



# I-90/IL 47 GATEWAY PLAN

HUNTLEY, ILLINOIS

DECEMBER 2017 | PREPARED BY HOUSEAL LAVIGNE ASSOCIATES



# 1: INTRODUCTION

*In May 2017, the Village of Huntley initiated the process of creating a plan for the area specifically located near the I-90 interchange at Illinois Route 47. Once approved by the Village and vetted by Huntley's residents, this Gateway Plan will be formally adopted as an amendment to the Village's 2002 Comprehensive Plan. The I-90/IL 47 Gateway Plan is in direct response to the recent proliferation of commercial and industrial development in this area of the Village, the completion of the full-access I-90 interchange project in 2013, and the expiration of annexation agreements for certain subarea properties.*

*The Village has expressed the desire for organized, compatible development in this area that encompasses a mix of commercial uses to ensure the long-term vitality of not just the I-90/IL 47 Gateway, but also the continued prosperity of the entire Village. The I-90/IL 47 Gateway Plan serves as a guide for future land use and development, capital improvements, and community investment, and will ultimately provide a framework for adapting regulatory tools, such as zoning and subdivision regulations.*

## GATEWAY PLANNING

The I-90/IL 47 Gateway Planning process was comprised of field reconnaissance, a review of the Village's existing plans and current municipal code, as well as data collection and analysis. Key components of the planning process, and associated reviews and analyses are summarized below:

**Assessment of the 2002 Comprehensive Plan.** An in-depth assessment of the Village's 2002 Comprehensive Plan served as a foundation for establishing the future character desired for the South Huntley Subarea.

**Assessment of Existing Regulatory Controls.** The Village's regulatory controls, particularly its zoning code and map, and subdivision regulations, were assessed to inform the Regulatory Strategy component of the Gateway Plan discussed below.

**Analysis of Past Plans, Studies & Reports.** An analysis of past plans, studies, and reports—including the 2009 TOD Guidelines, 2010 Downtown Revitalization Plan, 2011 Commercial Design Guidelines, and 2010 Route 47 Corridor Study—helped to inform the planning process and shape the I-90/IL 47 Gateway Plan.

**Frameworks & Policies.** Future frameworks and policies that address land use and development, urban design, and transportation were prepared specifically for the I-90/IL 47 Gateway. This step helped to establish the core of the Gateway Plan, including frameworks for land use and development, urban design, and transportation.

**Community Open House.** Upon completion of the draft Gateway Plan, the Village held an open house to present the preliminary plan and gather public input and support. Public feedback related to the Gateway Plan was incorporated into the final plan considered for adoption by the Village Board.

## PLAN ORGANIZATION

The I-90/IL 47 Gateway Plan is organized into the following six sections:

**Section 1: Introduction.** This chapter provides an overview of the purpose of the Gateway Plan, the planning process, and the organization of the document.

**Section 2: Gateway Profile.** The Gateway Profile provides an overview of the I-90 interchange area, its regional setting, relevant past plans and studies, its market and demographic characteristics, existing land uses, and current zoning and development controls.

**Section 3: Land Use & Development Framework.** The Land Use and Development Framework identifies the desired types of future development for the I-90/IL 47 Gateway and provides a framework for future planning decisions.

**Section 4: Urban Design Framework.** The Urban Design Framework provides the Village with a set of tools and guidelines to shape the look and feel of future development, ensuring that it is compatible with the desired character of the community.

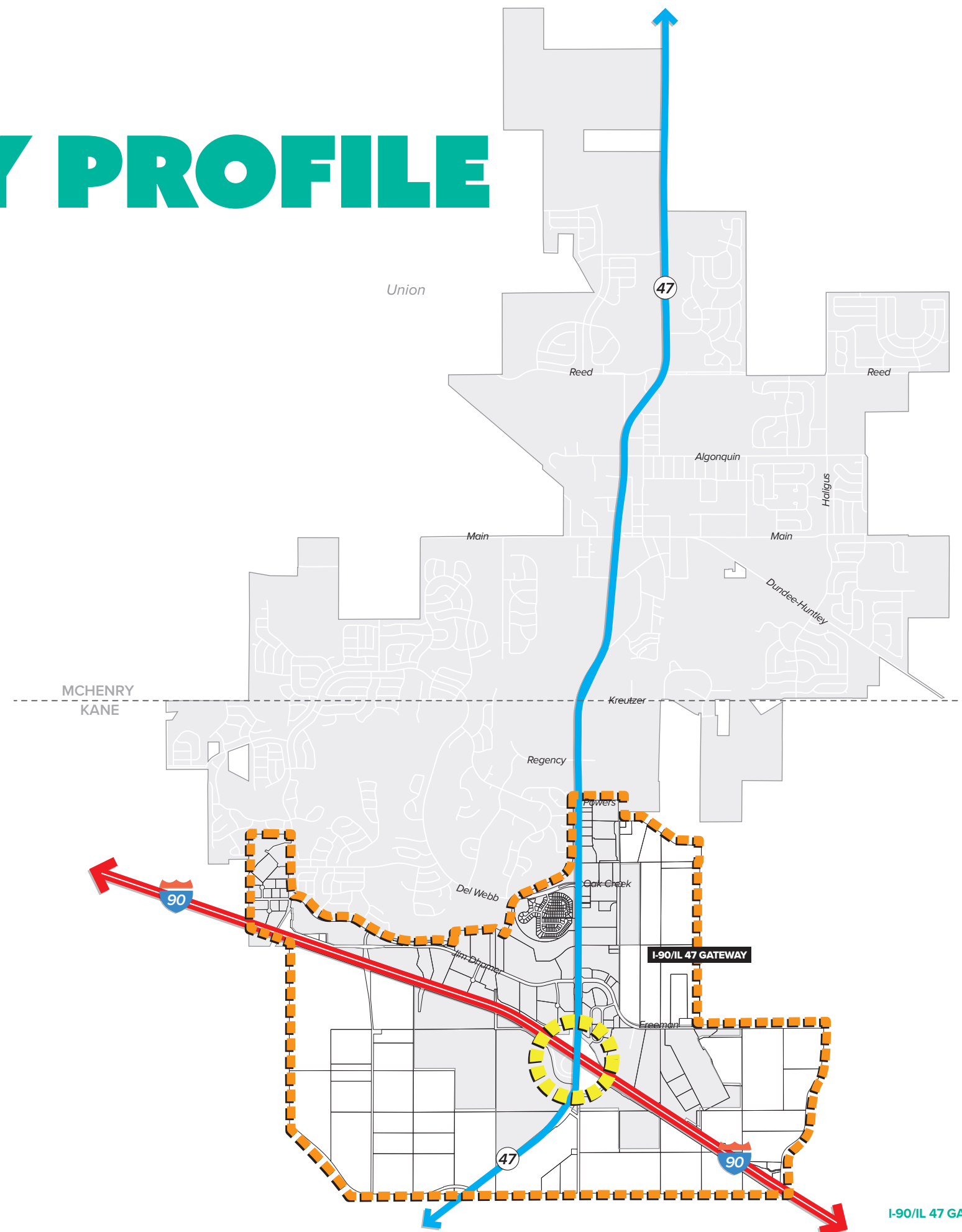
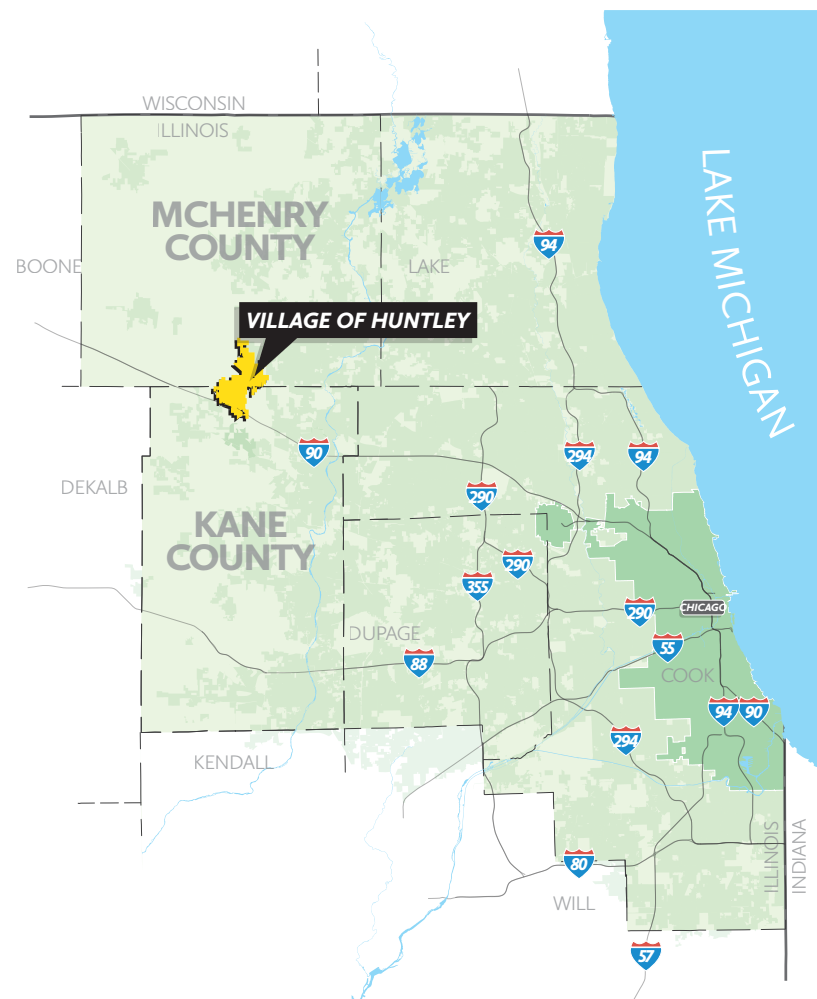
**Section 5: Transportation Framework.** The Transportation Framework presents recommendations for enhancing the I-90/IL 47 Gateway with non-motorized transportation infrastructure to ensure the transportation system is well-balanced, allowing pedestrians and cyclists to safely access their desired destinations.

**Section 6: Regulatory Strategy.** The Regulatory Strategy identifies recommended amendments to the Village's zoning ordinance and map, and development procedures and processes that will allow the Village to facilitate the recommendations of the I-90/IL 47 Gateway Plan.

## 2: GATEWAY PROFILE

## REGIONAL SETTING

*The Village of Huntley is situated in portions of McHenry and Kane Counties along Illinois Route 47. Located in Chicago's "Golden Corridor," Huntley is within 30 miles of O'Hare International Airport and Chicago-Rockford International Airport. Neighboring communities include Hampshire and Pingree Grove to the south and Gilberts to the east. The southern area of Huntley is centered around the I-90 interchange at Illinois Route 47. Access to I-90, recently improved by the completion of a four-way interchange, has influenced this area's substantial growth and development over the last several years, transforming this previously agricultural area of the Village into a prospering center of commerce and industry, underscored by significant private investment.*



# PLANNING CONTEXT

The I-90/IL 47 Gateway Plan incorporates prior planning efforts and, where applicable, builds upon them to help establish a vision for south Huntley. The Gateway Plan is not intended to supersede these planning efforts, but should rather be viewed as a supplemental planning document further refining the community’s goals and vision for this key area of the Village. A thorough review of relevant past plans and studies is summarized below.

# COMPREHENSIVE PLAN (2002)

The 2002 Comprehensive Plan envisions an equitable, competitive, livable, sustainable, and cooperative community. Its goals include providing a maximum amount of active and passive open space, providing sufficient areas for compatible business-related development, preserving and enhancing the natural environment of the Village, and preserving agricultural uses in its northwestern and southwestern quadrants.

As it relates to the I-90/IL 47 Gateway, the plan emphasizes “people first, automobiles second” urban design features where Route 47 intersects Freeman Road. The plan states that Route 47 should serve as a gateway to the community, include a gateway design features at the Village’s southern entrance, and that retail and service commercial, offices, mixed-use (office and commercial), and business parks uses be included within the Route 47 Corridor Subarea to strengthen the Village’s tax base, and broaden the mix of retailers and service providers.

# TOD GUIDELINES (2009)

The 2009 TOD Guidelines evaluate two greenfield sites, Coyne Station Road and Kreutzer Road, related to their TOD potential taking into account recent consideration to extend Metra’s commuter rail service along the Union Pacific Railroad Belvidere Subdivision. The document also discusses Route 47 as the only major north-south arterial serving the Village, its designation as a Strategic Regional Arterial (SRA) by IDOT, and its influence on future development.

Particularly relevant to the I-90/IL 47 Gateway, design guidelines related to roadway improvements, pedestrian access, and bicycle travel are presented. These guidelines include recommendations that the character of the Village’s gateway corridors, including Route 47 around the I-90 interchange, should include setback buffers, sufficient landscaping and green space, and distinct signage. In addition, these guidelines encourage a pattern of vehicular, bicycle, and pedestrian circulation that links commercial and community uses to encourage multi-modal transportation.

# VILLAGE OF HUNTLEY DOWNTOWN REVITALIZATION PLAN (2010)

The 2010 Downtown Revitalization Plan establishes a vision for the future of Downtown Huntley, coordinates public and private improvement efforts, provides guidance to property owners and developers, and promotes downtown investment and development. The plan addresses concerns over the Downtown’s limited distinguished character, inadequate vehicular, and pedestrian transportation facilities and infrastructure.

As it relates to the I-90/IL 47 Gateway, the plan discusses the need to bring more desirable uses to the Route 47 Corridor that strengthen the corridor as a gateway to the community, since current uses are predominantly auto-oriented. The plan emphasizes the need to improve properties fronting Route 47 and enhance the corridor with unique urban design elements that improve pedestrian circulation and increase awareness of the Downtown area to the north.

The City has made incredible progress with the guidance of the 2010 Village of Huntley Downtown Revitalization Plan. Many recommendations have been implemented and many more are in the works.

# COMMERCIAL DESIGN GUIDELINES (2006)

The 2006 Commercial Design Guidelines serve to prevent the future development of a monotonous, unsafe built environment that could potentially degrade surrounding property values. The design guidelines promote upscale, quality development, particularly in relation to big-box and standalone retail sites and associated outlots.

Specific to the I-90/IL 47 Gateway, these guidelines recommend developing standalone retail uses closer to Route 47 to offer greater visibility to motorists. The document sets high standards for lighting fixtures, textured pavement, parking lot perimeter and island landscaping, foundation plantings, colored and textured pedestrian crossing areas, minimal curb cuts, retail signage, facades, roofs, and buildings materials.

# KANE COUNTY PLAN (2010)

The 2010 Illinois Route 47 Corridor Study was created to provide municipalities and other government agencies with strategies and tools that can be used to address planning challenges associated with growth. The goal of the study is to encourage a healthy population and economy through the promotion of complete streets, sustainable land uses, and sustainable development.

Objectives directly related to the I-90/IL 47 Gateway include improving economic development along Route 47 to balance traffic flow with the need for tax revenue; protecting natural areas designated for groundwater recharge, prime agricultural land, floodplain, and wetlands; promoting placemaking through the development of new, unique areas that do not look like a typical suburban corridor; and strengthening existing developed areas by promoting development in areas with the infrastructure in place to handle growth.

# EXISTING LAND USE

Each parcel within the I-90/IL 47 Gateway has been inventoried and classified under one of six (6) existing land use categories based on field reconnaissance conducted in May 2017:

- Undeveloped.** The Undeveloped land use designation is the dominant land use within the I-90/IL 47 Gateway. It incorporates land that contains either no active uses or agricultural activity that has the potential for future development. Several parcels of Huntley's Undeveloped land is equipped with infrastructure and is either for lease or for sale.
- Single-Family.** The Single-Family category is comprised of single-family detached homes organized into neighborhoods or subdivisions. The subdivision located closest to the I-90/IL 47 Gateway is Del Webb's Sun City.
- Commercial.** The Commercial land use designation is comprised of a range of commercial uses. These include, but are not limited to, retail and service commercial businesses that are sited within large, regional commercial developments and corridor commercial settings.
- Office.** Office uses range from large-scale buildings and office parks to smaller medical clinics and standalone offices. Most of the gateway's office development is concentrated at the end of Quality Drive.
- Light Industrial.** The Light Industrial category encompasses standalone industrial uses, smaller light industrial uses, and industrial/office flex spaces. Within the I-90/IL 47 Gateway, most of these uses exist along Freeman Road, Jim Dhamer Drive, and east of Route 47. The largest light industrial uses within the gateway are the two Weber locations east of Route 47.
- Open Space.** Most Open Space within the I-90/IL 47 Gateway is comprised of natural areas, landscaped areas, retention ponds, and wetlands, many of which serve as buffers between uses.
- 500-Year & 100-Year Floodplain**



# CURRENT ZONING

**(B-3) Shopping Center Business District.** The Shopping Center Business District allows for dense, higher-intensity commercial uses that provide employment and revenues for the entire Village. The B-3 district is located only along major streets and is substantially buffered from adjacent districts to ensure that associated traffic does not impact adjacent residential neighborhoods.

The minimum lot area of the B-3 district is 80,000 square feet, and permitted uses include automotive, commercial recreation, commercial services, construction, financial uses, food service, health care, offices, personal services, retail sales, public facilities, public parks and recreation facilities, and hotels. Most of the land designated as B-3 in the I-90/IL 47 Gateway is located south of the I-90 interchange and on the east side of Route 47, south of Powers Road, and is categorized as a PUD.

**(C-2) Regional Retail District.** The Regional Retail District provides for larger retail developments that generate higher volumes of vehicular traffic. The minimum lot area of the C-2 district is 15 acres. Properties in the I-90/IL 47 Gateway designated as C-2 include all land with frontage on the east side of Route 47 between I-90 to the south and Oak Creek Parkway to the north.

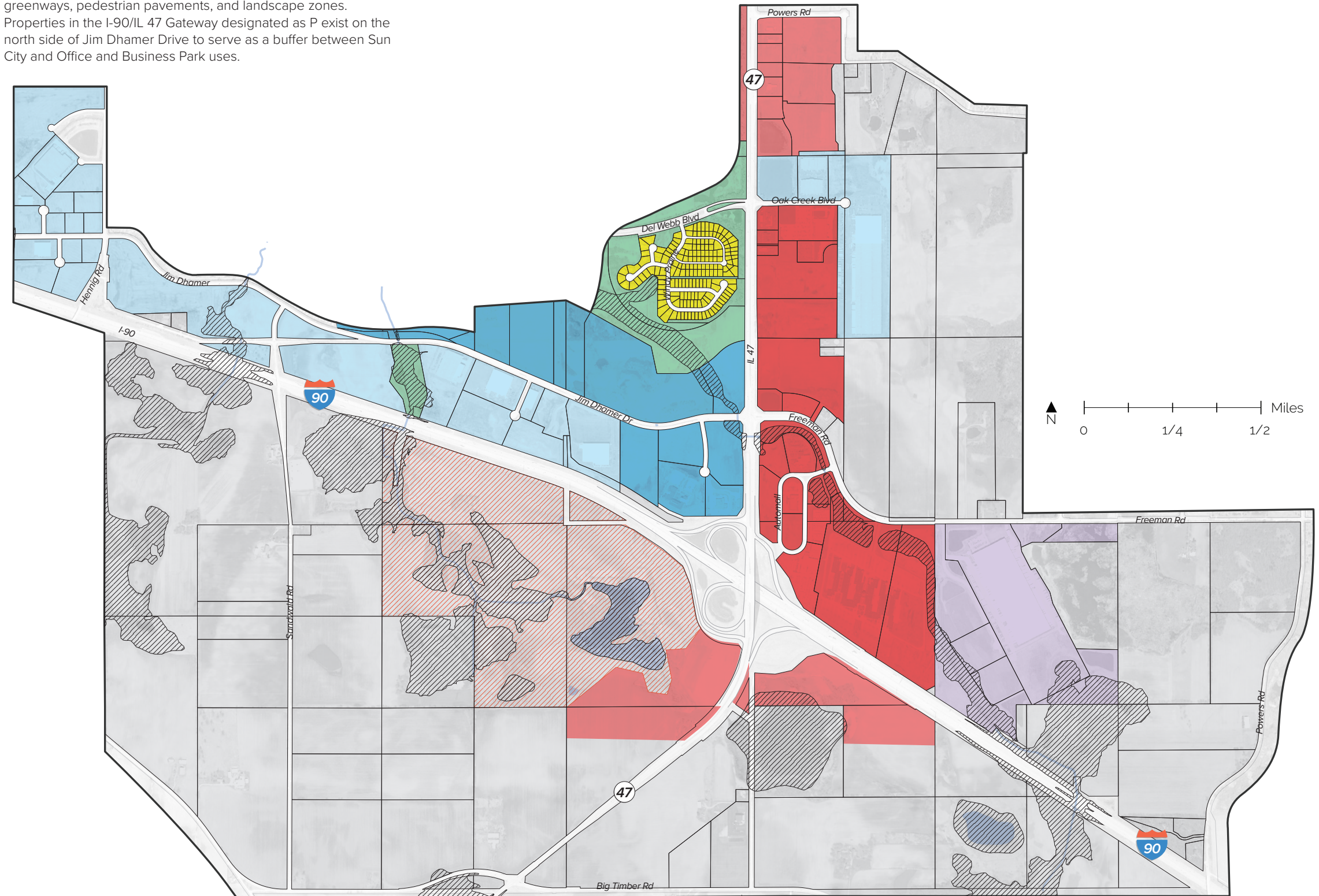
**(O) Corporate Office District.** The Corporate Office District provides for either single-user developments or campus style multi-user developments. The minimum lot area of the O district is two acres. The O district designation applies to properties along either side of Jim Dhamer Drive where it intersects with Route 47.

**(BP) Business Park District.** The Business Park District provides for larger commercial, office, institutional, research, and light industrial developments as well as their supportive smaller commercial and services uses. The BP district is located on larger parcels in a park-like atmosphere, generally on primary thoroughfares. The minimum lot area of the BP district is one acre. All property along Jim Dhamer Drive with I-90 frontage, the Huntley Gateway Commons business park (behind the Village Green shopping center) are designated as a Business Park District.

**(ORI) Office/Research/Light Industrial District.** The Office/Research/Light Industrial District allows for the development of office, research, and limited manufacturing uses in highly visible locations around major thoroughfares. Permitted commercial uses within this district are limited to those which serve ORI businesses. The minimum size of the ORI district is 30 acres, with a minimum lot area of 60,000 square feet. In the I-90/IL 47 Gateway, the new Weber Grill facility and properties directly adjacent to the west are designated as ORI.

**(MZA) Multiple Zoning Per Agreement**

**(P) Parks & Open Space.** The Parks & Open Space District exists to maintain physical features for public use and enjoyment as passive and active recreational areas. Components contained within the P designation include public and private parks, wetlands, lakes, ponds, creeks, drainageways, golf courses, greenways, pedestrian pavements, and landscape zones. Properties in the I-90/IL 47 Gateway designated as P exist on the north side of Jim Dhamer Drive to serve as a buffer between Sun City and Office and Business Park uses.



# 3: LAND USE & DEVELOPMENT

Huntley is undergoing rapid growth and development, particularly in the I-90/IL 47 Gateway Plan area, where there are several development-ready sites with infrastructure already in place. New development is on the rise, from Weber Grill expanding to a second facility on Freeman Road, to the recent development of the Centegra Hospital in the northeastern corner of the Village to the Alden senior living complex on Regency Parkway, to the many industrial and office flex spaces being developed along Jim Dhamer Drive. The significant new investment in the form of public infrastructure in the I-90/IL 47 Gateway presents the Village with a substantial opportunity to influence the character of future development in this important gateway to the Village.

The Land Use and Development Framework identifies desired future land uses for the I-90/IL 47 Gateway and provides a framework for guiding future planning decisions. Promoting a diverse mix of land uses is crucial to ensuring the strength and vitality of the Village. The Land Use and Development Framework seeks to promote balanced growth in an economically sustainable manner, while preserving and enhancing the area's natural features. The Land Use and Development Framework is summarized below by land use category.

**Existing Residential.** Existing Residential land uses within the I-90/IL 47 Gateway include Sun City.

**Mixed Commercial.** The area just northeast of the I-90 interchange contains development-ready sites and vacant buildings surrounding auto-oriented commercial uses, including auto and RV dealerships, and the vacant outlet mall. Opportunity sites for Mixed Commercial development include the auto mall and vacant outlet mall. These areas should be targeted for a mix of commercial development that serve as a regional draw, such as general retailers, sporting goods stores, restaurants, and service uses.

**Corridor Commercial.** Areas along Route 47 north of Freeman Road are comprised of development-ready sites with much of the infrastructure already in place. These areas should be targeted for Corridor Commercial uses, which would leverage visibility and traffic volume, while establishing Route 47 as the Huntley's primary gateway. As new development occurs here, the Village should consider working with developers to encourage a diverse mix of development to ensure continued growth and development in the area.

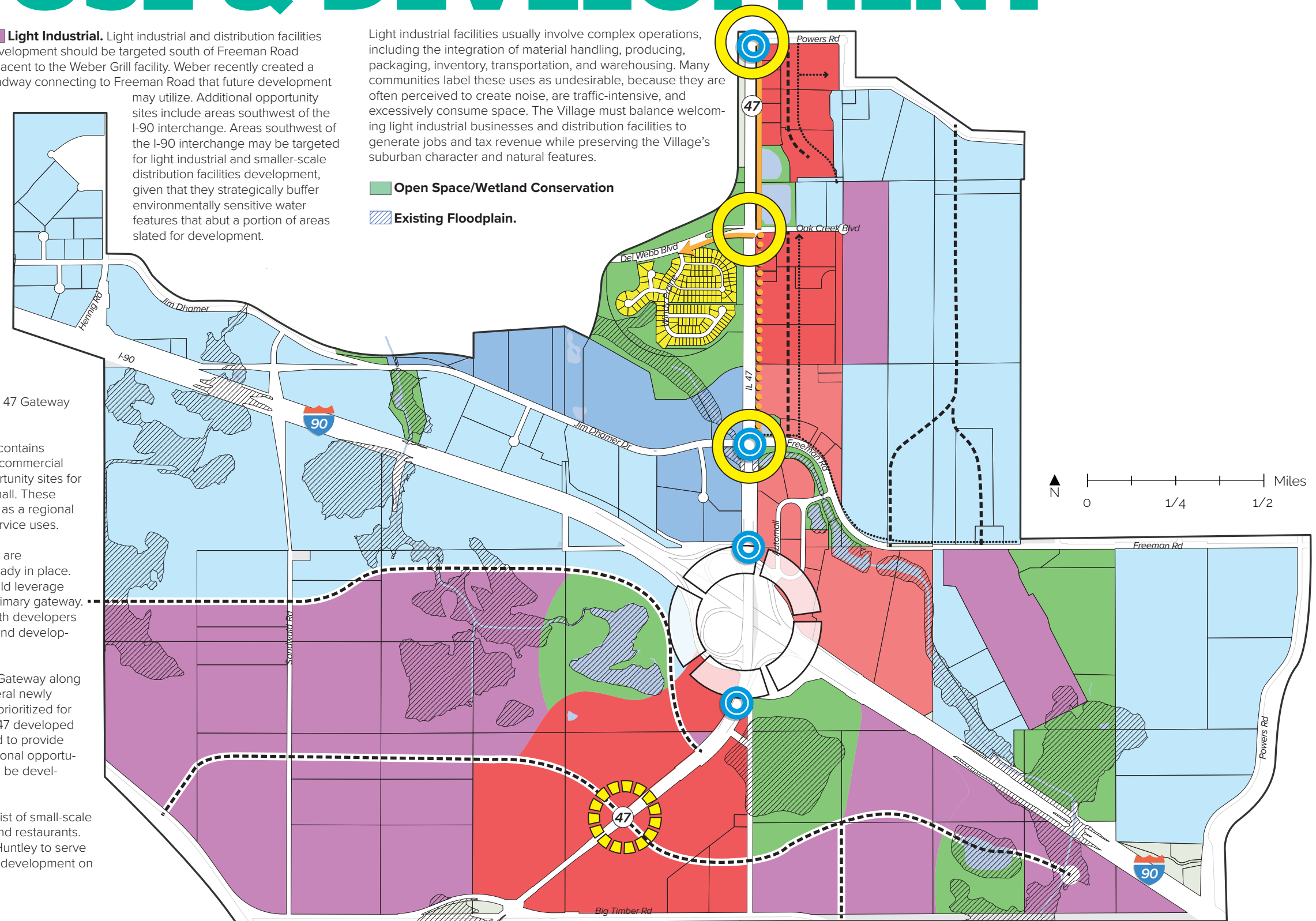
**Business Park & Flex Space.** The western portion of the I-90/IL 47 Gateway along Jim Dhamer Drive contains many undeveloped properties along with several newly constructed office and light industrial developments. This area should be prioritized for business park and flex space development, with areas adjacent to Route 47 developed as offices, to utilize the area's convenient access to I-90 and Route 47, and to provide high-quality job opportunities for residents and others in the region. Additional opportunity sites include the Stade property north of Freeman Road, which should be developed as Business Park.

**Medical Care/Office.** The Medical Care/Office land use should consist of small-scale medical offices and complementary commercial uses, such as daycares and restaurants. These areas act as a supportive district for the Health Care District in NE Huntley to serve nearby residents, such as those of Sun City and the Alden senior housing development on Regency Parkway.

**Light Industrial.** Light industrial and distribution facilities development should be targeted south of Freeman Road adjacent to the Weber Grill facility. Weber recently created a roadway connecting to Freeman Road that future development may utilize. Additional opportunity sites include areas southwest of the I-90 interchange. Areas southwest of the I-90 interchange may be targeted for light industrial and smaller-scale distribution facilities development, given that they strategically buffer environmentally sensitive water features that about a portion of areas slated for development.


Light industrial facilities usually involve complex operations, including the integration of material handling, producing, packaging, inventory, transportation, and warehousing. Many communities label these uses as undesirable, because they are often perceived to create noise, are traffic-intensive, and excessively consume space. The Village must balance welcoming light industrial businesses and distribution facilities to generate jobs and tax revenue while preserving the Village's suburban character and natural features.


**Open Space/Wetland Conservation**  
**Existing Floodplain.**



## 4: URBAN DESIGN

*South Huntley is experiencing rapid growth and development. As this area continues to evolve, it is important that the Village establish a set of tools and guidelines to shape future development, ensuring that it is compatible with the desired character of the community. Most of the new and proposed development is occurring around the I-90 interchange, the eastern side of Route 47, and along Jim Dhamer Drive. Because Route 47 serves as the southern gateway into the Village, it is important to enhance this corridor with urban design features that signify entry into the Village and contribute to the creation of a community brand.*

 **Gateway Feature.** The Village might consider establishing a gateway feature on Route 47 at the I-90 interchange that welcomes visitors to Huntley. This gateway feature could effectively replace the outdated gateway monument sign on the northeastern portion of the interchange, visible to passing motorists on I-90. The new gateway feature could incorporate landscaping, lighting, and should also establish a theme that contributes to a strong community image and identity.

 **Wayfinding Signage.** Wayfinding signage should be installed at key locations along Route 47, allowing residents and visitors to more easily navigate the area. Key locations include the interchange accompanying the gateway feature and where Route 47 intersects with Jim Dhamer Drive/Freeman Road, Del Webb Boulevard, and Powers Road. The design of wayfinding signage should be coordinated with the Village's gateway features to follow a cohesive theme and further establish a branding of the community.

**Landscaped Medians.** To strengthen Huntley's image and identity and enhance the aesthetics of Route 47, medians could potentially be planted with salt-tolerant, native perennial plants. Strategically choosing plant species that bloom and change throughout the seasons will create a visually appealing gateway year-round.

**Permeable Pavers & Porous Asphalt.** Permeable pavers and porous asphalt can be installed in parking lots to beautify commercial areas and minimize flooding, pollution, and erosion from stormwater. These pavements allow water to drain through into a stone recharge bed and infiltrate into the soil to recharge groundwater. Permeable pavers would be appropriate to install in smaller commercial, office, and multi-family areas, whereas porous asphalt would be more appropriately used for larger developments, such as regional commercial and office uses.


**Foundation Landscaping.** Where offices and light industrial development are occurring, the installation of foundation landscaping against newly developed buildings should be encouraged to enhance the business park, flex space, and light industrial areas.


**Enhanced Crosswalks.** To ensure that pedestrians can safely access commercial areas, crosswalks should be added where Route 47 intersects with Jim Dhamer Drive/Freeman Road, and in the commercial area just south of Powers Road. Crosswalks should be enhanced with colored striping and textured pavers to distinguish them from the roadway and enhance the gateway's character.


**Parking Lot Landscaping.** Landscaped islands and perimeter landscaping should be installed in and around parking lots to soften their appearance and beautify commercial areas. Perimeter landscaping and landscaped islands can also serve as a form of green infrastructure through the installation of deep-rooted, salt-tolerant, native perennial plants. The use of parking lot landscaping as green infrastructure will also minimize potential flooding from stormwater runoff.

## 5: TRANSPORTATION

*Safe and efficient access are critical in supporting land use and development, economic development, and quality of life. With the recent completion of the I-90 interchange project and its location along Route 47, the I-90/IL 47 Gateway is conveniently connected to both northern Illinois and southern Wisconsin. The Transportation Framework presents recommendations intended to enhance the I-90/IL 47 Gateway with non-motorized transportation infrastructure to ensure that the area's transportation system is well-balanced, allowing pedestrians and cyclists to safely access their desired destinations. Many of the recommendations are informed by the 2002 Village of Huntley Comprehensive Plan and the 2010 Illinois Route 47 Corridor Study.*


 **Sidewalk Connections.** Although Route 47 is primarily intended to support higher volumes of automobile traffic, it is important to ensure that businesses along the roadway are also accessible to pedestrians. Residents and visitors of Sun City, and employees of nearby businesses should be provided with safe pedestrian access to the commercial uses that surround them. Businesses along either side of Route 47 should also be connected by ADA-compliant sidewalks that link to nearby pathways and trails.

 **Shared-Use Pedestrian & Bicycle Pathway.** To improve the accessibility of businesses along Route 47, a shared-use pedestrian and bicycle pathway can be developed along the east side of the roadway. Developing a shared-use pathway can promote healthy, active living by safely allowing workers and residents to walk, jog, or cycle to their desired destination, as opposed to limiting their access to the use of vehicles. The Village should work with IDOT to coordinate efforts related to this planned bicycle path to ensure the installation of a shared-use pathway along the portion of Route 47 north of Jim Dhamer Drive and Freeman Road.

 **Existing Pedestrian & Bike Path.** A multi-use path exists along the north side of Kreutzer Road. As a part of a larger initiative to improve pedestrian and bicycle connections throughout the Village, this path is intended to connect with the proposed multi-use path along the east side of Route 47. In addition, a bicycle path along the east side of Route 47 is currently under construction.

**Signalized Intersection/Crosswalk:**  Existing  Proposed.

In commercial areas where traffic signals are in place, it is important to provide pedestrians with the opportunity to safely cross the roadway. To ensure that pedestrians can safely access commercial areas, signalized crosswalks should be added where Route 47 intersects with Jim Dhamer Drive/Freeman Road. These crosswalks should be ADA-compliant and equipped with visual and audible countdown timers to inform pedestrians on how much time they are given to cross the roadway. Additionally, these crosswalks should be activated only when pedestrians are present to maximize the efficiency of traffic flow.

 **Roadway Extension.** Because Route 47 serves as a Strategic Regional Arterial (SRA) under IDOT, it is important that the potential for conflict on Route 47 is minimized. Establishing an internal roadway that connects businesses on the east side of Route 47 will provide easier access and reduce traffic congestion on the Village's only major north-south arterial. The Village should continue to facilitate the extension of the roadway connecting commercial areas on the east side of Route 47 from Kreutzer Road to Freeman Road.

**Parking Lot Cross Access.** Maintaining cross access among adjacent parking lots in commercial areas is crucial to maximizing the efficiency of parking lot circulation. As commercial development continues to occur along Route 47, the Village should work closely with developers and property owners to maintain cross access in parking lots between businesses wherever possible. This will minimize potential conflicts on Route 47 by reducing the need for vehicles to pull onto the main roadway to reach adjacent destinations.



## MIXED COMMERCIAL

### LAND USE ACTIVITY

Appropriate land use activities within Mixed Commercial areas include:

- Hotels, and other hospitality uses that provide overnight lodging and short-term corporate housing.
- Restaurants, cafes, and bars, including franchise and drive-through restaurants, that offer a variety of dining options.
- National retailers and big-box stores that provide access to a large variety of products in a single location.

### URBAN FORM

Key attributes of the urban form within Mixed Commercial areas include:

- Generally shorter, one- to two-story structures with clearly designated public entrances accessible from parking lots.
- Businesses located in standalone stores, strip shopping centers, and neighborhood/community centers with anchor tenants.
- Building setbacks that allow room for on-site parking and automobile access from the street.
- On-site parking lots that include screening, landscaped areas, pedestrian pathways, and other elements to break up large areas of pavement and soften the views of parking areas.
- Inviting, transparent storefronts with attractive entrances.
- Properties featuring dedicated landscaping, signage, and other elements that beautify and establish an identity for these commercial areas.
- Planted and preserved trees to maintain shade and create pedestrian-friendly areas.



## CORRIDOR COMMERCIAL

### LAND USE ACTIVITY

Appropriate land use activities within Corridor Commercial areas include:

- Restaurants, cafes, and bars, including franchise and drive-through restaurants.
- National retailers and big-box stores that provide access to a large variety of products in a single location.
- Day-to-day retail and service businesses, such as grocery stores, salons, convenience stores, and dry cleaners, that provide basic goods and services to residents.
- Entertainment uses, such as movie theaters and bowling alleys, that provide entertainment and amusement.
- Professional and medical offices, including branch banks, pharmacies, dentists' offices, and financial services businesses, that provide more specialized professional services.
- Auto-oriented uses, such as gas stations, that support daily and periodic vehicle service needs like gasoline and oil changes.

### URBAN FORM

Key attributes of the urban form within Corridor Commercial areas include:

- Generally shorter, one- to two-story structures with public entrances oriented toward the street.
- Businesses located in standalone, strip/convenience, and neighborhood/community shopping centers with anchor tenants.
- Building setbacks that allow for on-site parking and automobile access from the street.
- On-site parking lots with screening, landscaped areas, pedestrian pathways, and other elements to break up large areas of pavement and soften the appearance of parking areas.



## BUSINESS PARK & FLEX SPACE

### LAND USE ACTIVITY

Appropriate land use activities within areas designated as Business Park and Flex include:

- Light manufacturing and production of specific types of goods.
- Office-industrial flex spaces, especially those involving innovative technologies and healthcare-related offices and suppliers.
- Home and corporate offices, including larger campuses.
- General offices and call centers.
- Research and development laboratories and testing facilities.

### URBAN FORM

Key attributes of the urban form within Business Park and Flex space areas include:

- Office and light industrial buildings with varying heights.
- Orientation of light industrial buildings that support industrial operations with visitor and public entrances situated near the street.
- Orientation of visitor and public entrances to office and flex buildings toward the street.

- Dedicated and accessory structures on collective campuses, as well as standalone buildings on smaller properties.
- Offices and light industrial buildings enhanced with planters, landscaping, and foundation landscaping to beautify the area and provide desirable amenities for employees and visitors to businesses.
- Properties installed with green infrastructure to preserve existing natural resources and to reduce stormwater runoff.
- Areas that are screened and buffered from adjacent uses and the I-90 interchange with attractive landscaping.
- Inviting, transparent storefronts with attractive entrances.
- Properties featuring dedicated landscaping, signage, and other elements that serve to beautify and establish an identity for these areas.
- Planted and preserved trees to maintain shade and create pedestrian-friendly areas.
- Properties installed with green infrastructure to preserve existing natural resources and reduce stormwater runoff.
- Business Park and Flex areas that are screened and buffered from adjacent residential neighborhoods with attractive fencing and landscaping.

## LIGHT INDUSTRIAL

### LAND USE ACTIVITY

Appropriate land use activities within Light Industrial areas include:

- Light to heavy manufacturing and mass production of specific types of goods.
- Warehouses, shipping, and distribution facilities that provide for the storage, shipping, and coordination of materials and goods, including finished products from local manufacturing (excluding cross-dock operations).
- Corporate/general offices, including larger campuses.

### URBAN FORM

Key attributes of the urban form within Light Industrial areas include:

- Office buildings with varying heights.
- Manufacturing, industrial and warehousing buildings with varying heights, dictated by function and industrial operations.
- Orientation of buildings that support industrial operations with visitor and public entrances facing the street.
- Dedicated and accessory structures on collective campuses, as well as standalone buildings on smaller properties.
- Structures and industrial operations, including loading docks and bays, that are buffered or screened from less intense uses, particularly commercial uses and public spaces.
- Offices and light industrial buildings enhanced with planters, landscaping, and foundation landscaping to beautify the area.
- Properties installed with green infrastructure to preserve existing natural resources and to reduce stormwater runoff.



**MEDICAL CARE/OFFICE**

**LAND USE ACTIVITY**

Appropriate land use activities within Medical Care/Office areas include:

- Healthcare-related offices and suppliers.
- General offices and call centers.
- Daycares and early childhood development centers.
- Public and semi-public facilities, such as fire stations and religious institutions, that provide necessary protection and public amenities.

**URBAN FORM**

Key attributes of the urban form within Medical Care areas include:

- Office buildings with varying heights.
- Offices and commercial buildings enhanced with planters and landscaping to beautify the area.
- Properties installed with green infrastructure to preserve existing natural resources and to reduce stormwater runoff.

**FLOODPLAIN & WETLAND CONSIDERATIONS**

As the Village continues to grow and develop, it is important to ensure that environmentally sensitive features, such as the floodplain and wetlands, are protected from any deleterious impacts of development. Most of Huntley's floodplain and water features are situated south of the I-90 interchange, meaning that development in this area should be cognizant of these natural features and appropriately encourage development that will not cause environmental harm.

Floodplain and wetlands are crucial to the environment in that they provide habitat for many rare, endangered, and threatened species; recharge groundwater; serve as a natural filter by preventing pollution from entering water bodies; reduce flooding associated with heavy rainfall; sequester carbon; and moderate erosion. Strictly enforcing development requirements related to the conservation of environmentally sensitive features will ensure that the Village is abiding by Section 404 of the Clean Water Act and Article IV of the Kane County Stormwater Ordinance, by preserving natural habitats and ecosystems, and protecting the quality of groundwater, lakes, rivers, and streams.

# 6: REGULATORY STRATEGY

The purpose of this section is to identify the actions necessary to amend the existing Zoning Ordinance and Map in a way as to further support the objectives of the Huntley I-90/IL 47 Gateway Plan. The strategy identifies the text and map amendments that should be undertaken by the Village to help implement the Plan. Fundamentally, the approach of the regulatory strategy is to combine like districts that are currently nearly indistinguishable.

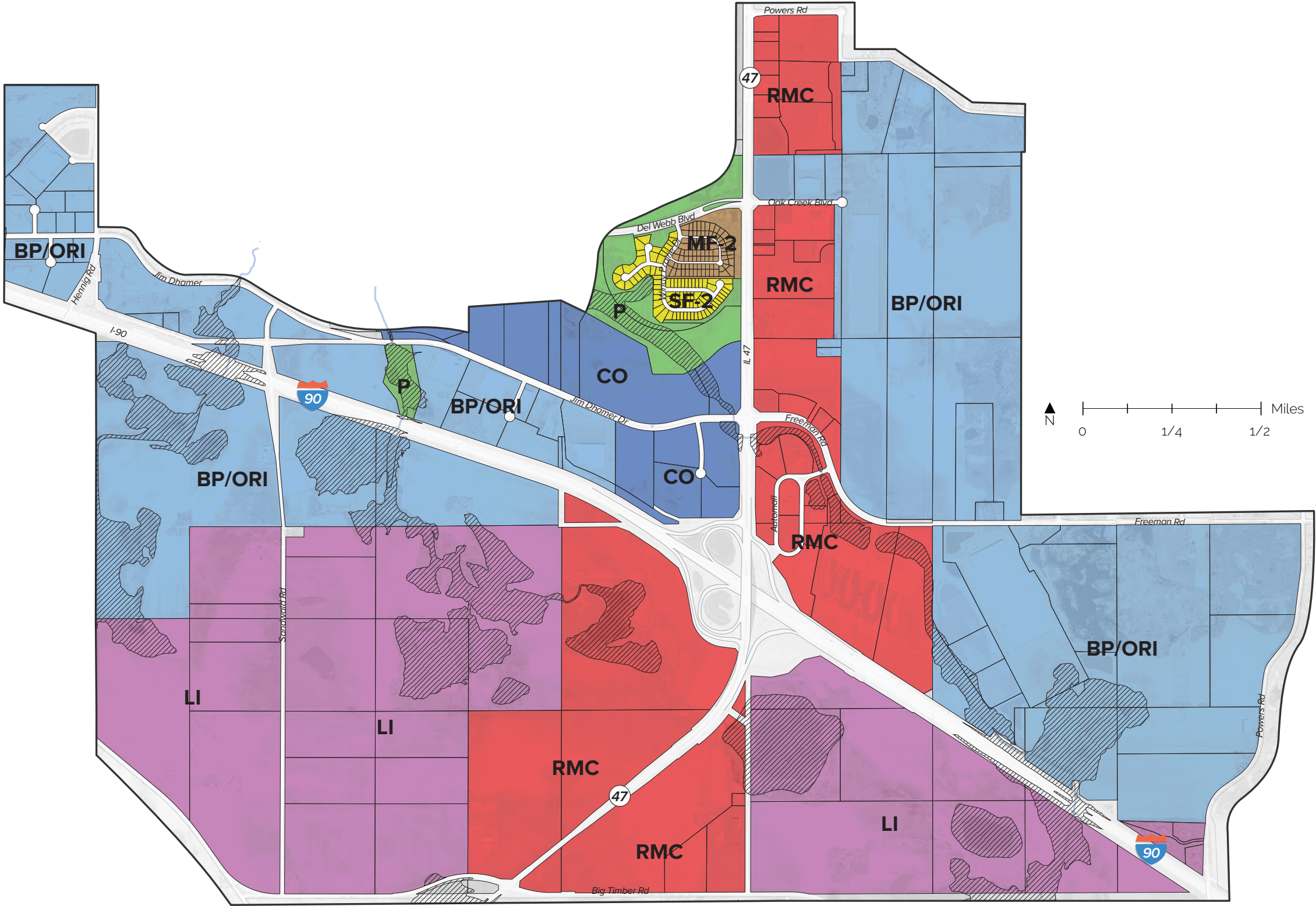
The following text identifies the recommended zoning changes and the resulting new districts. At the end of the section is a Proposed New Zoning District Map, which reflects the recommended changes identified in the text below.

**Zoning Disticts**

- (RMC) Regional Mixed-Commercial District
- (BP/ORI) Business Park/Office/Research/Light Industrial District
- (CO) Corporate Office
- (LI) Light Industrial
- (SF-2) Garden Residential
- (MF-2) Multi-Family
- (P) Parks & Open Space

**Overlay**

- Floodplain



COMMERCIAL USE DISTRICTS

COMBINE DISTRICTS TO CREATE A NEW RMC DISTRICT

Currently there are two (2) commercial districts within the I-90/IL 47 Gateway planning areas – (B-3) Shopping Center Business District and (C-2) Regional Retail District. These two districts should be combined into one district, requiring planned unit development (PUD) approval for all new development. Both of these districts, as existing, are intended to accommodate and promote regional commercial development. The B-3 District is intended to accommodate “dense, higher intensity commercial uses...located along major streets” and the C-2 District is intended to accommodate “larger regional retail developments that generate higher volumes of traffic...with frontage on IL-47.” Based on the stated intent of these two districts, their given proximity to one another, the fact that they are both located along IL-47 in close proximity to the I-90/IL 47 interchange, and their similarity in parcel size and geometry, there is no reason to not combine them into a new I-90/IL 47 Gateway District – a new **(RMC) “Regional Mixed-Commercial District”**.

The new RMC District should prioritize large-scale, regional oriented retail uses, but accommodate other regional retail compatible uses such as hotels, entertainment, automobile dealerships, and more. As the nature of retail continues to change, with more and more commerce happening online, increased flexibility in historically retail districts is required to maintained market viability and competitive positioning. However, it should be clear that the RMC District is intended for uses and development that would draw from throughout the greater regional area, and should not include smaller-scaled uses intended primarily to serve the day-to-day needs of the local adjacent residential areas.

The boundary of the new RMC District should follow as closely as possible the combined areas of the *Mixed Commercial and Corridor Commercial* land use designations of the Land Use and Development Plan (page 6).

PUD REQUIREMENT

Any development in the new RMC District should require approval as a PUD. As such, the Village should amend its current PUD requirements to accommodate the RMC District and establish new PUD standards that incorporate the recommendations of the *I-90/IL 47 Gateway Plan*. The new PUD standards for the RMC District should clearly articulate the retail prioritization and the overall importance of the character and appearance of development in the Gateway planning area. In this way, the Village would be giving the Plan increased regulatory impact, by requiring in the new PUD standards that the Plan must be supported by any proposed development in the RMC District.

BUSINESS & OFFICE RESEARCH

COMBINE DISTRICTS TO CREATE A NEW BP/ORI DISTRICT

Currently there are two (2) districts that accommodate larger business park, office, institutional, research, and light industrial uses – (BP) Business Park District and (ORI) Office/ Research/Light Industrial. Both districts accommodate a range of compatible business, office, and light industrial uses; are located along or near major thoroughfares; and allow supportive service and commercial uses. Although the minimum acreage requirement is different for the two districts, the obvious overlap and similarity of the two districts provides the perfect opportunity to provide needed flexibility, ensure compatibility, and promote appearance and character, by combining the two into a new district. The Village should create a new **(BP/ORI) “Business Park/Office/Research/Light Industrial District”**.

PUD REQUIREMENT

Any development in the new BP/ORI District should require approval as a PUD. As such, the Village should amend its current PUD requirements to accommodate the BP/ORI District and establish new PUD standards that incorporate the recommendations of the *I-90/IL 47 Gateway Plan*. The new PUD standards for the BP/ORI District should clearly articulate the desirability for a park-like/campus setting, and continue to accommodate a wide range of compatible uses. Logistics, freight, and trucking operations should generally not be accommodated in the new BP/ORI District.

CORPORATE OFFICE

LEAVE AS IS

Currently, the corporate office district exists at the northwest corner of I-90 and IL 47, and runs along the north side Jim Dhamer Drive. This zoning district coincides with the Gateway Plan’s Medical Care/Office land use designation. There are no recommended changes for the (O) Corporate Office District.

LIGHT INDUSTRIAL

CREATE A NEW LI DISTRICT

Currently, industrial uses in the Village are accommodated primarily in the M District, with some less intense light industrial uses possible in the BP and ORI Districts. Consideration should be given to creating a new (LI) Light Industrial District that reflects the current M District and some of the more intense industrial uses identified in the ORI District, but not including trucking, freight, logistics, or shipping operations as a permitted use. Such logistics-based operations should either not be permitted in the new LI District, or allowed only as a special use, provided certain standards can be met that reflect the character, location, intensity, and overall impact of the proposed logistics/shipping use.

The Regulatory Framework identifies two (2) areas for Light Industrial zoning. Much of these areas exist outside of the Village’s municipal boundaries, and encompass areas that are currently unincorporated. As these unincorporated areas are considered for possible annexation into the Village, the Gateway Plan and the recommended zoning (primarily a new LI District) should serve to guide proposed development and be used as a starting point for any annexation agreement to be put in place.

PUD REQUIREMENT

Any development in the new LI District should require approval as a PUD. As such, the Village should amend its current PUD requirements to accommodate the LI District and establish new PUD standards that incorporate the recommendations of the *I-90/IL 47 Gateway Plan*.

RESIDENTIAL AND OPEN SPACE

LEAVE AS IS

There is a relatively small area within the Gateway Planning Area that is zoned for residential and parks/open space use. This area includes an established residential development (zoned SF2 and MF2) and surrounding parks/open space (zoned (P, for Parks and Open Space). The Gateway Plan Regulatory Framework does not recommend any changes to these districts.

INCORPORATING OPEN SPACE

There is a significant amount of valuable open space that exists throughout the Gateway Planning Area, designated as Open Space/Wetland Conservation. With the exception of the area zoned (P) surrounding the existing residential development, the areas on the Land Use & Development plan map reflect areas of natural open space, wetlands, and environmental features. Although not zoned as Parks & Open Space, these identified areas must be taken into consideration when any development is proposed. It is important that the standards and regulations established in the Village’s zoning ordinance and subdivision code incorporate best practices regarding the protection of valued environmental areas in all zoning districts, and that careful attention be paid to such environmental areas when designing, reviewing, and approving any and all development.

FRAMEWORK FOR ANNEXATION

The I-90/IL 47 Gateway Plan and the Regulatory Strategy should serve as a guiding framework for annexation of unincorporated land into the Village. The Gateway Plan and Regulatory Strategy identify the designated land use and development type for the areas to be annexed, and also identifies the proposed zoning for the areas to be annexed. Understanding that annexations typically involve an annexation agreement that may incorporate specific consideration at the time of annexation, this Gateway Plan should be used to inform and guide the preparation of any annexation agreement, including the intensity of development and the protection of identified open space. To the extent possible, the Village should require adjacency for new development and annexation, rather than letting development occur in a “leap Frog” manner in areas that are currently undeveloped. This adjacency requirement manages growth, prevents the premature development of undeveloped areas, and prevents unnecessary and burdensome expenses related to infrastructure expansion and maintenance.