Route 47. As residential growth occurs in areas to the north and west, and the County's proposed future extension of Algonquin Road west across the railroad tracks is implemented, this intersection will grow in importance. New commercial development should be encouraged on underutilized parcels in this area, while desirable existing commercial development should be updated. To meet the continued housing needs of the community, single-family attached housing should also be considered for large undeveloped parcels west of commercial frontage along IL Route 47. A new north-south frontage road paralleling IL Route 47 could also be established to facilitate redevelopment.

Key Recommendations

- Coordinate with McHenry County Division of Transportation the long-range strategic extension of Algonquin Road, which may provide an additional east-west arterial through the Village.
- Coordinate with McHenry County Division of Transportation the access provided to Algonquin Road west of IL Route 47. Flexibility in roadway access will provide development opportunities for the properties located at the northwest and southwest corners of the intersection.
- Work with property owners to promote parcel assembly and comprehensive redevelopment of outmoded commercial properties surrounding the intersection.
- Work with property owners to facilitate site and building improvements to existing desirable commercial properties.

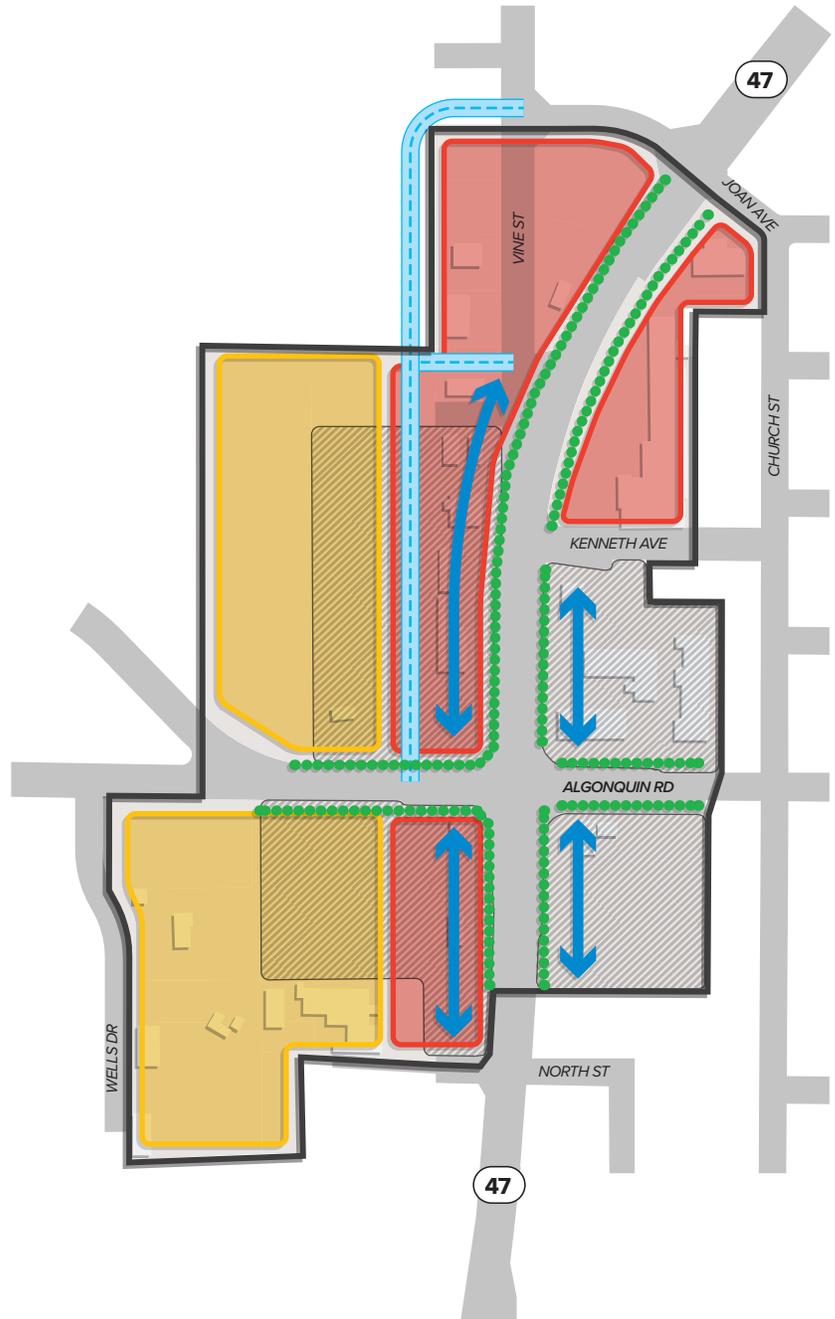


IMPROVEMENTS FRAMEWORK

The Improvements Framework provides a framework for land use and development in the subarea.

Recommendations

-  **Commercial Frontage**
Properties along IL Route 47 should be prioritized for commercial uses such as retail, restaurants, offices, and service uses.
-  **Parcel Assembly and Redevelopment**
Promote parcel assembly and the comprehensive redevelopment of outmoded commercial properties surrounding the IL Route 47 and Algonquin Road intersection.
-  **Mixed-use and Residential**
While commercial development is preferred for properties fronting IL Route 47, consider mixed-use proposals that include single-family attached or multifamily development to the west of IL Route 47.
-  **North-South Access**
As redevelopment occurs, north-south access should be improved using new streets and cross-access easements. This will provide opportunities to remove redundant curb cuts and improve vehicular circulation and bike and pedestrian safety.
-  **Frontage Road**
A new frontage road should be established paralleling IL Route 47 and connecting either to the southern extent of Vine Street or north to an extension of Joan Avenue. This would allow parcels with constrained access to IL Route 47 to be combined with the former golf range property to form a larger commercial or mixed-use development opportunity.
-  **Streetscape Improvement**
To beautify the corridor and attract further development, existing commercial properties should be improved to enhance pedestrian access, landscaping, signage, and lighting, and building facades.





NORTHWESTERN HOSPITAL CAMPUS

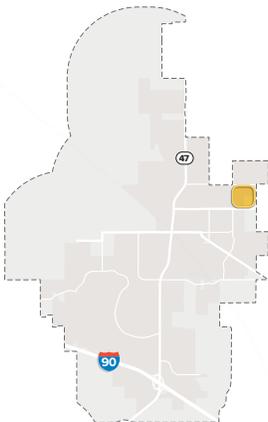
The intent of this subarea is to lay the groundwork for an active and vibrant medical-oriented commercial area. Northwestern Medicine owns a majority of the land in the subarea, including 60 undeveloped acres, so many subarea recommendations would require ongoing coordination with the hospital. The intent of this plan is to illustrate the Village’s desires for this unique and important site.

Northwestern Medicine’s continued investment in the Huntley hospital campus represents the subarea’s importance not only to the Village, but also to the greater region. As the campus grows, so too does the daytime population. Commercial nodes should be encouraged at the corner of Haligus Road and Reed Road. Commercial uses would provide local retail and service uses demanded by nearby residents, hospital visitors, and employees. Medical offices and service providers could also be located in this area to complement hospital services. Other future development should be compatible with the existing hospital site and the surrounding neighborhood areas in Huntley.

Tom’s Farm Market is a well-known agritourism attraction within the subarea and should remain the active use of the property until otherwise determined by the property owner. The Village should consider annexation of the property and continue support of the agritourism use. Should the property no longer operate as a farm market, additional commercial, mixed use, and residential opportunities should be explored to support the hospital campus.

Key Recommendations

- Coordinate with Northwestern Medicine to develop distinctive gateway features providing identity to the Huntley hospital campus.
- Encourage a neighborhood commercial node near the corner of Haligus Road and Reed Road as hospital visitors and staff will benefit from development of nearby convenience, retail, and fast casual dining.
- Consider the development of attainable mixed use / multi-family housing on the unincorporated property in the subarea to support the needs of Northwestern Medicine professional and support staff.
- Plan for corridor commercial along the Algonquin Road frontage should the neighboring farm stand be incorporated into the Village. Additional convenience commercial options would support the needs of Huntley residents and hospital visitors and staff.

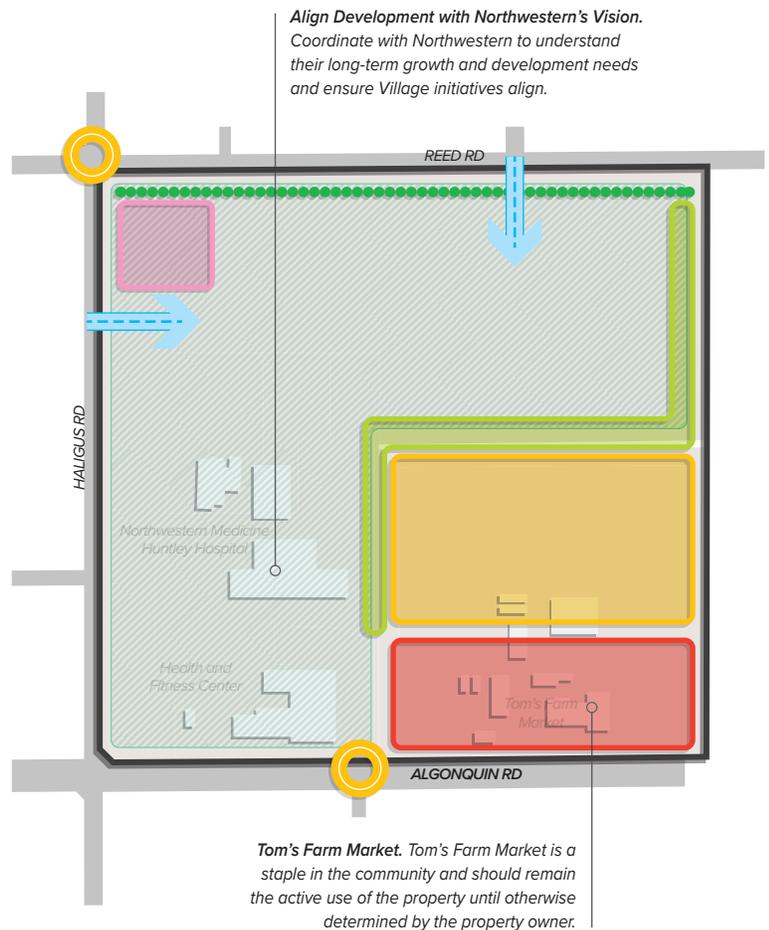


IMPROVEMENTS FRAMEWORK

The Improvements Framework provides a framework for land use and development in the subarea.

Recommendations

- Limited Commercial**
 Support limited commercial uses on the site that will serve the needs of both hospital employees and nearby residents. Potential uses could include restaurants or retail options.
- New Roadways**
 As streets are constructed to the interior of the subarea as development occurs, construction should include accommodations for pedestrians and cyclists to make it easier for nearby residents to access the retail options in the area. This could include large sidewalks, bicycle lanes, and multi-use paths.
- Gateway Features**
 Consider the installation of a joint Village of Huntley-Northwestern Medicine gateway feature on Algonquin Road and Reed Road to announce entry into the community and highlight the medical campus as a community asset.
- Northwestern**
 Continue to coordinate with Northwestern regarding long-term plans for the area, including building out these parcels with offices, outpatient facilities, and other uses that support the goals of the hospital.
- Landscaping Improvement**
 The northern edge of the subarea, along Reed Road, should be improved with landscaping of a similar style to the landscaping along the east side of Haligus Road.
- Residential Buffer**
 A landscape buffer between the Northwestern Medicine Huntley Hospital and adjacent residential neighborhoods should be established and maintained as development occurs.
- Commercial Development**
 The land fronting Algonquin Road would be appropriate for commercial development. Mixed-use developments should also be considered.
- Residential Development**
 The land north of the potential commercial frontage should be considered for residential that is of a similar density to the adjacent residential neighborhood.





9

IMPLEMENTATION

The **Huntley Comprehensive Plan** is a foundation for future decision-making related to land use, development, and community improvement. The plan is intended to direct action within Huntley that supports the community's established vision and core community principles. Implementation will be critical to this effort, ensuring that the goals and recommendations of the Comprehensive Plan foster positive momentum within the community.

Comprehensive Plan implementation will require the cooperation of a diverse range of organizations and stakeholders, including Village staff, elected and appointed officials, public agencies, the local business community, property owners, developers, and residents. Together, these groups will be essential to realizing the Village's vision for its future.

NEXT STEPS

The following actions and strategies establish the "next steps" to be taken after the adoption of the **Huntley Comprehensive Plan**. They will provide for the effective application of the Plan and continued community planning and investment and ensure the Plan remains reflective of community needs and aspirations. They include:

- Reference the Comprehensive Plan on a regular basis to guide Village policies and decision-making.
- Review and update the Zoning Ordinance and other development controls to reflect policies presented in the **Huntley Comprehensive Plan**.
- Update and incorporate the Capital Improvements Program (CIP) with Plan recommendations for CIP infrastructure improvements.
- Regularly review and update the Plan to reflect current conditions and shifts in community priorities.
- Promote cooperation and participation among various agencies, organizations, community groups, and individuals.
- Establish meaningful partnerships with internal and external organizations and agencies.
- Explore possible funding sources and implementation techniques.



Reference the Plan Regularly

The **Huntley Comprehensive Plan** should be referenced regularly as the official policy guide for planning decisions made by Village staff, Plan Commission, and Board of Trustees. It should be used as a primary resource to assist with policy formation, prospective projects, legislative and quasi-judicial development proposals, and planning initiatives, ensuring that future decisions are in line with the Village's set goals for growth and development. Further, service providers and partner organizations should be encouraged to use the Plan when considering new development, facilities, infrastructure updates, and programming within their parameters. The Plan should be used to:

- Evaluate and shape policies and regulations.
- Work with partner agencies and service providers.
- Review and evaluate development proposals.
- Prioritize public expenditures.
- Encourage private sector investment.
- Coordinate new facilities, infrastructure, and programming.

To promote regular use of the Plan, the Village should:

- Post the Comprehensive Plan document on the Village website and make it available in hard copy at Village Hall and the Huntley Area Public Library for easy public access.
- Educate the public on how the Plan connects to development projects and other proposals occurring within the Village.
- Align annual departmental budget requests with Plan goals.
- Guide the Village Board, Plan Commission, and other boards and commissions in the administration, interpretation, and continuous application of the Plan.
- Meet with key department heads and officials to explain the purpose, importance, and benefits of the Plan.
- Maintain a list of possible amendments, issues, or needs that may be the subject of change, addition, or deletion from the Plan.
- Coordinate with and assist the Village Board and Plan Commission in the Plan amendment process, as necessary.



Amending Development Regulations

While the **Huntley Comprehensive Plan** articulates a vision for the Huntley community, the Village's development regulations are one of the primary tools that can be used to implement Plan recommendations. Following adoption of the Comprehensive Plan, the Village should consider a process to update the current zoning ordinance and related ordinances, such as the Subdivision Regulations, to ensure that regulations reflect current Village policy and the desires of the Huntley community. Amendments to development regulations and design standards should consider complementary programs and incentives that can be used to achieve the community's vision for economic development, neighborhood character, connectivity, and other aspects of the Plan.

Aspects of the Village's current regulations that could benefit from an update are discussed throughout the Comprehensive Plan and are highlighted in the action matrix at the end of this section.

Align with Capital Improvement

It is important that the implementation of the **Huntley Comprehensive Plan** is coordinated with the Village's financial resources and capital planning. This will help ensure future capital investments successfully address both short- and long-term objectives of the Plan and are strategically budgeted and prioritized. Capital Improvements Program (CIP) projects include improvements for the maintenance of the Village's assets, such as streets, sidewalks, multi-use paths, stormwater maintenance, and public art, as well as other improvements requiring capital expenditures relating to public infrastructure.

The Village should review and integrate the **Huntley Comprehensive Plan** into the capital improvement process, including the Village's annual budgeting process and during updates to the CIP. This will help assess funding needs and plan for potential sources, ensuring completion of desired improvements in a prioritized manner over the life of the Plan.

Regular Updates

The **Huntley Comprehensive Plan** is not a static document, and it is intended to evolve with shifts in trends, issues, and opportunities. If community attitudes change or new challenges arise that are beyond the scope of the current Plan, the Plan should be revised and updated accordingly. Although a proposal to amend the Plan can be brought forth by petition at any time, the Village should regularly undertake a systematic review of the Plan.

The Village should initiate a review of the Plan at least every three to five years. Ideally, this review should coincide with the preparation of the Village's budget and CIP and the preparation of an annual action agenda. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and goals.

POTENTIAL FUNDING SOURCES

To implement the goals and objectives of the Comprehensive Plan, the Village will need to acquire means to fund planning projects and incentivize economic development. Funding sources can be obtained at a federal, state, and local level, and a diverse range should be utilized to maximize financial resources. The following sections present potential funding sources for economic development; transportation; parks, trails, and open spaces; and energy efficiency and resiliency initiatives in Huntley.

Economic Development

Tax Increment Financing

One of the primary purposes of Tax Increment Finance (TIF) funding is to incentivize and attract desired development within key commercial areas. TIF dollars can be used for elements like infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development. Land assemblage is a tactic employed in land acquisition where one acquires two or more adjacent parcels and combines them into a single parcel.

TIF utilizes future increases in property tax revenues generated within a designated area or district to pay for improvements and further incentivize continued reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the TIF fund captures incremental growth in property tax over the base year that the TIF was established and reinvests those funds within the district. Local officials may then issue bonds or undertake other financial obligations based on the growth in new revenue. The maximum life of a TIF district in the State of Illinois is 23 years, although the State Legislature can authorize up to a 35-year extension.

Huntley currently has one TIF district, the Downtown TIF District, which was established in January 2013 by the Village Board. Each funding request should be carefully evaluated to ensure that it is in keeping with the vision for the Village.

Business Assistance Program

A business assistance grant program can be utilized to attract targeted retail businesses and assist existing businesses located within a particular area. Business assistance funds are typically offered in the form of a matching grant that pays for a defined percentage of eligible expenditures. The expenditures are typically limited to build-out costs, signage, moving expenses, and physical improvements to the property necessary to accommodate a new business or the expansion of an existing business. The size of the grant available can also be tied to the potential impact the proposed project could have on the area. For example, the grant could vary based on the anticipated sales tax to be generated by the project.

Special Service Area

Special Service Areas (SSAs) can be used to fund improvements and programs within a designated boundary. An SSA is essentially added to the property tax of the properties within the identified service area and the revenue received is channeled back into projects and programs benefiting those properties. An SSA can be rejected if 51% of the property owners and electors within a designated area object. SSA funds can be used for such things as streetscape improvements, extra trash pickup, district marketing, and special events. An SSA could help facilitate improvements within specified areas identified as areas in need of improvement within the Comprehensive Plan.

Business Development Districts

As authorized by Division 74.3 of the Municipal Code of the State of Illinois, a municipality may designate, after public hearings, an area as a Business Development District (BDD). A BDD would allow the Village to levy up to an additional one percent retailer's occupation tax, one percent hotel tax, and one percent sales tax within a designated district. Similar to a TIF district, a BDD has a maximum life of 23 years. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district. BDD funds can be used for infrastructure improvements, public improvements, site acquisition, and land assemblage and could be applicable in the identified subareas or emerging business and industrial parks in the community. Given the limited amount of funds that a BDD is capable of generating, compared to a TIF district, BDD designation is best suited for funding small-scale improvements and property maintenance programs.

Tax Abatement

Property tax abatements are typically used as an incentive to attract business and revitalize the local economy and can be applied to address a wide range of community issues. In the State of Illinois, municipalities and other taxing districts can abate any portion of the tax that they individually levy on a property. The period of tax abatement on a given property can be no longer than 10 years, and the total combined sum of abated taxes for all taxing districts cannot exceed \$4 million over that period.

Payment in Lieu of Taxes (PILOT)

Payment in Lieu of Taxes (PILOT) is a tool like tax abatement. The Village can use PILOT to reduce the property tax burden of a business for a predetermined period. In this instance, the Village and property owners will agree to the annual payment of a set fee in place of property taxes. Payments are generally made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property. PILOT can also be a means of reducing the fiscal impact on the Village of a nonprofit, institutional use, or other non-taxpaying entity locating on a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services because they do not pay taxes. Provisions can be made to offset that negative impact by allowing the Village to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

Sales Tax Rebate

A sales tax rebate is a tool typically used by municipalities to incentivize a business to locate to a site or area. The rebate is offered as a percentage of the annual sales tax revenue generated by the establishment and is often tied to benchmarks so that as sales volume increases, so does the proportion of the rebate. Sales tax rebates have proven effective in attracting new businesses and encouraging redevelopment and renovation.

Incubators

Business incubators provide low-cost space and specialized support to small companies. Such services might include administrative consulting, access to office equipment and training, and assistance in accessing credit. Incubators are typically owned by public entities such as municipalities or economic development agencies, which then subsidize rents and services with grants. In addition to creating jobs and generating activity, the goal is to facilitate the growth and expansion of startup businesses within an area.

On-Site and Façade Improvement Programs

An On-Site Improvement Program assists property owners in upgrading their existing parking lots and installing onsite landscaping. The program would apply to such things as improvements to surface parking areas, privately owned open space, and other areas not directly related to façade features. This could function separately or in conjunction with a Façade Improvement Program.

A Façade Improvement Program encourages projects that contribute to the economic revitalization and character of an area by providing financial and technical assistance for façade improvements. Building façades, both individually and collectively, contribute significantly to first impressions of an area. By implementing a Façade Improvement Program, current property owners are provided an opportunity to improve their outdated or failing structures without having to relocate. Within Huntley, the Village offers an annual Façade Improvement Assistance Program, based on merit, and paid through proceeds of the TIF (Tax Increment Financing) Fund to encourage economic revitalization in the Downtown.

Revolving Loan Fund

A Revolving Loan Fund (RLF) can act as an economic incentive for businesses seeking to expand or relocate in a community. The fund allows municipalities to offer low interest loans that businesses can use for land acquisition, purchase and renovation of existing buildings, acquisition of equipment, machinery, furniture and fixtures, and working capital. The RLF is targeted to those businesses and industries that cannot obtain economically feasible financing because of conventional interest rates and lending/ exposure limits applied by local lending institutions.

Transportation

Fixing American's Surface Transportation (FAST) Act

The FAST Act, a five-year transportation reauthorization bill, was established in December 2015 as a replacement for the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The FAST Act is implemented and administered by the Federal Highway Administration (FHWA). The Act aims to improve infrastructure, provide long-term certainty and increased flexibility for states and local governments, streamline project approval processes, and encourage innovation to make the surface transportation system safer and more efficient. It was reauthorized in 2021 with the passage of the Infrastructure Investment and Jobs Act and provides a total of \$973 billion in funding for highways, vehicle safety, motor carrier safety, rail, public transportation, hazardous materials safety, and technology, research, and statistics programs through 2026.

The Illinois Motor Fuel Tax (MFT) Fund

The Village receives revenue from the Illinois Motor Fuel Tax (MFT) Fund that can be applied to road projects. Per the Illinois Department of Transportation (IDOT), these funds are derived from a tax on the privilege of operating motor vehicles upon public highways and of operating recreational watercraft upon Illinois waters, based on the consumption of motor fuel. Each month a warrant is issued to each municipal treasurer in the amount of the municipality's share of MFT Fund collected for the preceding month. Monthly distributions are posted on IDOT's website.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) aims to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP is administered by FHWA and has a 2024 budget of \$3.1 billion. To qualify for HSIP funds, a State must develop, implement, and update a state highway safety program (SHSP), produce a program of projects or strategies to reduce identified safety problems, and evaluate the SHSP regularly. Eligible local projects include pedestrian hybrid beacons and roadway improvements that provide separation between pedestrians and motor vehicles, such as medians and pedestrian crossing islands.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Congestion Mitigation and Air Quality Improvement (CMAQ) program is a federally funded program of surface transportation improvements designed to improve air quality and mitigate congestion. The variety of transportation projects funded through the CMAQ program encourage alternatives to driving alone, improve traffic flow, and help urban areas meet air quality goals through transit improvements, traffic flow improvements, bicycle facility projects, or direct emissions reduction projects.

PeopleForBikes Community Grant Program

Colorado-based non-profit PeopleForBikes' Bike Industry Community Grant Program supports bicycle infrastructure projects and targeted initiatives that make it easier and safer for people of all ages and abilities to bike, especially in support of communities impacted by historic disinvestment. The grant prioritizes infrastructure projects that improve a community's City Ratings score (PeopleForBikes' index of a community's bike-ability) by building connections in a low-stress bikeway network or improving access to recreational amenities. Grants support the material costs of infrastructure construction or non-material costs directly related and necessary to getting infrastructure built and range from \$5,000 to \$10,000.

Surface Transportation Block Grant Program (STBGP)

Surface Transportation Block Grant Program (STBGP) funds are administered by IDOT and allocated to coordinating regional councils to be used for roadway and roadway-related items. STBGP funds may be used for a variety of projects, including roadway rehabilitation, reconstruction, and restoration; widening and adding lanes; intersection improvements; traffic signage improvements; and green infrastructure funding. Projects must be identified in the Statewide Transportation Improvement Program and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan. Urban STBGP funds are programmed and awarded to communities by the region's Metropolitan Planning Organization (MPO), TCRPC. Projects require a 20% match, which is paid for by the state and/or locally. Generally, these funds may not be used on local roads or rural minor collector projects. Exceptions include bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian, and bicycle projects; Safe Routes to School projects; boulevard/roadway projects largely in the right-of-way of divided highways; and inspection/evaluation of bridges, tunnels, and other highway assets.

Surface Transportation Program (STP)

The Surface Transportation Program (STP) is a sub-program of the STBGP that provides funding for non-motorized transportation projects. Projects range from on-street bike facilities to multi-use paths and sidewalk infill programs to Safe Routes to School projects. Bicycle projects must be principally for transportation rather than recreation.

Illinois Transportation Enhancement Program (ITEP)

With federal reimbursement, IDOT administers Illinois Transportation Enhancement Program (ITEP) funds, which have historically been available for up to 50% of the costs of right-of-way and easement acquisition and up to 80% of the costs for preliminary engineering, utility relocations, construction engineering, and construction costs. ITEP eligible projects include:

Pedestrian/bicycle facility projects that create an alternative transportation option for access to workplaces, businesses, schools, shopping centers, and communities. Pedestrian/bicycle facility projects can be new construction or improvements to existing facilities.

- Landscape/streetscape projects.
- Scenic beautification projects.
- Conversion of abandoned railroad corridors to trails.
- Historic preservation and rehabilitation of historic transportation facilities.
- Vegetation management in transportation rights-of-way.
- Archaeological activities relating to impacts from the implementation of a transportation project.
- Stormwater management control and water pollution prevention or abatement related to highway construction or due to highway runoff.
- Reduce vehicle-caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats.
- Construction of turnouts, overlooks, and viewing areas.

Safe Routes to Schools (SRTS) Program

The Safe Routes to Schools (SRTS) program provides funding for the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bike to school. SRTS projects are funded at 100% with no local match required, with a funding limit of \$200,000 for infrastructure projects and \$50,000 for non-infrastructure projects. Eligible applications include:

- Sidewalk improvements
- Traffic calming and speed reduction
- Pedestrian and bicycle-crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Secure bicycle parking systems
- Traffic diversion improvements in the vicinity of schools
- Education programs and activities to increase rates of walking and biking to school

Parks, Trails, and Open Spaces

Park and Recreational Facilities Construction (PARC) Program

The Park and Recreational Facilities Construction (PARC) program is a state-financed program with grant funds offered to eligible local governments for park and recreation unit construction projects and land acquisition. Funded project amounts range from \$25,000 to \$2.5 million.

Illinois Department of Natural Resources (IDNR)

The Illinois Department of Natural Resources (IDNR) administers several grant-in-aid programs to help municipalities and other local agencies provide public outdoor recreational areas and facilities. The programs operate on a cost-reimbursement basis to a government or not-for-profit organization. Local governments can receive one grant per program per year, with no restrictions on the number of local governments that can be funded for a given location. IDNR grants are organized into three major categories: Open Space Land Acquisition and Development; Boat Access Area Development; and the Illinois Trails Grant Program.

Open Space Land Acquisition and Development (OSLAD) Program

The Open Space Land Acquisition and Development (OSLAD) program awards up to 50% of project costs up to a maximum of \$750,000 for acquisition and \$400,000 for development/renovation of recreational facilities, such as playgrounds, outdoor nature areas, campgrounds, fishing piers, park roads/paths, and beaches.

Illinois Trails Grant Programs

The Illinois Trails Grant Programs offer five financial assistance grants for the acquisition, development, and occasional maintenance of trails for public recreation uses. These programs include the Bike Path Program, the Local Government Snowmobile Program, the Snowmobile Trail Establishment Fund, the Off-Highway Vehicle Program, and the Federal Recreational Trails Program.

These reimbursable grants are administered by IDNR under a 50% state, 50% local cost share. There is a \$200,000 maximum per project, with \$1 million in grant funds available each year. Only off-road paths and trails with a hard paved or aggregate surface are eligible. The grants can fund land acquisition for securing a linear corridor or right-of-way to be used for bicycle path development.

Recreational Trails Program

The Recreational Trails Program is a federally funded grant program for trail-related land acquisition, development, or restoration. The grants are awarded based on the results of a competitive scoring process and the application's suitability under MAP-21 (Moving Ahead for Progress in the 21st Century Act). A minimum 20% match is required by the applicant. Grants are to be used for motorized or non-motorized trail development, renovation, and/or preservation. All projects must be maintained for 25 years. Eligible applicants include municipalities, counties, schools, non-profits, and for-profit businesses.

Land and Water Conservation Fund (LWCF)

The Illinois Land and Water Conservation Fund (LWCF) program, similar to the Open Space Land Acquisition and Development (OSLAD) program, provides grants to municipalities, counties, and school districts to be used for outdoor recreation projects. Projects require a 50% match.

Energy Efficiency and Resiliency

Illinois Environmental Protection Agency (IEPA) Grants

The Illinois Environmental Protection Agency (IEPA) provides financial assistance for certain land, air, and water-related projects. These grants offer funding to keep drinking water safe and improve the water quality of Illinois' lakes, streams, and wetlands.

Green Infrastructure Grant Opportunities (GIGO) Program

The Green Infrastructure Grant Opportunities (GIGO) program funds green infrastructure projects and best management practices that prevent, eliminate, or reduce water quality issues by decreasing stormwater runoff. The state-financed program offers \$75,000 to \$2.5 million grants. The program matches 75% of costs, with 25% to be provided by the applicant.

Section 319(h) Nonpoint Source Pollution Control Financial Assistance Program

The Section 319(h) Nonpoint Source Pollution Control Financial Assistance program aims to protect water quality in Illinois through the control of nonpoint source pollution. The program includes providing funding to groups to implement projects that utilize cost-effective best management practices on a watershed scale. Projects may include detention basins and filter strips or erosion control ordinances and setback zones. Technical assistance and information/education programs are also eligible. The IEPA funds approximately 15 projects per year, with the average annual funding being \$3.5 million. Typically, funds are approximately 60% of total project costs, and the applicant provides the remainder as a match.

Illinois Clean Energy Foundation

The Illinois Clean Energy Foundation provides financial support for clean energy projects in Illinois. The Foundation was established with a \$225 million endowment from Commonwealth Edison. The Foundation offers grants under two programs: the Energy Program and the Natural Areas Program. The Foundation's relevant active grant programs are listed below.

Energy Program

- **First Responders Resilience Pilot Program** – Municipal police stations, fire stations, and public agencies can apply for grants that help pay for solar electric panels with battery energy storage systems.
- **Photovoltaic Systems for Nature/Welcome Centers** – This is a pilot program to support the installation of photovoltaic systems at qualified non-profit nature centers and welcome centers. Projects are encouraged to both use renewable energy as a system for power and as a medium for teaching about sustainable energy use.
- **Solar Thermal, Biomass, Advancing Renewable Energy, and Emerging Technology Grants** – The Foundation supports Solar Thermal, Biomass, Advancing Renewable Energy, and Emerging Technology projects in categories where incentives are determined on a case-by-case basis.
- **Net Zero Energy Building Grants** – Pre-proposal applications are by invitation only upon approval of a Request for Information.

Natural Areas Program

- **Land Acquisition** – The Foundation will consider projects that protect valuable natural resources in perpetuity through the purchase of conservation easements. These projects should support the protection of wildlife habitat in natural areas.

ACTION MATRIX

The Action Matrix offers a comprehensive list of all implementation strategies, policies, and recommendations contained within the **Huntley Comprehensive Plan**. The matrix provides Village staff with a tool to prioritize implementation activities and projects over the life of the plan. In addition, the matrix allows the Village to approve specific, actionable items on an annual basis and evaluate progress based upon completed implementation strategies. The Action Matrix offers a brief description of each project and indicates the following:

Priority Level

Action items include capital projects, policy or regulatory amendments, and strategies that should be prioritized to lay the foundation for long-term implementation of the Comprehensive Plan. Action item priorities are broken into three levels:

- **(1) - Actions that have immediate impact.** Though not necessarily more important, items listed as priority 1 may have a fundamental impact on the community, may be more easily completed, or may be necessary for long-term projects to begin.
- **(2) - Actions that have interdependent needs.** These items include strategic and substantial projects, actions that indirectly impact the quality of life, and actions that require the completion of other projects before they can begin. They may require additional planning, have additional financial considerations, or include outside agency cooperation.
- **(3) - Actions that are desirable or aspirational.** Though these items may not be necessary for the daily operations of the Village, they are representative of the community's forward-looking planning approach.

Time Frame

Time frame indicates in approximately how many years the Village should begin to undertake the action item. Descriptions of each time frame are detailed below:

- **(CONT.) Continued Implementation:** currently being implemented and should continue to be implemented over time
- **(SHORT) Short-term:** less than two years
- **(MID) Mid-term:** two to five years
- **(LONG) Long-term:** over five years
- **(ADO) As Development Occurs:** can be implemented as development occurs over time

Zoning and Development Regulations

Recommendations for revisions to zoning and development regulation amendments are highlighted in tan in the implementation matrix.

#	Actions	Priority Level	Time Frame	Partners
LAND USE AND DEVELOPMENT				
Planning Area				
03-01	Consider annexations when appropriate along Kreutzer Road south of the Wing Pointe subdivision, along Algonquin Road to the east and southeast of the Northwestern Medicine Huntley Hospital Campus, and parcels adjacent to Hemmer Road.	3	ADO	
Future land Use Plan				
03-02	Update zoning regulations to ensure future single-family development consists of 10,000–12,000 square foot lots organized into walkable blocks.	1	CONT.	
03-03	Allow smaller lot sizes where appropriate to increase housing diversity.	2	SHORT	
03-04	Develop guidelines for incorporating smaller lot sizes while maintaining neighborhood character.	3	SHORT	
03-05	Encourage distinctive architectural design features for single-family attached.	2	SHORT	Private Developers, Property Owners
03-06	Locate multi-family near non-residential uses and amenities in walkable areas with adequate infrastructure.	1	SHORT	
03-07	Restrict multi-family development along frontage of major corridors like IL Route 47.	1	SHORT	
03-08	Consider allowing multi-family in planned commercial sites only as part of mixed-use developments.	2	ADO	
03-09	Implement mixed-use development in key areas to promote pedestrian activity and commerce.	1	CONT.	
03-10	Encourage mixed-use development along Main Street and IL Route 47 to preserve the Village's economic core.	2	SHORT	Private Developers, Property Owners
03-11	Establish commercial uses along major corridors, including IL Route 47, to enhance access and mobility.	1	CONT.	
03-12	Maintain appropriate scales and intensities for commercial areas based on adjacent parcels and community character.	1	CONT.	Private Developers, Property Owners
03-13	Consider smaller-scale commercial development at key intersections in residential areas for local access.	2	SHORT	
03-14	Ensure neighborhood commercial development is properly screened and buffered from adjacent residential uses.	2	SHORT	
03-15	Locate business flex in the southern growth area along IL Route 47 and Jim Dhamer Drive to support existing businesses and attract new development.	1	CONT.	
03-16	Update Commercial Design Guidelines to include design criteria for business flex to ensure compatibility with adjacent land uses.	1	SHORT	
03-17	Locate light industrial uses near the I-90/IL Route 47 interchange to ensure easy access to the regional transportation network.	2	SHORT	
03-18	Buffer and screen light industrial uses from adjacent land uses using landscaping, berming, and solid fencing.	1	CONT.	Private Developers, Property Owners
03-19	Update Commercial Design Guidelines to include design criteria for light industrial uses to ensure compatibility with adjacent land uses.	3	MID	
03-20	Buffer and screen public/semi-public uses from adjacent land uses.	1	CONT.	Private Developers, Property Owners
03-21	Develop new recreational open spaces in new residential subdivisions.	1	ADO	
03-22	Preserve and enhance natural areas in the heart of the Village.	1	CONT.	Private Developers, Property Owners
General Plan for Growth				
03-23	Emphasize and ensure quality design and construction in all developments.	1	CONT.	Private Developers, Property Owners
03-24	Prioritize infill development to leverage existing infrastructure.	1	CONT.	Private Developers, Property Owners
03-25	Develop moderate-density residential and experiential commercial uses in Downtown and adjacent neighborhoods.	2	MID	

#	Actions	Priority Level	Time Frame	Partners
03-26	Promote development of infill sites and undeveloped parcels near existing infrastructure.	2	ADO	Private Developers, Property Owners
03-27	Enhance community character and encourage high-quality redevelopment of aging or underutilized properties.	2	MID	
03-28	Discourage new development in agricultural preservation areas and plan for only essential infrastructure needs.	2	CONT.	
HOUSING AND NEIGHBORHOODS				
Housing and Neighborhoods Framework				
04-01	Prioritize adding more diverse residential units around the Downtown to complement the walkable nature of the Village's historic core.	1	CONT.	
04-02	Maintain overall character of the neighborhood and surrounding areas to ensure compatibility with existing residential areas.	1	CONT.	
04-03	Encourage context-sensitive design infill housing in neighborhoods surrounding Downtown.	2	MID	Private Developers, Property Owners
04-04	Continue to implement best practices in residential development to protect environmental features.	1	CONT.	
04-05	Preserve and maintain residential areas that contribute to the Village's character.	2	SHORT	
04-06	Prevent encroachment of incompatible uses into established residential areas.	2	MID	
High-Quality Neighborhoods				
04-07	Encourage the incorporation of landscaping, including landscaped medians, to beautify neighborhoods.	2	CONT.	Private Developers, Property Owners
04-08	Incorporate landscaping and gateway features into existing public rights-of-way.	2	MID	Private Developers, Property Owners
04-09	Ensure new development aligns with the context and character of existing neighborhoods.	1	ADO	
04-10	Use architectural enhancements on side and rear home elevations facing major roadway corridor.	1	CONT.	
04-11	Maintain quality of existing housing stock through proactive property maintenance code enforcement.	1	MID	Private Developers, Property Owners
04-12	Encourage the development of complete neighborhoods.	2	MID	
Context Sensitive Infill Housing				
04-13	Review zoning district standards to allow more flexible housing types in Estate and Single-Family Residential Districts.	1	CONT.	
04-14	Prioritize higher-density redevelopment and infill in built-out areas.	2	SHORT	Private Developers, Property Owners
04-15	Promote higher-density infill development in older neighborhoods to provide greater housing choices while matching the existing character.	3	MID	Private Developers, Property Owners
04-16	Support "gentle density" through ADUs and 2–4 unit buildings that blend with the single-family character.	3	MID	
Housing Options				
04-17	Require a minimum percentage of housing types in new neighborhood developments.	2	MID	Private Developers, Property Owners
04-18	Work with partners to locate lower-density housing near existing single-family neighborhoods to create appropriate transitions.	3	LONG	Private Developers, Property Owners
04-19	Emphasize diverse housing choices at all income levels.	3	MID	Private Developers, Property Owners
04-20	Support multi-family and mixed-use housing, especially near Downtown and major corridors.	3	MID	
Walkable Mixed-Use Development and Infill Housing in Downtown				
04-21	Promote shared and rear parking to support a pedestrian-friendly environment.	1	CONT.	Private Developers, Property Owners
04-22	Identify strategies to fill vacant spaces Downtown.	1	CONT.	
04-23	Expand the existing "experience-based" Downtown retail environment with unique local businesses.	3	ADO	Private Developers, Property Owners, Huntley Chamber of Commerce

#	Actions	Priority Level	Time Frame	Partners
04-24	Continue investing in placemaking and streetscaping, including public art, lighting, landscaping, and wayfinding.	2	CONT.	
04-25	Develop attractive public gathering spaces for socializing, relaxation, and play for all ages.	2	CONT.	Private Developers, Property Owners
Preservation and Protection of Green Space				
04-26	Use the planned unit development (PUD) entitlement process to preserve open space in new residential development.	1	CONT.	
04-27	Consider density bonuses to maintain housing unit counts while preserving more green space.	2	SHORT	Private Developers, Property Owners
04-28	Encourage partners to enhance preserved green spaces by adding trails and outdoor seating as amenities.	2	MID	Private Developers, Property Owners
ECONOMIC DEVELOPMENT				
Economic Development Framework				
05-01	Increase residential density in and around the Downtown to grow the market for new restaurants and retail.	1	ADO	
05-02	Support new commercial, retail, and entertainment development along Kreutzer Road and Reed Road.	2	MID	Huntley Chamber of Commerce, McHenry County Economic Development Corporation (MCEDC)
05-03	Support new restaurants and experiential retail to strengthen Downtown Huntley's role as a vibrant community center.	2	ADO	Huntley Chamber of Commerce
05-04	Invest in the appearance, character, and sense of place in Downtown Huntley.	1	SHORT	Huntley Chamber of Commerce
05-05	Continue collaboration with partner to support medical office, research, and supporting development along Haligus and Reed Roads.	1	SHORT	Northwestern Medicine
05-06	Support and attract business flex/innovation uses near I-90 to diversify the Village's economy.	2	MID	McHenry County Economic Development Corporation (MCEDC)
05-07	Encourage light industrial development near the I-90/IL Route 47 interchange.	3	ADO	McHenry County Economic Development Corporation (MCEDC)
Continue Investing in Downtown				
05-08	Retain traditional charm of surrounding Downtown neighborhoods and revitalize underutilized properties.	1	ADO	
05-09	Support the Façade Improvement Assistance Program to enhance the appearance of Downtown buildings.	1	SHORT	
05-10	Conduct a Downtown parking study to support future development.	3	MID	
05-11	Update the zoning code to define Downtown design guidelines and preferred development patterns.	2	LONG	
05-12	Develop a program to support inclusion and growth of Downtown small businesses.	2	MID	
05-13	Continue use of tax increment financing to attract Downtown mixed-use and commercial development.	1	SHORT	
Facilitate Neighborhood-Scale Commercial				
05-14	Facilitate smaller-scale commercial uses at neighborhood edges along collector and arterial streets.	1	ADO	
05-15	Encourage adaptive reuse of existing buildings and capitalize on redevelopment opportunities where appropriate.	1	CONT.	Developers, Property Owners
05-16	Use economic development tools to support smaller commercial development.	2	MID	
05-17	Support and promote the Business Start-Up, Relocation, and Expansion Grant Program.	1	CONT.	
Facilitate Corridor Commercial Development				
05-18	Prioritize IL Route 47 as the primary commercial corridor with a mix of retail, restaurant, office, and service uses.	1	CONT.	Developers, Property Owners

#	Actions	Priority Level	Time Frame	Partners
05-19	Explore development of hotels and entertainment uses to support retail and service activity along IL Route 47.	2	MID	
05-20	Incorporate creative mixed-use projects on some IL Route 47 commercial properties.	2	ADO	
05-21	Collaborate with partners to address known development impediments and support desired growth.	1	SHORT	Developers, Property Owners
Support Light Industrial				
05-22	Work with partners to annex land for new light industrial for job creation and tax base.	1	SHORT	Developers, Property Owners
05-23	Collaborate with partner to expand utilities to undeveloped land south of I-90 for light industrial use.	1	MID	Developers, Property Owners
05-24	Coordinate with partners to integrate open space in new light industrial developments.	2	ADO	Developers, Property Owners
05-25	Support workforce development through education and training program partnerships and connect businesses with service providers.	2	CONT.	
Support the Creation of Unique Entertainment Venues				
05-26	Use incentives to attract entertainment uses along key corridors.	1	SHORT	
05-27	Focus entertainment venue development near Downtown or along IL Route 47 to ensure central community access.	1	ADO	
Urban Design and Architectural Character				
05-28	Emphasize human-scale, walkable, and neighborhood-compatible urban design for neighborhood commercial development.	1	CONT.	
05-29	Define desired Downtown building appearance with specific requirements for façades and building placement.	1	SHORT	
05-30	Update zoning code design standards for light industrial uses, including screening, landscaping, massing, setbacks, transparency, pedestrian amenities, and materials.	2	MID	
05-31	Implement mixed land uses on compact blocks with walkable, connected layouts and integrated residential, retail, parks, and community facilities.	2	LONG	
05-32	Apply heightened design requirements to commercial corridor sites to preserve community character.	1	SHORT	
TRANSPORTATION AND MOBILITY				
Proposed Transportation Plan				
06-01	Complete the widening and realignment of Kreutzer Road from Walmart to Haligus Road.	1	SHORT	
06-02	Plan for future extension of Main Street east through Cider Grove to Village limits.	2	LONG	
06-03	Participate in IDOT planning for IL Route 47 widening from Reed Road north and monitor safety issues.	1	CONT.	IDOT, McHenry County DOT
06-04	Work with IDOT to improve maintenance of IL Route 47 from Kreutzer Road south to I-90.	2	LONG	IDOT
06-05	Maintain buffers along IL Route 47 for landscaping and beautification as a community gateway.	2	MID	
06-06	Monitor McHenry County planning process for the southern extension of Lakewood Road.	3	LONG	McHenry County DOT
06-07	Monitor Kane County and IDOT planning for IL Route 47 widening south of I-90.	3	LONG	
East-West Connections				
06-08	Plan additional east-west connections across IL Route 47.	1	MID	
06-09	Monitor planning for Ackman Road extension from IL Route 47 to Haligus Road and coordinate intersection improvements.	2	LONG	McHenry County DOT, IDOT
06-10	Coordinate with agencies to improve the intersection of Huntley-Dundee Road and Kreutzer Road.	1	SHORT	McHenry County DOT
06-11	Collaborate with partners to improve traffic operations on W. Main Street west of IL Route 47 to improve access to Harmony Road campus.	2	MID	McHenry County DOT
06-12	Monitor McHenry County's plans for potential western extension of Algonquin Road.	3	LONG	McHenry County DOT
06-13	Evaluate costs for establishing train quiet zones at railroad crossings.	2	LONG	

#	Actions	Priority Level	Time Frame	Partners
Intersection Improvements				
06-14	Continue coordination with agencies on Huntley-Dundee and Kreutzer Road intersection improvements and pursue joint funding.	1	SHORT	McHenry County DOT, IDOT
06-15	Evaluate functionality and safety of key intersections and identify needed improvements, including right-turn lanes.	2	MID	
06-16	Complete signalization of W. Main Street and Charles H. Sass Parkway with McHenry County and property owners.	1	SHORT	
06-17	Review traffic volumes and speeds on collectors and local roads regularly to identify and address problem areas.	1	CONT.	
06-18	Improve intersection and traffic control devices to enhance safety and traffic flow.	2	MID	
Parking				
06-19	Conduct Downtown parking study to assess peak demand, additional need, and management options.	2	MID	
06-20	Maintain community character by screening parking lots, locating them behind buildings, and using side street access.	1	CONT.	
06-21	Promote on- and off-street bicycle routes and pathways linking Downtown with surrounding neighborhoods.	1	CONT.	
Street Design and Sidewalk Network				
06-22	Implement streetscape improvement projects on IL Route 47.	1	MID	McHenry County DOT, Kane County DOT
06-23	Align street enhancements with CMAP's ADA compliance and accessibility training program.	1	CONT.	
06-24	Continue sidewalk inspections and repairs under the Village's Pedestrian Access Route Inspection and Repair Program.	1	CONT.	
06-25	Assess uncontrolled marked crosswalks with safety issues for installation of Rapid Refresh Flashing Beacons (RRFBs).	2	SHORT	
Bicycle/Pedestrian Connections				
06-26	Continue implementing the Village's Complete Streets policy to support safe, multi-modal, and context-sensitive roadway design.	1	CONT.	
06-27	Require multi-use paths in new developments through the entitlement process.	1	ADO	Local Developers
06-28	Pursue ITEP funding to add multi-use paths in targeted areas such as West Main Street to school campuses.	2	SHORT	
06-29	Evaluate options to improve pedestrian connectivity across IL Route 47 near Downtown.	2	MID	McHenry County DOT
06-30	Coordinate with partners to ensure a cohesive multi-use path system.	2	LONG	Park District, School District, Sun City, MCCD, and Kane County Forest Preserve
Transit Options				
06-31	Continue support for and promotion of MCRide Dial-a-Ride and MCConnect services.	1	CONT.	McHenry County DOT
06-32	Monitor plans to extend passenger rail service from Chicago to Rockford and the proposed Huntley station.	2	MID	Amtrak, Metra
06-33	Coordinate with partners to establish new regional bus routes connecting Huntley.	3	MID	Pace Suburban Bus and RTA
COMMUNITY CHARACTER AND SERVICES				
Municipal Facilities				
07-01	Continue proactive maintenance and capital planning for facility upgrades and replacements.	1	CONT.	
07-02	Review building capacity regularly and identify future facility space needs.	2	CONT.	
07-03	Identify funding structure for construction of new Fleet Services facility.	2	LONG	
Emergency Services				
07-04	Include Police and Fire District personnel in review of new development proposals to ensure adequate coverage and plan for future facilities.	1	CONT.	

#	Actions	Priority Level	Time Frame	Partners
07-05	Collaborate with partners assess facility layouts and enhance safety for patrons and employees.	1	CONT.	Huntley Police Department, Huntley Fire Protection District
07-06	Coordinate with partners to identify response time impediments and potential solutions.	2	SHORT	Huntley Police Department, Huntley Fire Protection District
Water and Wastewater Capacity				
07-07	Continue implementing recommendations from the Comprehensive Master Utility Plan for water supply and treatment.	1	CONT.	
07-08	Monitor water and wastewater treatment plant capacity and update the Utility Plan as needed.	1	SHORT	
07-09	Maintain efficient wastewater treatment processes to protect environmental health and water quality.	1	CONT.	
07-10	Protect water supply from incompatible uses and activities that threaten drinking water quality and safety.	2	SHORT	
07-11	Participate in McHenry County planning for a countywide water conservation policy.	3	MID	McHenry County
Encourage Low Impact Development (LID)				
07-12	Incorporate sustainable design best practices and into Village-owned infrastructure and facilities.	1	CONT.	
07-13	Encourage private developers to use green building, LID, and green infrastructure practices in new developments.	2	MID	
07-14	Integrate green infrastructure into public streetscapes, prioritizing Downtown and commercial areas.	2	MID	
07-15	Use EPA's "Revising Local Codes to Facilitate Low Impact Development" guide to identify and amend zoning code barriers to LID.	2	SHORT	
Park District and Recreation				
07-16	Identify areas needing improved access to parks and potential new park locations in growth areas.	1	MID	Huntley Park District
07-17	Coordinate with the partner to plan strategic parkland acquisition for areas outside current service areas.	1	MID	Huntley Park District
07-18	Ensure convenient access to parks through sidewalks, trails, streets, and adequate parking.	1	CONT.	Huntley Park District
07-19	Include the Park District in review of new development proposals to represent open space and recreational needs.	1	CONT.	
07-20	Require Park District annexation as part of new annexation agreements for properties outside existing Park District boundaries.	1	SHORT	Huntley Park District
07-21	Work with partner to assess demand for specialized facilities such as a community center and dog park.	2	MID	Huntley Park District
07-22	Collaborate to enhance Tomaso Sports Park using design techniques from the Parks and Recreation Strategic Master Plan.	2	MID	Huntley Park District
07-23	Improve sustainability, accessibility, and amenity capacity at Betsey Warrington Park.	3	MID	Huntley Park District
Connect and Expand the Trail Network				
07-24	Connect parks and recreation areas with trails using existing rights-of-way and neighborhood routes.	1	MID	Huntley Park District
07-25	Apply best practices in trail design to improve safety and user experience, including enhanced roadway crossings.	2	MID	
Promote Sustainable Land Use Practices				
07-26	Update the zoning code to support conservation design and sustainable land use practices.	1	SHORT	
07-27	Identify opportunities to incorporate green infrastructure in Village projects.	1	CONT.	

#	Actions	Priority Level	Time Frame	Partners
07-28	Collaborate with partners to protect strategic open space through purchase or conservation easements.	2	MID	Property Owners and Local Organizations, McHenry County Conservation District, Kane County Forest Preserve
07-29	Collaborate with the partner on an amenities and trail plan south of the tollway.	2	MID	Kane County Forest Preserve
07-30	Apply conservation design principles by clustering development and preserving larger contiguous open space.	3	LONG	
Education				
07-31	Coordinate with partner to ensure quality education for current and future residents.	1	CONT.	Huntley Community School District
07-32	Collaborate with the partner to address evolving population needs.	1	CONT.	Huntley Community School District
07-33	Support the School District in evaluating future space needs.	2	MID	
07-34	Involve the School District in reviewing new development proposals to align with long-term planning and sustainable growth.	2	MID	
07-35	Collaborate with the Library to ensure the continued provision of adequate library space and services.	1	CONT.	Huntley Area Library
Community Service Providers				
07-36	Collaborate with partners to monitor health issues and develop responsive policies and environmental improvements.	1	CONT.	Village of Huntley, McHenry County Department of Health, Regional Healthcare Providers
07-37	Partner with Northwestern Medicine, McHenry County College, and Elgin Community College to support healthcare workforce development.	2	MID	Northwestern Medicine Huntley Hospital, MCC, ECC
07-38	Monitor Post Office operations and explore opportunities for future relocation.	3	LONG	
Improve and Expand Utility and Broadband Service				
07-39	Expand broadband infrastructure in employment and commercial areas near the interchange and along eastern IL Route 47.	1	MID	Broadband Providers, Utility Companies
07-40	Coordinate to improve and expand service in neighborhoods and business districts.	2	MID	
SUBAREA PLANS				
IL Route 47 Commercial Corridor				
08-01	Preserve remaining large commercial parcels to meet future commercial needs.	1	ADO	Huntley Chamber of Commerce
08-02	Enhance Commercial Design Guidelines to include standards for business flex and light industrial buildings.	2	SHORT	
08-03	Encourage experience-focused commercial development that responds to changing consumer preferences.	2	MID	
08-04	Provide pedestrian and cyclist accommodations along new and planned roadways near IL Route 47.	1	CONT.	McHenry County DOT, Kane County DOT
08-05	Work with partners to include public plazas or parklets in new commercial developments.	2	ADO	Developers, Property Owners
IL Route 47 / I-90 Interchange				
08-06	Promote commercial, business flex, and light industrial development near the interchange.	1	ADO	
08-07	Enhance Commercial Design Guidelines to include standards for business flex and light industrial buildings.	2	SHORT	
08-08	Work with property owners to coordinate utility construction to support development.	1	SHORT	Developers, Property Owners

#	Actions	Priority Level	Time Frame	Partners
08-09	Coordinate with partner to integrate natural amenities with light industrial development through passive recreation.	2	MID	Kane County Forest Preserve, McHenry County Conservation Districts, Huntley Park District
08-10	Preserve natural site features while accommodating new light industrial growth.	2	ADO	
08-11	Encourage campus-style light industrial development with public gardens, signage, and landscaping along IL Route 47.	2	MID	Developers
IL Route 47/Algonquin Road Intersection				
08-12	Coordinate with partner on the long-range extension of Algonquin Road.	2	LONG	McHenry County DOT
08-13	Coordinate with partner n on roadway access west of IL Route 47 to support development at key intersection corners.	2	LONG	McHenry County DOT, Kane County DOT
08-14	Work with property owners to promote parcel assembly and redevelopment of outmoded commercial properties near the intersection.	3	MID	
08-15	Work with property owners to implement site and building improvements for existing desirable commercial properties.	2	SHORT	
Northwestern Medicine Huntley Hospital Campus				
08-16	Coordinate with partner to develop gateway features for the hospital campus.	1	SHORT	Northwestern Medicine Huntley Hospital
08-17	Encourage neighborhood commercial development at Haligus Road and Reed Road to serve hospital visitors and staff.	1	ADO	Developers, Property Owners
08-18	Consider attainable mixed-use or multi-family housing on unincorporated property to support hospital workforce needs.	2	MID	Northwestern Medicine Huntley Hospital
08-19	Plan for corridor commercial along Algonquin Road frontage if the neighboring farm stand is incorporated into the Village.	2	LONG	