



PUBLIC MEETING NOTICE AND AGENDA
PLANNING AND ZONING COMMISSION MEETING
AGENDA

May 17, 2021
7:30 p.m.

1. Call to order
2. Roll call
3. Approval of the April 12, 2021 Planning and Zoning Commission meeting minutes
4. New business
 - a. Amendment to the Comprehensive Plan, Chapter IV, Subarea Plans, Subarea 3
5. Old business—None
6. Item for discussion—Illinois Route 47 University of Illinois at Chicago Capstone Project Information
7. Staff report
 - a. April Board of Trustees meeting
8. Audience participation
9. Trustee liaison report
10. Next meeting is scheduled for June 14, 2021
11. Adjournment

Village of Lake in the Hills
600 Harvest Gate
Lake in the Hills, IL 60156

The Village of Lake in the Hills is subject to the requirements of the Americans with Disabilities Act of 1990. Individuals with disabilities who plan to attend this meeting and who require certain accommodations so that they can observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting or the Village's facilities, should contact the Village's ADA Coordinator at 847-960-7414 (TDD 847-658-4511) promptly to allow the Village to make reasonable accommodations for those persons.

Posted by: *Laura Pekovic*

Date: May 14, 2021

Time: 12:35 p.m.



PLANNING AND ZONING COMMISSION

April 12, 2021 MEETING MINUTES

Village of Lake In the Hills

Commissioner Esposito called to order at 7:30 p.m. the meeting of the Lake in the Hills Planning and Zoning Commission. Commissioner Esposito served as the acting chairperson in Chairman DeMay's absence.

ROLL CALL

Commissioners Anna Siakel, Craig Bolton, John Murphy, Michael Esposito, Greg Walker, James Dixson were present. Chairman DeMay was absent, so Commissioner Esposito served as the acting chairperson. Also in attendance were Community Development Director Josh Langen, Assistant Director Ann Marie Hess, Trustee Bill Dustin, and Administrative Specialist Laura Pekovic.

APPROVAL OF MEETING MINUTES

Commissioner Murphy made a motion to approve the Commission meeting minutes of February 16, 2021, and Commissioner Bolton seconded. Motion carried 6-0.

Director Josh Langen welcomed the newest Planning and Zoning Commissioner, Mr. James Dixson.

NEW BUSINESS

a. Zoning Map Update

Staff Report

Assistant Director Hess reviewed the Request for Commission Action dated April 12, 2021.

Discussion and Comments by Staff and the Planning and Zoning Commission

There was no comment by the staff, Planning and Zoning Commission members or the public.

Commissioner Walker made a motion to recommend approval of the 2021 zoning map update. The motion was seconded by Commissioner Murphy. On a roll call vote Commissioners Siakel, Walker, Esposito, Murphy, Bolton, and Dixson voted Aye. Motion carried 6-0.

b. Planning Schedule

Staff Report

Director Langen reviewed the Request for Commission Action dated April 12, 2021. This was an informational item to the Planning & Zoning Commission that reviewed staff planning efforts which involve the Village's four major growth and development areas, business retention and attraction efforts, and the Comprehensive Plan updates planned for 2022.

Discussion and Comments by Staff and the Planning and Zoning Commission

Director Langen responded to Commissioner Siakel's inquiry about the age of the current Comprehensive Plan, which has been revised a few times within the past 20 years. Director Langen

PLANNING AND ZONING COMMISSION

April 12, 2021 MEETING MINUTES

Village of Lake In the Hills

also responded Commissioner Esposito's inquiry and confirmed that this plan will be presented to the Planning & Zoning Commission and not regularly published on the Village's website. Director Langen also stated that he is currently working with the Village administrator on the intergovernmental agreements.

OLD BUSINESS – None

ITEMS FOR DISCUSSION – None

STAFF REPORT

- a. Director Langen confirmed that on February 25, 2021, the Village Board voted yes to approve ordinances based upon the Planning and Zoning Commission recommendations for the following three items:
 1. Conditional Use for a Day Care Center at 40 West Acorn Lane
 2. Amending Ordinance 2019-47 Granting Conditional Use & Variations at 1511 Imhoff Drive
 3. Map Amendment to allow the Rezoning of 1203 Crystal Lake Road from B-2, Business-Neighborhood Convenience, to B-1, Residential Transitional

AUDIENCE PARTICIPATION – None

TRUSTEE LIAISON REPORT – Nothing to report.

Commissioner Walker made a motion to adjourn the meeting and was seconded by Commissioner Siakel. All in favor voted Aye. Acting Chairperson Esposito adjourned the meeting at 7:47p.m.

The next Lake in the Hills Planning and Zoning Commission meeting is scheduled for Monday, May 17, 2021 at 7:30 p.m.

Laura Pekovic
Administrative Specialist



REQUEST FOR COMMISSION ACTION

PLANNING AND ZONING COMMISSION

MEETING DATE: May 17, 2021

DEPARTMENT: Community Development

SUBJECT: Comprehensive Plan Chapter 4 Amendment

EXECUTIVE SUMMARY

The Community Development Department has prepared amendments to the Comprehensive Plan to address airport improvements, which include the airport runway, hangars, and operations areas. The Village is working towards improvements for this area for future renovations of existing facilities and development of additional facilities as depicted in the Federal Aviation Administration and Illinois Division of Aeronautics Airport Layout Plan. Planned improvements include upkeep, maintenance, security, development of existing facilities, and addition of new facilities, such as tie-downs and a terminal to ensure future longevity.

Recommended upkeep, maintenance, security, and access implementation items include monitoring and improvement of safety of ground and air operations and modernization of facilities that emphasize safety and sustainability. Also recommended are the securing of safe hangar access through property acquisition.

Recommended new facility items include implementation of the Airport Layout Plan and acquisition of current through-the-fence agreement properties.

ATTACHMENTS

1. Comprehensive Plan Table of Contents Amendments
2. Comprehensive Plan Chapter 4 Amendments

RECOMMENDED ACTION

Planning and Zoning Commission recommend adoption of amended Comprehensive Plan Table of Contents and Chapter 4 amendments to the Village Board.

**Subarea #3A,
Airport Mixed Use PUD/Corporate Offices**

Location: Area bound by Rakow Road & Jennings Drive to the north, the Lake in the Hills Fen Nature Preserve to the west and south, and the McHenry Prairie Trail to the east.

Size: 552 Acres

Zoning: B-4, Business District, Commercial, Lake in the Hills
M-1, Manufacturing, Limited, Lake in the Hills
A-D1, Airport District, Lake in the Hills
A-D 2, Airport District, Lake in the Hills

Existing Conditions: The Lake in the Hills municipal airport and associated airport-related uses are surrounded by mined lands, ready to be reclaimed and developed. Also, Pyott Road is lined with service commercial uses, many of which also serve the airport, along its west side, and an older industrial park exists east of Pyott, just south of this subarea.

Proposed Land Use: Plans for this subarea take advantage of the airport and future renovation, capitalizing on opportunities for retail commercial, corporate office, office research, and office/warehouse distribution uses. The additional traffic generated by the airport from the new commercial uses, coupled with the lack of overnight lodging in the area, would support a hotel and one or more restaurants. Also, commercial uses planned along relocated Rakow and Pyott Roads would serve employees of this large employment center, as well as surrounding residents.

Policy Statement: Material Service Corporation has completed mining of lands around the airport west of Pyott Road and south of Rakow Road. Also, it is expected that lands east of Pyott Road and west of Prairie Trail will be completed within the next few years. This creates opportunities for non-residential development around the airport. The planned mix of uses will add to airport traffic, by increasing executive traffic and the flying of products to and from Lake in the Hills. The ability to develop this area with quality commercial retail, office parks, warehouse and distribution centers, and office, research and development uses will create a center of commercial activity that will create an identity for Lake in the Hills as a major employment center.

Implementation/Design:

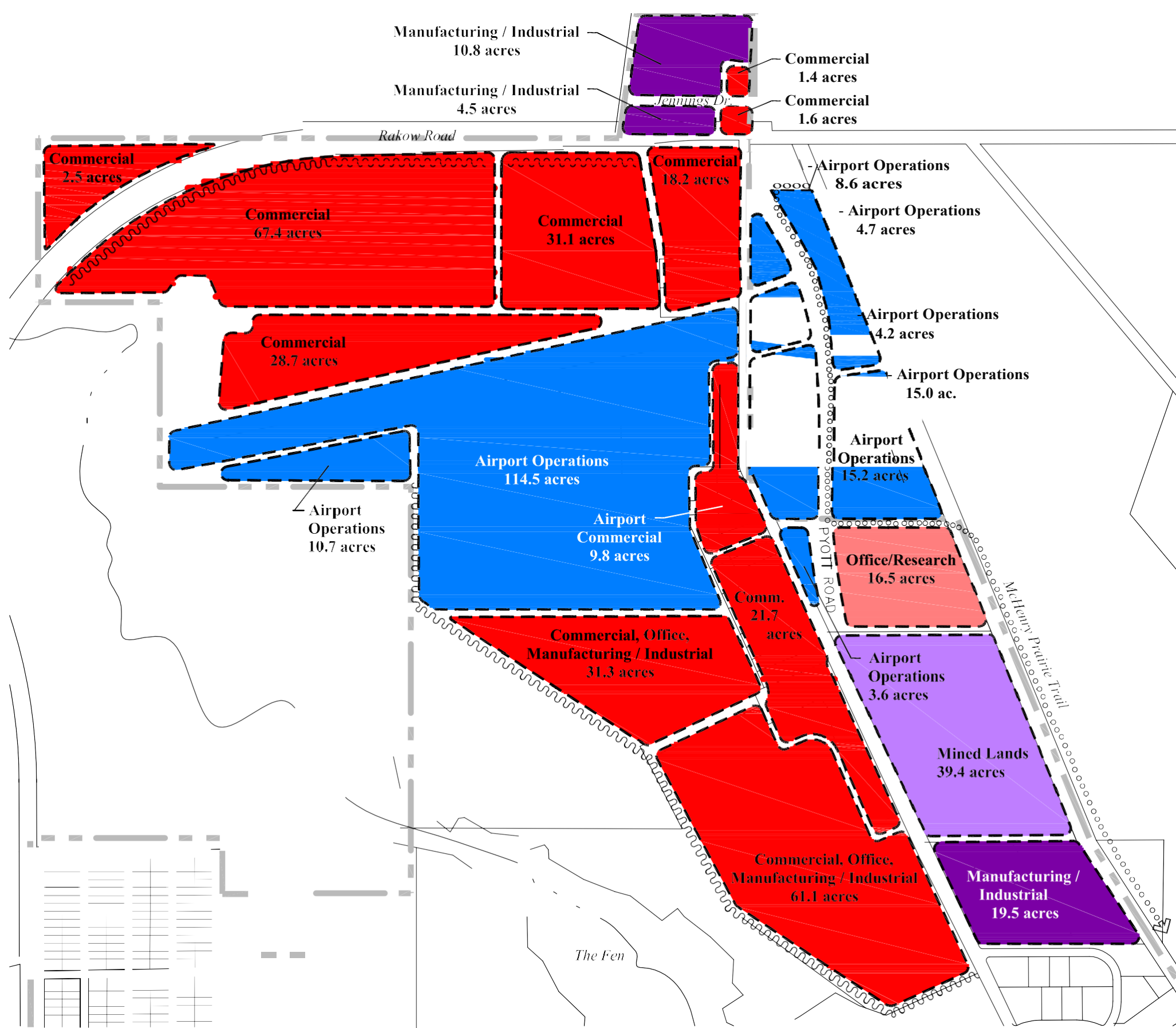
1. Work cooperatively with Material Service Corporation to:
 - Develop a master plan for this area that has support from both Material Service Corporation and the Village of Lake in the Hills that builds from concepts presented for this subarea;

- Ensure that the area is suitably graded and made ready for planned development;
 - Extend public sewer to serve planned uses;
 - Identify bodies of water or wetlands that should be preserved and worked into an overall stormwater management plan or which may be regulated by other agencies (i.e., McHenry County and the U.S. Army Corps of Engineers); and
 - Prepare a developer prospectus that profiles planned uses that can be used to market this area, and send to qualified developers throughout the country.
2. Create a new Business zoning district for properties with a larger minimum lot size that will accommodate proposals for this subarea that addresses use, intensity of use (bulk regulations), transitions and bufferyards, and landscape and architectural guidelines:
- Encourage the re-zoning of properties in this subarea to this new district classification to stimulate development and show the Village is committed to creating a mixed use, regional business park;
 - Encourage Planned Developments that will lead to imaginative design of coordinated land uses and to provide relief from the Subdivision and Zoning requirement that are designed for conventional developments;
3. Develop sites that:
- Recognize height limits, based on required clear zones associated with the airport;
 - Ensure that developments comply with the Airport Zoning regulations, with respect to building height and setbacks from runways and other restricted areas or zones;

Lake in the Hills

Comprehensive Plan Update

Concept Plan Subarea 3



Size: 552.0 Acres



Existing Bike Path

Landscape Buffer

Legend

- - - - - Proposed Land Use
- . . . - Municipal Boundary

Goals:

- Create a mixed use regional center that:
 - Establishes a mix of retail/commercial uses along Rakow Road
 - Takes advantage of the existing airport
 - Provides opportunities for corporate offices
 - Includes office, warehouse and distribution centers
 - Establishes locations for office, research and development
- Develop support services for this regional center that includes:
 - Hotel and restaurant
 - Support commercial for employees
- Provide access to existing recreation and open space, such as:
 - Prairie Trail
 - The Fen and surrounding open space
- Integrate airport renovation plans
- Developments should be in compliance with
 - the Airport Hazard Zoning Regulations (chapter 26)
 - Integrate Strategic Plan for Economic Development

Potential Uses:

- Retail/Commercial
- Corporate office
- Hotel/Restaurant
- Business services (i.e., printing, photography, etc.)
- Personal services (i.e., hair salon, drycleaning)
- Airport commercial
- Office/warehouse/distribution centers
- Office/research and development



- Protect the Lake in the Hills Fen Nature Preserve:
 - Require new buildings, roads or parking lots and drive aisles to be set back from the Fen by 100 or more feet;
 - Require a developer to demonstrate that subsurface excavation does not block the flow of groundwater into the Fen; and
- Result in the application of techniques that reduce stormwater runoff and allow stormwater to infiltrate into the ground.
Encourage:
 - Use of bioswales in parking lots (interconnected swales that allow infiltration of stormwater into the ground and which detain and convey stormwater) that are planted with deep-rooted vegetation that will assimilate pollutants and reduce stormwater runoff;
 - Installation of permeable pavements to allow surface water infiltration and reduce run-off;
 - Alternatives using sodium chloride (salt) to de-ice pavements in the winter months that are less harmful to the environment. Also, focus the location and rate of application of de-icing products to those areas that are critical for safety (i.e., heavily-used parking lots and sidewalks); and
 - Landscaping perimeter yards and detention basins with native plants to:
 - Reduce stormwater runoff;
 - Assimilate nutrients and intercept pollutants from run-off;
 - Stabilize slopes;
 - Reduce required maintenance of landscapes;
 - Provide a landscape that is diverse in texture and color; Reduce the use of herbicides and fertilizers that degrade the environment; and
 - Consider incentives for developers that follow sustainable, environmental-friendly practices such as the ones described above, that comply with the Village's Economic Incentive Policy;

Office Research and Development



- Require 110- and 50-foot landscaped yards (building and parking setbacks) along Rakow Road and Pyott Road to:
 - Provide separation and screening of large-scale uses from existing residential subdivisions north of Rakow Road; and
 - Create a landscape around the perimeter of the subarea that is consistent with the quality of development envisioned for this business park, and builds identity as a corporate campus;
 - Establish pavement setback requirements for interior roadways that ensure at least 25 feet of area is available for buffering parking lots and enhancing site development through landscaping;
 - Result in quality architectural design (except for the airport hanger), requiring:
 - The predominant use of masonry, precast concrete, or architectural steel and glass or other permanent, durable material;
 - Long walls (200 feet or more) to be articulated through design, change in materials, color and/or landscaping;
 - Enhancements of major entryways through landscaping and architectural design, including the extensive use of glass and ornamentation appropriate for the style of the building;
 - Screening of all roof-mounted mechanical equipment;
 - Screening of all loading areas and truck docks; and
 - An interior system of roof drainage, to avoid gutters, downspouts and scuppers;
 - Signs (both wall and monument) that provide building identification without sign proliferation; and
 - Design street and parking lot lighting that will be carried through the entire park to unify the development.
4. Create pedestrian linkages from use areas inside this subarea to the Prairie Trail and the Lake in the Hills Fen Nature Preserve for use by both employees and the public. Work with McHenry County to determine whether or not a “trail head”, improved with parking, restrooms, water fountain and maps of the trail, should be developed within this subarea.

5. Enforce maintenance of existing commercial properties along Pyott Road and adopt guidelines for landscaping, architectural design, signage and lighting that will:
 - Help to visually tie these buildings into the rest of the new business park;
 - Promote compatibility in design between these uses; and
 - Upgrade the appearance of existing properties.

Subarea #3B
Airport Improvements

Location: Area owned by the Village including the airport runway, hangers and operations areas.

Size: 163.8 Acres

Zoning: AD-1, Airport District, Lake in the Hills

Existing Conditions: The Lake in the Hills municipal airport and associated airport-related uses are currently in operation, serving the Village of Lake in the Hills and surrounding communities.

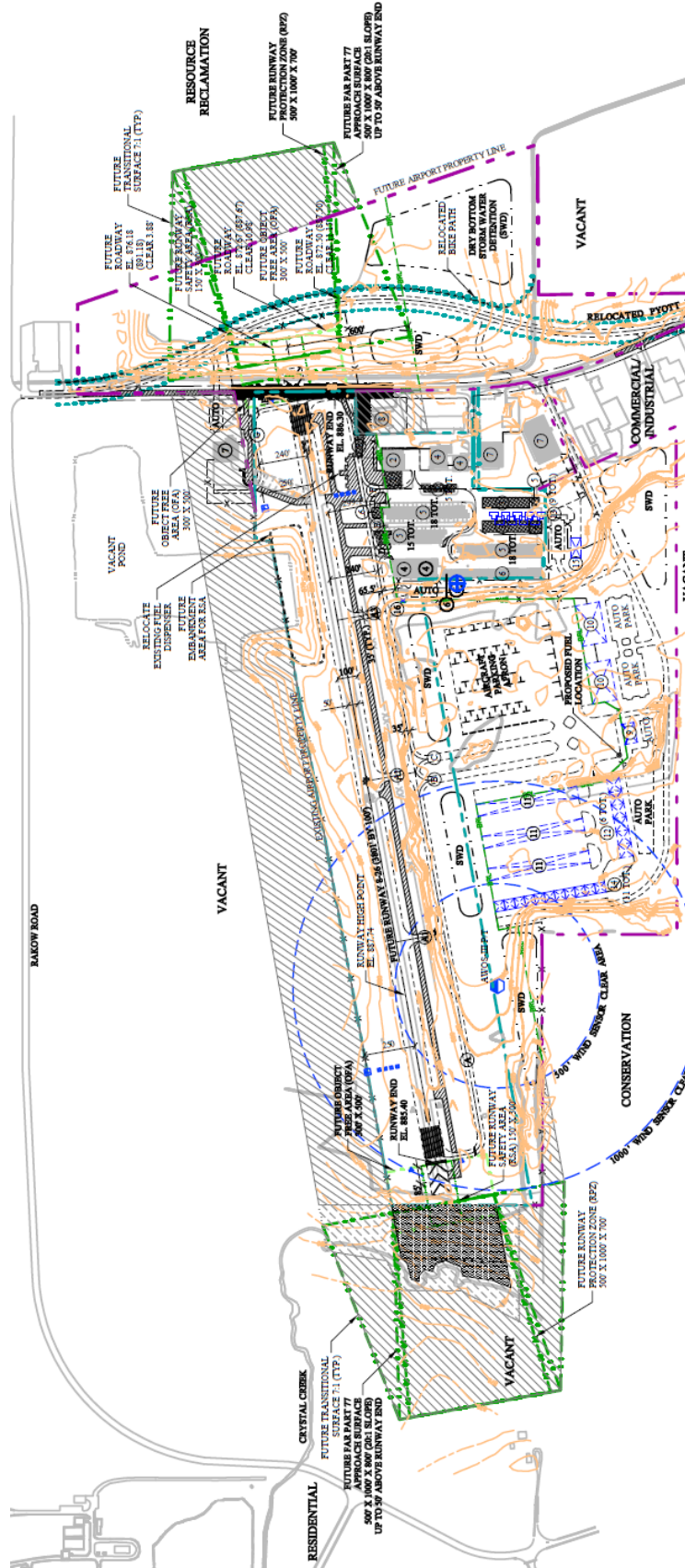
Proposed Land Use: Plans for this subarea include future renovations of existing facilities and addition of additional facilities and terminal as depicted in the Federal Aviation Administration and Illinois Division of Aeronautics Airport Layout Plan.

Policy Statement: The Lake in the Hills airport is a valuable asset to the Village, surrounding communities, McHenry County, and the State of Illinois. Upkeep, maintenance, security, and development of existing facilities are very important to the Village and to its users and should be fully supported. Maintaining adequate and safe access to hangers is necessary for the continued viable operation of the airport. Without accessible hangers, customer usage would not be able to be accommodated and airport viability would be compromised. Ensuring long-term access to hangers and to airport facilities in general is an important consideration for safe and sustainable airport operations. Finally, the addition of new facilities is also very important to future longevity and should be fully supported. New facilities, such as hangers, tie-downs, and a terminal allow for airport growth and the addition revenue needed to pay ongoing operating and maintenance costs and to continue to support airport users.

Implementation/ Design:

1. Continue to work towards the upkeep, maintenance, security, access, and improvement of existing facilities.
 - Continuously monitor and improve safety of ground and air operations
 - Operate and modernize facilities that reflect the professional management of the airport emphasizing safety and sustainability.
 - Secure safe hanger access through property acquisition to ensure long-term operation of hangers and the airport though the establishment of a 115 foot wide corridor for ingress and egress of aircraft in accordance with FAA standards.

2. Continue to work towards the addition of new facilities to serve current and future airport needs.
 - Continue to implement the Airport Layout Plan.
 - Acquire all or part of existing through-the-fence properties, including, but not limited to 8545, 8559, and 8585 Pyott Road, to enhance airport capabilities in order to maintain a minimum of 115 feet of taxiway object free area.



Airport Layout Plan

**Subarea #4
Route 31**

- Location:** Area bound by the limits of Lake in the Hills just south of Rakow Road to the north, Pingree Road to the west, Virginia Road to the south and west, and Algonquin-Cary Road to the east. IL Route 31 runs north/south and divides the subarea into an eastern and western section.
- Size:** 579.38 Acres
- Zoning:** E-1, Very Low Density Single Family Residential, Cary
B-2, Business District, Neighborhood Convenience, Lake in the Hills
B-4, Business District, Commercial, Lake in the Hills
M-1, Manufacturing, Limited, Lake in the Hills
O-S, Open Space District, Lake in the Hills
- Existing Conditions:** Pingree Road is lined with light industrial uses and land mined by the Material Service Corporation. Virginia Road is also lined with mining, light industrial and other commercial uses near the IL Route 31 intersection.

The IL Route 31 corridor consists of a variety of different uses. Commercial properties line mostly the west side of Route 31. The Hoffman property, which is partially within Lake in the Hill’s corporate boundary but owned by the Cary Park District, is east of Route 31 and extends to Algonquin-Cary Road. The eastern 180 acres was de-annexed by the Village in 2007. The Krueger property is an existing parcel that contains commercial uses such as auto repair and was transferred from the Village of Cary to the Village of Lake in the Hills in 2012 and will have an asphalt shingle recycling facility. Part of Material Service Corporation’s mining operations reach the west side of Route 31. The Crystal Lake Tennis Club is within Cary’s corporate boundary and is adjacent to the subarea. Light industrial/commercial uses are located on Trinity Drive and Virginia Road at the southern end of this corridor. The Virginia Road/ Rt. 31 intersection was relocated further north in 2012, and the property left over will be a 110 parking space Park and Ride Facility. Existing commercial uses are present at the northern end of the sub-area, along the west and east sides of Route 31, including a large big box retail establishment and car dealer.

**Proposed
Land Use:**

Plans for this subarea take advantage of the existing mining area, light industrial and commercial uses. Existing retail and commercial uses just to the north in Crystal Lake have opened up the potential for additional commercial south along Route 31. The Krueger property annexation further enhances the commercial activity along the IL Route 31 corridor. The development of automobile dealerships along Rt. 31 is encouraged due to the market need and the change to a more commercial retail corridor recently.

**Policy
Statement:**

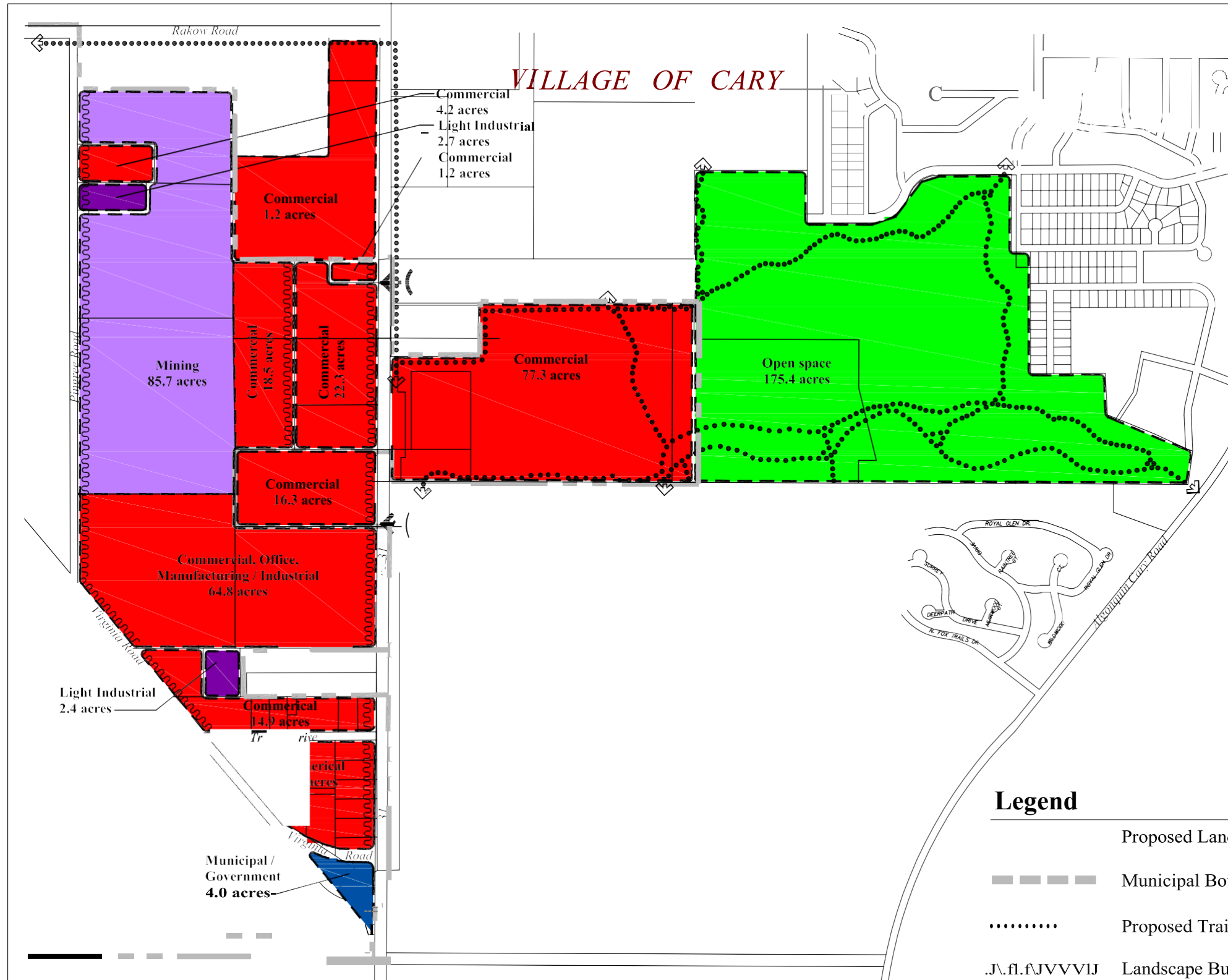
The Village wishes to continue to promote commercial development along Route 31 and recognizes the presence of active mining operations for the foreseeable future. As land is developed in this sub-area, opportunities to provide connections and continuity for future development exist.

Lake in the Hills

Comprehensive Plan Update

Concept Plan Subarea 4

Size: 580.8 acres



**Implementation/
Design**

1. Work with property owners to reclaim and develop previous mined areas into mixed-use commercial areas including retail commercial, office, manufacturing and industrial.
2. Honor the provisions outlined in the 2001 Jurisdictional Boundary Agreement between the Village of Lake in the Hills and the Village of Cary.
3. Review and plan for adequate utilities in order to serve and promote commercial development of the corridor. Investigate the potential for uses that could function on well and septic systems.
4. Develop commercial design guidelines for the corridor.
5. Review and require access points to be coordinated between all development.
 - Promote cross access agreements to reduce curb cuts on Route 31 in order to support traffic mitigation.
 - Require developments within the sub-area to coordinate with property across the roadway in order to align access points and potential signalization.
6. Work with the Cary Park District on the development of design standards and mix of land uses for their property on the east side of Route 31.
7. Promote bike way connections.
8. Encourage retail uses such as car dealerships that will increase sales tax revenues for the Village.

Acknowledgements

Comprehensive Plan Planning Advisory Committee

Laura Brown, Parks and Recreation Board
Joe DeMay, Economic Development Commission
Wayne Dixon, Zoning Board of Appeals
James P. Kennedy, Village Trustee
Robert Klaas, Zoning Board of Appeals
Paul Mulcahy, Plan Commission
Paula Yensen, Village Trustee

Village Board

Edwin M. Plaza, Village President
Cheryl Perrone, Village Clerk
James P. Kennedy, Village Trustee
Stephen Harlfinger, Village Trustee
Steven J. Stahl, Village Trustee
Paula Yensen, Village Trustee
Ray Bogdanowski, Village Trustee
Thomas Pavelko, Village Trustee

Planning and Zoning Commission

Paul Mulcahy, Chairman
Brent Borkgren
Gregory Cook
John Gandolfo
Robert Klaas
Anna Siakel
Thomas Stock

Staff

Gerald D. Sagona, Village Administrator
Dan Olson, AICP, Director of Community Development

Planning Resources, Inc.

Pam Richart, AICP, Director of Planning and Vice President
Kevin Nelson, Senior Planner

Lake in the Hills

2002 Comprehensive Plan



Prepared by:
Planning Resources Inc.
402 West Liberty Drive
Wheaton, IL 60187

September 10, 2002
Amended February 12, 2004
Amended April 27, 2006
Amended April 12, 2007
Amended February 14, 2008
Amended September 22, 2009
Amended April 25, 2013
Amended May 27, 2021

Village of Lake in the Hills 2002 Comprehensive Plan Update

Introduction

Purpose of the Comprehensive Plan	Page 1
Components of the Plan	Page 2
<i>Community Assessment</i>	<i>Page 2</i>
<i>Goals and Objectives</i>	<i>Page 2</i>
<i>Subarea Plans</i>	<i>Page 2</i>
<i>Future Land Use</i>	<i>Page 2</i>
<i>Implementation Programs</i>	<i>Page 2</i>
Organization of the Plan	Page 2
The Planning Process	Page 3

Chapter I – Community Assessment

Introduction	Page 1
Lake in the Hills' History	Page 1
Existing Land Use	Page 2
<i>Figure 1, Existing Land Use Map</i>	<i>Page 3</i>
<i>Table 1, Existing Land Use</i>	<i>Page 4</i>
Demographics	Page 5
<i>Table 2, Population Growth and Projections</i>	<i>Page 5</i>
<i>Table 3, Age Distribution</i>	<i>Page 6</i>
<i>Table 4, Racial Distribution</i>	<i>Page 6</i>
<i>Table 5, Average Household Income and 1987 Workforce</i>	<i>Page 6</i>
<i>Table 6, 1990 and 2000 Employment by Industry</i>	<i>Page 7</i>
<i>Table 7, Housing Characteristics</i>	<i>Page 8</i>
Public Facilities	Page 8
Institutional Resources	Page 9
<i>Figure 2, Planning Factors Map</i>	<i>Page 10</i>
Environmental Features	Page 11
Mined Lands	Page 12
Parks, Recreation and Open Space	Page 12
Transportation	Page 13
Taxing Districts	Page 13
<i>Figure 3.1, Corporate Boundaries</i>	<i>Page 14</i>
<i>Figure 3.2, Boundary Agreements</i>	<i>Page 15</i>
<i>Figure 3.3, Townships</i>	<i>Page 16</i>
<i>Figure 3.4, School Districts</i>	<i>Page 17</i>
<i>Figure 3.5, Park Districts</i>	<i>Page 18</i>
<i>Figure 3.6, Library Districts</i>	<i>Page 19</i>
<i>Figure 3.7, Fire Protection Districts</i>	<i>Page 20</i>
<i>Figure 3.8, Facility Planning Area</i>	<i>Page 21</i>

Chapter II – Focus of Planning Efforts

Introduction	Page 1
Community Identity	Page 2
Economic Development	Page 3
Housing	Page 4
Open Space and Recreation	Page 4
Environmental	Page 5
Traffic and Transportation	Page 5

Chapter III – Land Use and Development Policies

Introduction	Page 1
Goals and Objectives	Page 1
<i>Land Use</i>	<i>Page 1</i>
<i>Residential</i>	<i>Page 2</i>
<i>Commercial</i>	<i>Page 3</i>
<i>Office/Business Park</i>	<i>Page 4</i>
<i>Industrial</i>	<i>Page 4</i>
<i>Parks and Recreation</i>	<i>Page 5</i>
<i>Mined Lands</i>	<i>Page 5</i>
<i>Transportation</i>	<i>Page 6</i>
<i>Open Space and Natural Resources</i>	<i>Page 7</i>
<i>Route 47 Corridor</i>	<i>Page 7</i>
<i>Community Identity</i>	<i>Page 9</i>
<i>Municipal Facilities and Services</i>	<i>Page 9</i>

Chapter IV – Sub Area Plans

Sub Area Plans	Page 1
Subarea #1, Mixed Use Planned Unit Development	Page 1
<i>Figure 4, Subarea #1</i>	<i>Page 2</i>
<i>Proposed Land Use</i>	<i>Page 3</i>
<i>Policy Statement</i>	<i>Page 3</i>
<i>Implementation/Design</i>	<i>Page 5</i>
Subarea #2, Ackman and Lakewood Mixed Use Development	Page 8
<i>Proposed Land Use</i>	<i>Page 9</i>
<i>Figure 5, Subarea #2</i>	<i>Page 10</i>
<i>Policy Statement</i>	<i>Page 11</i>
<i>Implementation and Design</i>	<i>Page 11</i>
<i>Representative Photographs, Mixed Use Residential</i>	<i>Page 13</i>
Subarea #3A, Airport Mixed Use PUD/Corporate Headquarters	Page 14
<i>Proposed Land Use</i>	<i>Page 14</i>
<i>Policy Statement</i>	<i>Page 14</i>
<i>Implementation and Design</i>	<i>Page 14</i>
<i>Figure 6, Subarea #3</i>	<i>Page 16</i>
<i>Representative Photographs, Office Research and Development</i>	<i>Page 18</i>

Table of Contents

Subarea #3B, Airport Improvements	Page 21
<i>Proposed Land Use</i>	<i>Page 21</i>
<i>Policy Statement</i>	<i>Page 21</i>
<i>Implementation and Design</i>	<i>Page 21</i>
Subarea #4, Route 31	Page 24
<i>Proposed Land Use</i>	<i>Page 25</i>
<i>Policy Statement</i>	<i>Page 25</i>
<i>Figure, Subarea #4</i>	<i>Page 26</i>
<i>Implementation and Design</i>	<i>Page 27</i>
Chapter V – Future Land Use	
Future Land Use	Page 1
<i>Table 8, Future Land Use</i>	<i>Page 1</i>
<i>Figure 7, Future Land Use Map</i>	<i>Page 2</i>
<i>Table 9, Comparison of Existing and Future Land Use</i>	<i>Page 3</i>
<i>Residential</i>	<i>Page 4</i>
<i>Commercial</i>	<i>Page 4</i>
<i>Office</i>	<i>Page 5</i>
<i>Office Research and Development</i>	<i>Page 6</i>
<i>Mined Lands</i>	<i>Page 6</i>
<i>Parks, Recreation and Open Space</i>	<i>Page 6</i>
Relating Future Land Use to Village Policies	Page 6
Chapter VI – Plan Implementation	
Introduction	Page 1
Adopt and Use the Plan	Page 1
Zoning Regulations	Page 1
Other Codes and Ordinances	Page 1
Impact Fees	Page 1
<i>Land/Cash Ordinance</i>	<i>Page 1</i>
<i>Annexation</i>	<i>Page 2</i>
Architectural Guidelines	Page 2
Property Dedication for Roadway Improvements	Page 2
Home Rule	Page 2
Eminent Domain or Condemnation of Property	Page 3
Buying/Selling Property	Page 3
Parks, Open Space and Recreation	Page 3
Intergovernmental Agreements	Page 3
Supplying Public Services and Infrastructure	Page 4
Economic Development Programs and Tools	Page 4
<i>General Fund</i>	<i>Page 4</i>
<i>Fundraisers</i>	<i>Page 4</i>
<i>Other Economic Development Tools</i>	<i>Page 4</i>
Grants	Page 4
<i>OSLAD</i>	<i>Page 4</i>
<i>OLT</i>	<i>Page 4</i>
Corridors and Gateways	Page 5
<i>Tea 21</i>	<i>Page 5</i>
<i>Special Service Area Financing</i>	<i>Page 5</i>
Tree City USA	Page 5
Property Maintenance and Code Enforcement	Page 5

Implementation Action Plan Page 6
Plan Amendments and Updates Page 6
Maintain Public Communication Page 6

Chapter VII – Commercial Design Guidelines

Village Wide Commercial Design Guidelines Page 1A
Commercial Design Guidelines for the Route 47 Corridor (Sub-Area #1) Page 1B

Appendices

Appendix A

**Community Assets, Strengths, Opportunities, Needs and Problems
Minutes of March 5, 2001 Meeting #1**

Appendix B

**Community Public Opinion Survey
Summary Comments #1 of Community Survey
Summary Comments #2 of Community Survey
Summary Comments #3 of Community Survey
Summary of Community Survey Responses**

Appendix C

**Interview Summary, Bruce White
Interview Summary, Chet Ward
Interview Summary, Deb Framarin
Interview Summary, Gordon Larsen
Interview Summary, Dr. Jerry Hartley
Interview Summary, John Green**

Appendix D

Comment Form Summary from the Open House



REQUEST FOR COMMISSION ACTION

PLANNING AND ZONING COMMISSION

MEETING DATE: May 17, 2021

DEPARTMENT: Community Development

SUBJECT: University of Illinois at Chicago Illinois Highway 47 Capstone Project

EXECUTIVE SUMMARY

In early December of 2020, the Village applied to have a team of University of Illinois Chicago degree students complete a graded planning study, or “capstone” project for both the incorporated and unincorporated sections of the Illinois Highway 47 corridor, which is adjacent to the Village and could potentially be developed. The Village was awarded the opportunity and a student team, with professor supervision, was assembled to undertake the project in early January 2021. The final presentation was conducted virtually on April 26, and a final report was provided.

The presentation and report “explains how to transform the unused Route 47 corridor area into an economic hotspot to account for the \$315 million retail demand and supply shortfall the corridor area is currently experiencing.” Components of the report include a demographic profile, community feedback, guiding vision, recommendations, and an implementation plan. The report discusses three development scenarios, each with projected population, dwelling units, employment, and square footage projections for future buildout of the study area. The implementation plan recommends adopting the concepts for development provided in the report, working with government partners, seeking additional public input, and seeking funding.

ATTACHMENTS

1. Illinois Highway 47 Final Report

RECOMMENDED ACTION

The report is for your information, discussion, comments, and questions.



UNIVERSITY OF
ILLINOIS CHICAGO

College of Urban Planning
and Public Affairs

**SUBAREA CONCEPT PLAN FOR
ROUTE 47**



Route 47, Village of Lake In The Hills Concept Plan Report

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University of Illinois at Chicago

US 495: Senior Capstone Project

Professor Curtis Winkle

Client: Village of Lake In The Hills

April 26th, 2021

ACKNOWLEDGEMENTS AND LETTER OF TRANSMITTAL

In the process of completing our assignment our group would like extend our gratitude the Joshua Langen and Village of Lake In The Hills Zoning and Planning Commission for the opportunity to present our ideas to influence decisions on how to use the corridor space.

We would also like to extend our gratitude to Professor Curtis Winkle of the Department of Urban Planning and Public Administration at the University of Illinois at Chicago.

This subarea concept plan report prepared was written as part of our 2021 Senior Capstone Project with the Village of Lake In the Hills as our client.

This report explains how to transform the unused Route 47 corridor area into an economic hotspot to account for the \$315 million retail demand and supply shortfall the the corridor area is currently experiencing.

The main findings of this report are that there is potential for the corridor area to grow beyond being a commercial hotspot, specifically as expansion of the Illinois Highway 47 is to occur.

This assignment has been a critical learning experience in obtaining a hands-on approach to traditional urban planning practices.

This report uses extensive visual data to guide the reader into specific land use proposals explored in its body.

For any questions about the design and methodology is needed, kindly feel free to reach out the Corridor plan group.

TABLE OF CONTENTS

Executive Summary.....	6
Introduction:	7
Findings:	8
Design Inspirations:	12
Land-Use Propositions:	13
Recommendations:	21
Implementation Plan:	21

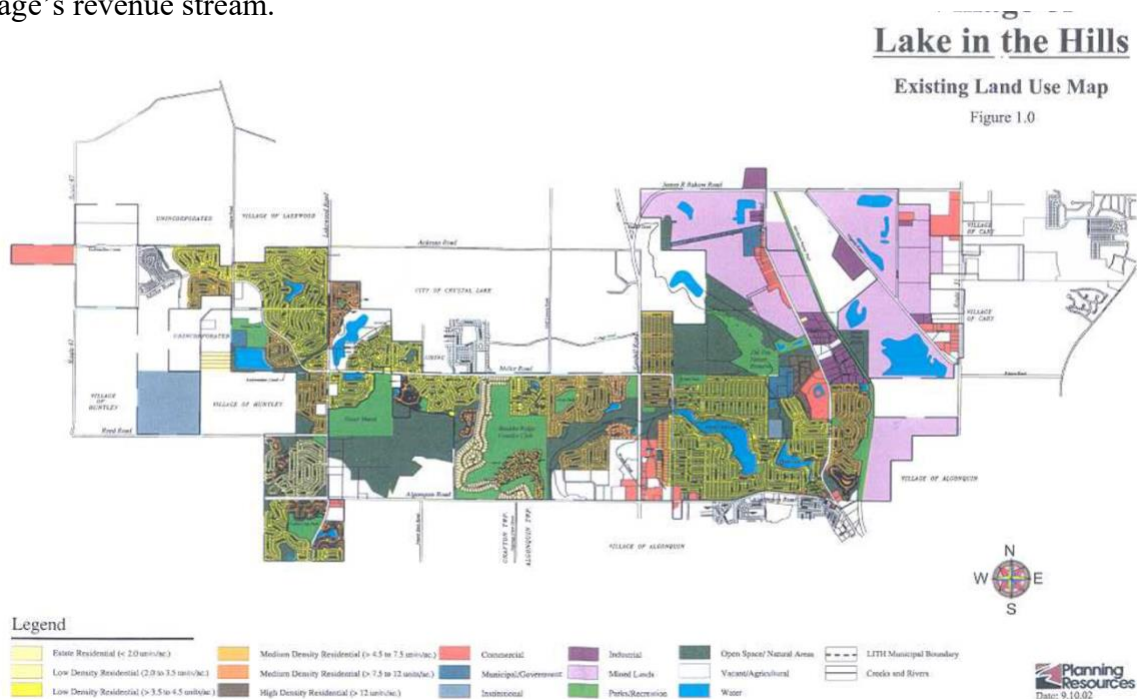
TABLE OF FIGURES

Figure 1.....	6	Figure 45.....	19
Figure 2.....	8	Figure 46.....	20
Figure 3.....	9	Figure 47.....	20
Figure 4.....	9	Figure 48.....	20
Figure 5.....	9	Figure 49.....	20
Figure 6.....	9	Figure 50.....	20
Figure 7.....	10	Figure 51.....	21
Figure 8.....	10	Figure 52.....	21
Figure 9.....	10	Figure 53.....	21
Figure 10.....	10		
Figure 11.....	10		
Figure 12.....	11		
Figure 13.....	11		
Figure 14.....	11		
Figure 15.....	11		
Figure 16.....	12		
Figure 17.....	12		
Figure 18.....	13		
Figure 19.....	13		
Figure 20.....	13		
Figure 21.....	13		
Figure 22.....	13		
Figure 23.....	14		
Figure 24.....	14		
Figure 25.....	14		
Figure 26.....	14		
Figure 27.....	15		
Figure 28.....	15		
Figure 29.....	15		
Figure 30.....	16		
Figure 31.....	16		
Figure 32.....	16		
Figure 33.....	17		
Figure 34.....	17		
Figure 35.....	17		
Figure 36.....	17		
Figure 37.....	17		
Figure 38.....	18		
Figure 39.....	18		
Figure 40.....	18		
Figure 41.....	18		
Figure 42.....	18		
Figure 43.....	19		
Figure 44.....	19		

Executive Summary

The purpose of this report is formulate a concept plan for the Route 47 corrior area which maximises its retail supply and demand while maintaining the sustainability of the natural environment. The key issue with the area is the unused land space which has the potential for growth to be a source of significant revenue for the village. The key findings from this project are given the demographics higher than national average income, property tax, home ownership amongst other there is enough flexibility and revenue needed to make the necessary infrastructural changes to improve the village’s revenue stream.

The main conclusions drawn and recommendation made in this report is to make changes to the future land use for the area from strictly commercial zoning to provide infrastructure for modern residential complexes to attract younger populations, as well as make the area more attract to investors looking to support growing areas.



INTRODUCTION: PROBLEM, OVERVIEW AND PLANNING HISTORY

Problem Statement:

Route 47 is a critical corridor which houses over 300 acres of unused land space. A site for revenue boost and economic development given its proximity to the I-90 highway. Presently, the land space is predominantly unused, consequently wasting an area that can contribute significant revenue from property taxes, increased human and vehicular traffic etc.

Project Overview:

This project aims to create a Concept Development Plan for the Route 47 corridor in Lake of the Hills, IL. The village of Lake In The Hills itself occupies 10.3 square miles in McHenry County, Illinois. It is located near the Randall retail corridor which offers commercial, retail and residential spaces. Presently, Lake in the hills is home to just under 30,000 people, according to the 2016 U.S. Census Bureau. The village has the highest population density within the county.

Purpose of the subarea plan:

The last comprehensive plan for the village of Lake In The Hills was formally adopted in 2002 following a public hearing but has since been revised with the latest amendment taking place in 2013.

This subarea plan aims to build upon the existing comprehensive plan goals for the Route 47 area by:

- ✓ Ensuring sustainable use of the area and its natural environment.
- ✓ Creating a diverse subarea- commercial, residential and transportation.
- ✓ Creating a space for the environs biodiversity to thrive.
- ✓ Promoting sustainable economic growth.

2012 Plan:

In 2012, the village of Lake In the Hills put together a strategic plan for economic development in 8 target areas, the Route 47 corridor amongst these. Based on 2010, Census Data the village a development plan alongside a market analysis to highlight the best investment opportunities for this area. At the time, the strategic plan focused on allocating over 180 acres to commercial development. Alongside the nearby Centegra hospital, the village highlighted this area as the prime market for commercial development.

Components of the Report

This report is for the Route 47 subarea concept plan. This plan is intended to influence future land use decisions. The recommendations, implementation and developer guidance of this plan are centred around:

Demographic Profile

Creating a profile to shape the understanding of the village of Lake In the Hills was crucial in influencing potential future land use suggestions within this concept plan. Factors including but not limited to population growth and predictions, current housing value, median income, employment industry, property tax rates amongst others help to develop a planning framework for the Route 47 corridor. Figures and tables to support the demographic profile findings are included in this concept plan.

Community Feedback

As a result of the COVID-19 pandemic, in-person surveys were unable to be collected. Instead, survey responses from members of the zoning and planning commission were collated to influence the concept plan creation process.

Guiding Vision

The guiding vision by which the suggestions and proposed land use plans in this concept plan have been formulated include focus on residential, commercial, transportation and incorporation of greenspace infrastructure. These foci were devised based on survey responses from the zoning and planning commission.

Recommendations

Recommendations included in this plan take into consideration the primary goal of developing the Route 47 corridor area, economic development. These suggestions made are based off on conducting a cost-benefit analysis of various alternatives to the foci listed in the guiding vision above.

Implementation Plan

Implementation plans included help to identify action items and steps necessary to achieve the objectives of the guiding visions that have directed the formulation of this concept plan.

Organisation of the Report:

- ✓ Area background information
- ✓ Existing Conditions
- ✓ Community Response
- ✓ Concept Plan Foci summary
- ✓ Proposed Land Use
- ✓ Recommendations
- ✓ Implementation Strategy

Findings:

Background Information:

Demographics:

Population Size:

According to the community assessment conducted in the Village of Lake In The Hills existing concept plan, the town's population has experienced considerable growth. Based on information obtained from the U.S. Census Bureau the village's population was 28,634 in 2019. Whilst this number is under population predictions by people in the year 2020. The Chicago Planning Metropolitan Area predicts that the total population in McHenry County, where the Village of Lake In The Hills is located, the population is predicted to grow to over 953,673 in 2040 from 347,159 in 2020- a 174.7% increase.

Population Age:

According to 2018 information from Data USA, the median age in the Village of Lake In The Hills is 35.1. The most prevalent age group is the 35-54 age group which make up 26.3% of the village's total population. This age group is comprised of individuals and households looking to grow their families and settle in the village area.

The village also houses families with young children, with 26% of its population under 18 years old.

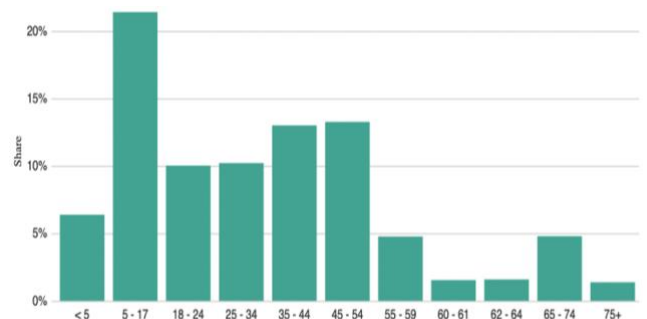


Figure 2: Age Distribution, 2018

Racial Composition

Lake In The Hills is predominantly a white community. Whites make up 77.7% of the village's population. Though, the white population dropped significantly from 81.4% in 2013 to 77.7% in 2018. The next largest racial group is White Hispanics which account for 10.4% of the village's group. Asians account for 5.35% of the village's population racial composition, whilst Blacks are the most underrepresented making up only 2.38% on the village's population. Though, the black population percentage in Lake In The Hills has grown since 2013, when Blacks represented just 1.26% of the village's population.

Heritage

As of 2018, 11.7% of Lake In The Hills population was born outside the United States which is slightly lower than the national average of 13.7%. This number has increased since 2015, when just 10.9% of the village's population were foreign-born.

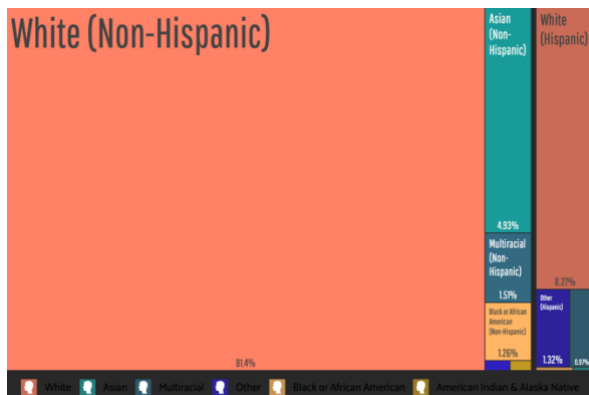


Figure 3: ACS Ethnicity Data 2013



Figure 4: ACS Ethnicity Data Race, 2018

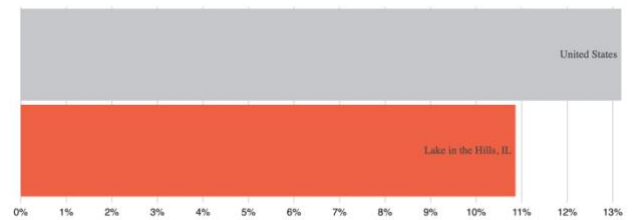


Figure 5: Foreign-born population, 2013

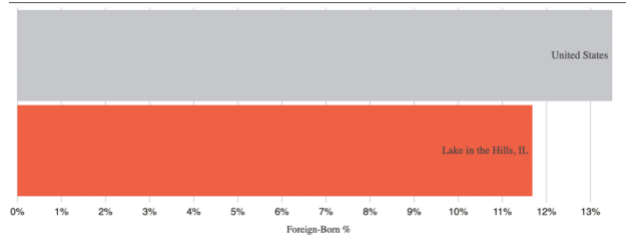


Figure 6: Foreign-born population, 2018

Household Income:

Figure 7 displays the average household income between 2013 and 2018. According to the 5-year estimate data from the U.S. Census Bureau, the median household income in Lake In the Hills is \$90, 984 and grew significantly by 3.76% between 2017 and 2018. Figure x also displays the median household income of the United States as a whole. The median household income in Lake In The Hills is \$30,000 more than the national average.

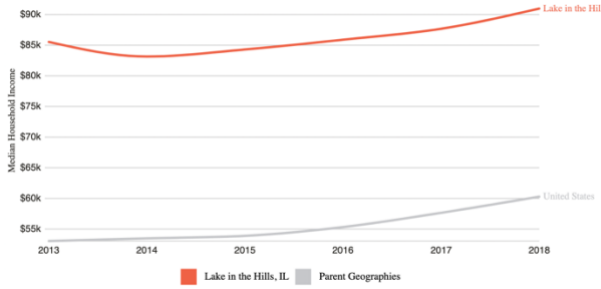


Figure 7: ACS Median Household Income

Property Value:

In 2018, the median property value was \$220,700 and has grown falling a decrease between 2014 and 2016.

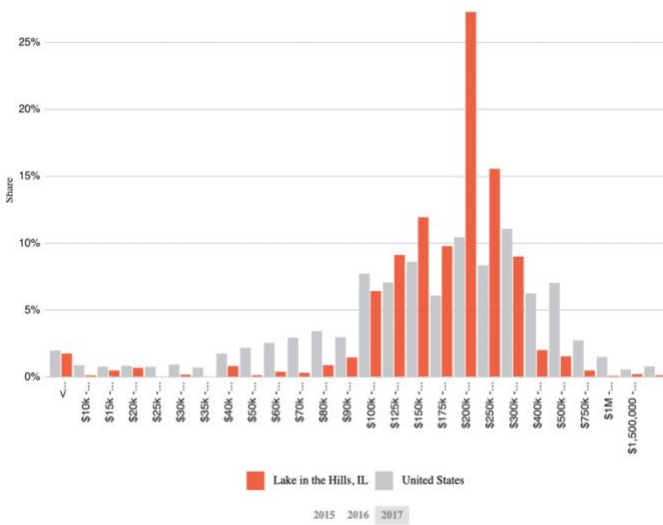


Figure 8: ACS Property Value Share

Home Ownership:

82.9% of housing units in Lake In The Hills are owner-occupied, which is higher than the national average of 63.9%. Though between 2013 and 2018, home ownership rates fell by 7.3%.

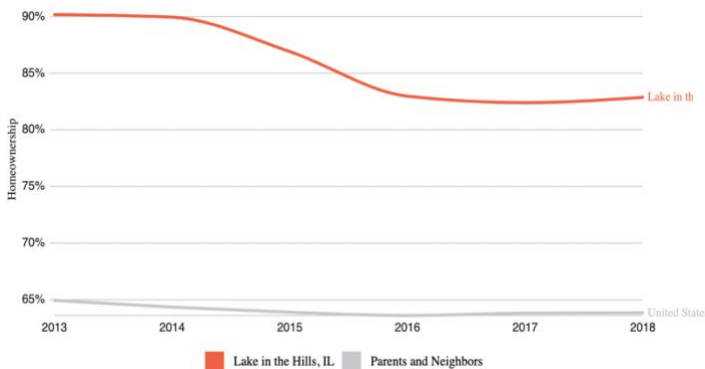


Figure 9: ACS Home Ownership

Employment

The employment rate in Lake In The Hills has grown by from 14,900 in 2013 to 16,300 in 2018. The most common job by the number of people living in Lake In The Hills are Management Occupations, which comprises of 11.7% of the workforce. Firefighting, Prevention and other protective services make up the smallest proportion of the workforce. The number of workers in the sector decreased by 0.6% between 2013 and 2018. In this 5-year period, employment in production occupations had the biggest change of 2.97%.



Figure 10: ACS- Data Employment Structure, 2013



Figure 11: ACS- Data Employment Structure, 2018

Poverty Rate

4.92% of the Lake In The Hills population live below the poverty line, which is lower than the national average of x%. The largest demographic living in poverty is Males between the ages of 35-44. This has changed since 2013, where females in the 35-44 made up 11.3% of the share of poverty in Lake In the Hills.

Poverty Rate by Race

The largest races/ ethnicities living in poverty in Lake In The Hills are Whites which compose of 68.3% of the share of poverty followed by Asians at 12.3% and Hispanics at 10.5%. The poverty rate by race has decreased significantly since 2013, where Whites composed of 87.3% of the share of poverty in Lake In The Hills.

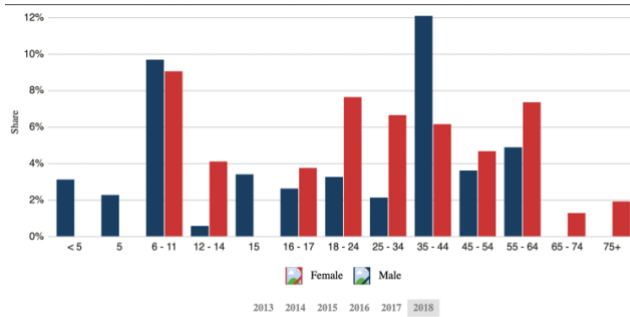


Figure 12: ACS- Data Poverty by Race, 2013

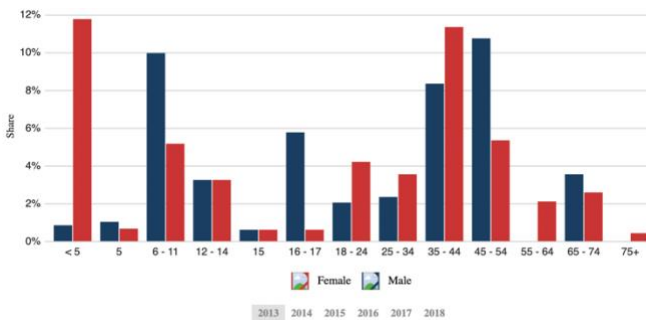


Figure 13: ACS- Data Poverty by Race, 2018

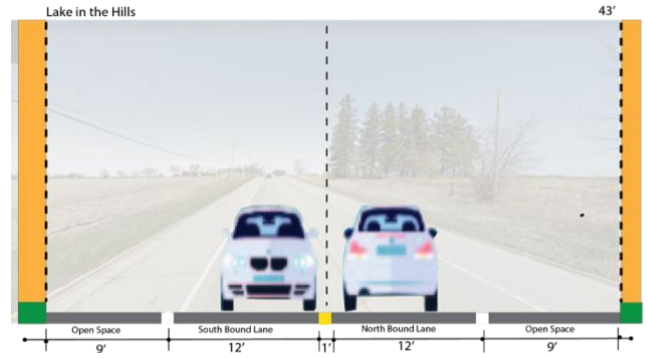
Existing Conditions:

Project Area:

The corridor area occupies 300 acres of land and is mainly zoned for commercial use.

Transportation:

There is currently 9 inches of unused space on both sides of the road which can be used to introduce other modes of transportation in Route 47 highway.



Existing Conditions:

Residential:

Homes in the Lake In The Hills area are primarily detached single family homes.



Figure 14



Figure 15

Findings:

Community Response:

One of the most first steps towards the preparation of this subarea concept plan was data collation of the needs and wants of the village residents, growth opportunities and growth barriers of future development in the Route 47 corridor area. This was done through an eight-question survey sent to the planning and zoning commission. The questions included in this survey which can be found in the appendix and collects the village boards opinions of the most important development structures that should be in the corridor area.

Based on these responses, changes to transportation infrastructure by investing in multimodality were selected as developments which would benefit that Route 47 corridor area. Besides transportation infrastructure, changes in the existing zoning of the corridor space where among land use suggestions that were selected by the respondents.

Design Inspirations:

Based off these community responses, extensive design styles and inspirations were explored.

The design inspirations for this concept plan were taken from the Notting Hill and Kensington area in West and Southwest London, respectively. The reason for this choice is the maximised mixed building use in the area which often has commercial business on the lower levels and residences on higher level floors. Additionally, the four to five storey tall building style of these neighbourhoods make it compatible with the standard building design found across most of the village of Lake In The Hills. It was a critical component of the planning process to avoid the creation of heterotopias which do not fit into the standard building designs of the village's landscape.



Figure 16



Figure 17



Figure 18



Figure 19



Figure 20

Land Use Propositions:

Designed in Urban Footprint, Land use proposal one focuses on zoning majority of the parcel space for residential buildings, in exception of the parcel of land closest to the Route 47 highway which will be zoned for commercial purposes. Across the creek located in the parcel space, this area will incoprated into a greenspace to promote biophilia and integrate nature into the space.



Figure 21



Figure 22

The Adobe Illustrator rendering of the area, provides a more in-depth spatial understanding of the corridor area space.

Alternatives:

The alternatives to this proposed land use for the parcel area excluding the area closest to the Rute 47 corridor focus on building over the creek area and creating more built space. This will mean the exclusion of the proposed greenspace. The reason for this alternative is attributed to the fact that there are already extensive greenspaces (x parks) across the village of Lake In the Hills. Therefore, increasing space for other infrastrucutre will be more valuable to the area.

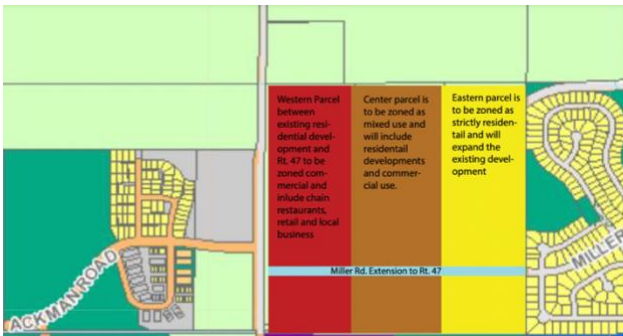


Figure 23

Proposed Land Use: Parcel Space closest to the IL-47 Highway

The suggestion for this space is to zone this area mostly for commerical purposes, in line with village’s existing future land use for the area. This is because as an isolated area closest to the IL-47 highway there is potential to increase traffic and more users into the area. This area will also include some residential space and greensapces in the form of community garden parks and nurseries.



Figure 25

Figure 24

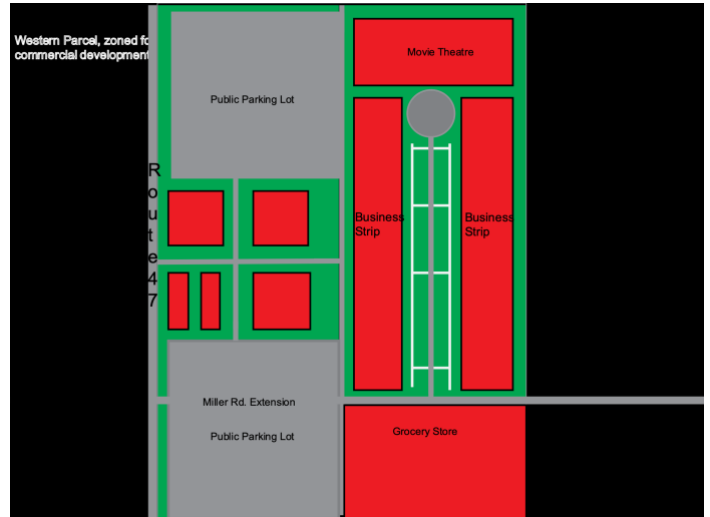


Figure 24 shows a more detailed breakdown of how the Western parcel, if strictly allocated for commerical purposes can be used- simialr to the Roosevelt Collection in Chicago.

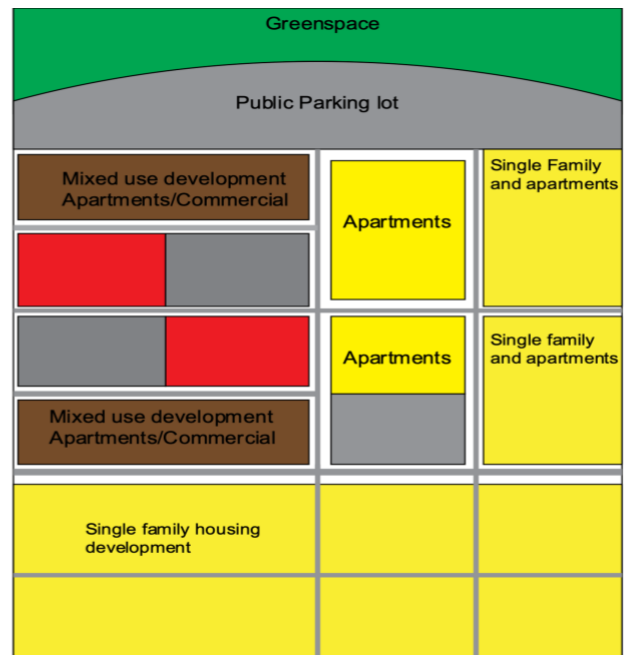


Figure 26

For the Centre parcel, figure 26 provides a more detailed breakdown of the use of the space. As indicated, this space will be used for residences with an extension of Miller Road to connect the residential area to the IL-47 highway.

Land-Use Scenarios

Figure 27



Scenario 1: Town and Commercial

Population: 3,692

Dwelling Units: 1,935

Employment: 3,787

Buildings (Sq.Ft. In Million)

Residential: 26,969,647

(+14%)

Retail: 2,236,144 (+90%)

Office: 1,007,994 (+68%)

Public Space: 628,625 (+8%)

Scenario 2: More Mixed Use + Green

Space

Population: 4,378

Dwelling Units: 2,359

Employment: 3,744

Buildings (Sq.Ft. In Million)

Residential: 27,220,706 (+16%)

Retail: 21,32,376 (+82%)

Office: 1,067,995 (+67%)

Public Space: 436,791 (+14%)



Figure 28

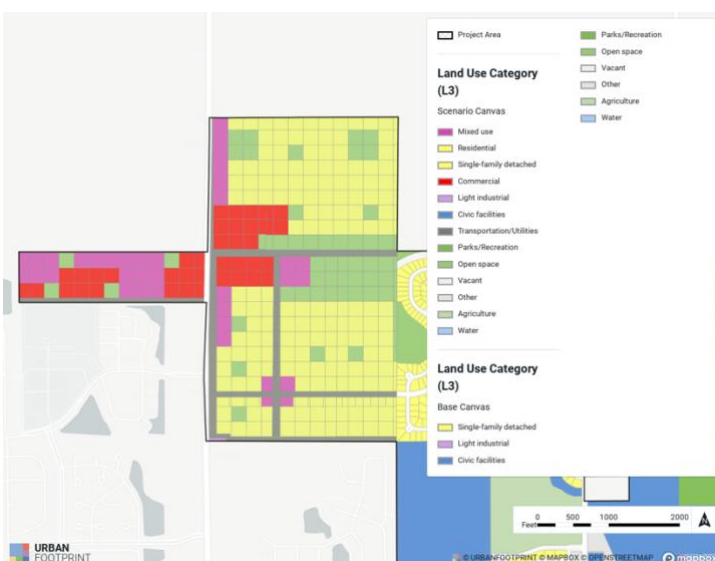


Figure 29

Scenario 3: More Commercial + Town Mix Use

Population: 13,009

Dwelling Units: 7,602

Employment: 15,051

Buildings

Residential: 27,283,239 (+16%)

Retail: 2,279,786 (+94%)

Office: 1,117,990 (+86%)

Public Space: 462,112 (+113%)

Proposed Land Use: Transportation

In terms of transportation, the plan suggests that the Lake In the Hills prioritises the diversification of the Lake In the Hills transportation system primarily because as seen in figure x, majority of travel in the area is by car. By increasing the accessibility of the area, there will be a change of flow of traffic into the area which will be beneficial in connecting the village to other towns in the McHenry County. Additionally, this may lead an increased influxed of new residents in the area which will be of economic benefit to the village.

Alternative 1:

Alternative 1 depicts the change in the use of openspace on the IL-47 highway. It suggests including a railway for Bus Rapid Transit by converting the 9-inch of available open space on both sides of the road and expanding these spaces to 12-inches.



Figure 30

Alternative 2:

Similar to alternative 1, the second alternative proposes the inclusion of bus rapid transit and bicycle lanes to the existing road features. The including of bicycles lanes will not only promote multimodality, but will play a key in increased urban health of the area. Areas wit higher bikability are often associated with better communal health.



Figure 32

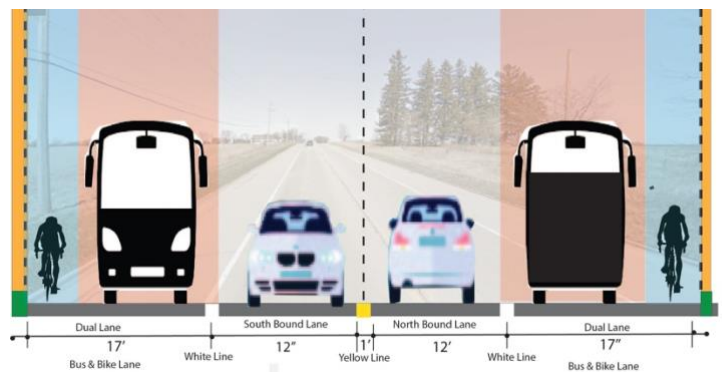


Figure 33

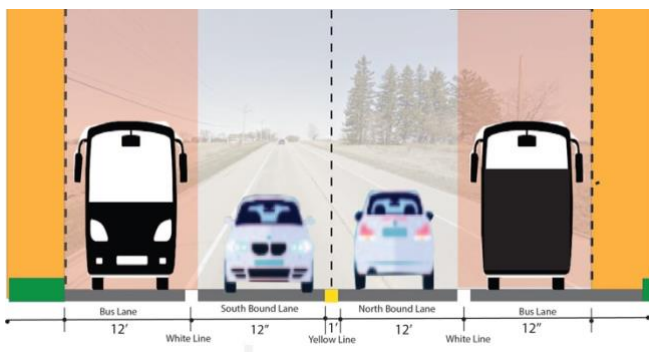


Figure 31

Proposed Land Use: Residential

For the residences in the Lake In the Hills this plan proposes the use of Mew-style homes, maintain the status quo of traditional single family homes and high-rise residences.

Alternative 1: Mews



Figure 34



Figure 35



Figure 36



Figure 37

Mew-Style Homes:

Mews are a style of home built in rows and is quintessentially British. The style of housing building dates back to the late nineteenth century initially meant to house horses and servants. Though this building style has now been adapted to create modern chic residential complexes.

This plan proposes mews as a residential style to adopted in this corridor area because of the niche and unique style features which can serve as a great incentive to attract housing industry investors, as well as younger age demographics. The mews-style of housing will also transform the housing and streets landscape and modernise the village of Lake In the hills.

Mews home style is also a combination between post-modernism movement designs whilst also having

Traditional Family Homes:

Traditional Family Homes in the village of Lake In The Hills are often detached and are not uniform. This plan gives this suggestion as it heavily considered the fact that it did not want the corridor space to differ in terms of landscape from other parts of the village.

Alternative 2: Traditional Family Homes



Figure 38



Figure 39



Figure 40

Low-Rise Apartments:

Low-rise apartments have been proposed as a residential style that can be adopted in the corridor area space. Some of the benefits of low-rise apartments include:

- ✓ Cost of construction and maintenance is comparatively cheaper.
- ✓ Increased accessibility to greenspaces.
- ✓ More friendly to disabled residents.



Figure 41



Figure 42

Proposed Land Use: Commercial

In terms of commercial use, this plan proposes the use of Big Box and strip malls across the Route 47 corridor area. Similar to the existing Route 47 corridor area target plan, this proposal suggests commercial infrastructure such as restaurants, theatres and regional shopping centres be at the front of commercial business that the corridor area should focus on attracting.

By building a commercial corridor across the IL-47 highway, there is guaranteed higher traffic into these commercial business from road users. Coupled with existing plans to expand the IL-47 highway this commercial corridor can grow to balance the area's retail and supply demand short fall which is estimated to be about \$316 million.

Alternative 2:

The proposed alternative to this suggestion is mixed used buildings where commercial business would be located at lower levels and residences on top floors. Mixed used buildings play a role in reducing the demand for transportation infrastructure whilst serving as a tool to transform the neighbourhood and bring residents a location where they can live, eat and work. Additionally, this mixed building used development proposed will serve as a means to build social connectivity. In a survey conducted for the Village of Lake In The Hills most recent concept plan, only 52% felt that there was connectivity amongst other residents in the village.

Commercial: Alternative 1- Big Box and Strip Malls



Figure 43

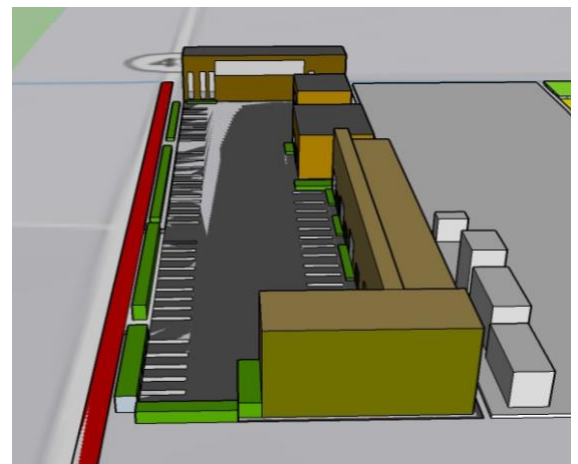


Figure 44



Figure 45

Commercial: Alternative 2- Mixed Building Use

Proposed Land Use: Greenspaces



Figure 46



Figure 47



Figure 48

For greenspaces, this concept plan proposes the incorporation of the existing wetlands and the creek located along the corridor area as greenspace. Additionally, the Western parcel of the corridor area can be transformed into greenspace for farmer's markets, nurseries and community gardens. Biophilic design which refers to a concept used in the building industry to increase occupant connection to the natural environment through direct or indirect use of the place conditions.



Figure 49

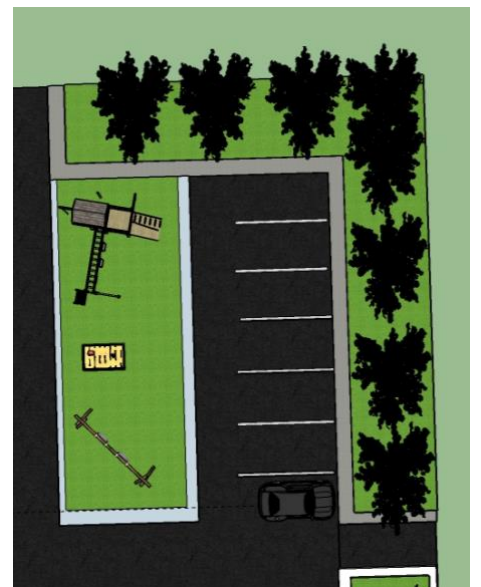


Figure 50

Conclusion:

Recommendations:

To maximise the corridor areas profitability, the following recommendations should be considered:

- ✓ Widening of Route 47 to accommodate for transportation multimodality.
- ✓ Mixed-building use to increase social connectivity, connect residents to amenities, attract younger demographics who travel less.
- ✓ Maximise environmental sustainability by incorporating biophilic design into commercial corridor spaces and community parks.

Implementation Plan:

This plan can be implemented at the discretion of the Village of Lake In The Hills Planning and Zoning commission. To achieve these goals the following can be considered:

- ✓ Completely adopting this plan.
- ✓ Local government partnerships to widen the IL-47 highway and develop other modes of transportation.
- ✓ Updating the existing concept plan to incorporate aspects suggested in this report.
- ✓ Communicate with local residents and public about potential changes.
- ✓ Obtain grants to fund land use change projects.
- ✓ Earmark village funds for improvements to be made.



Figure 51



Figure 52

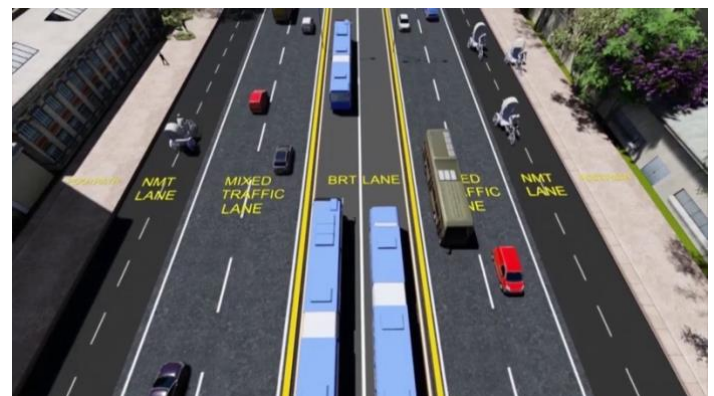


Figure 53

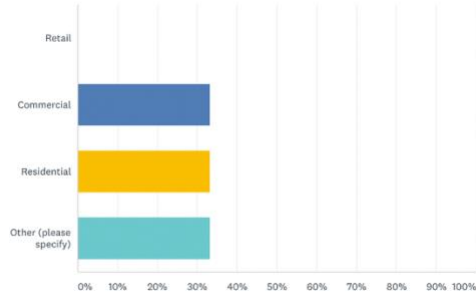
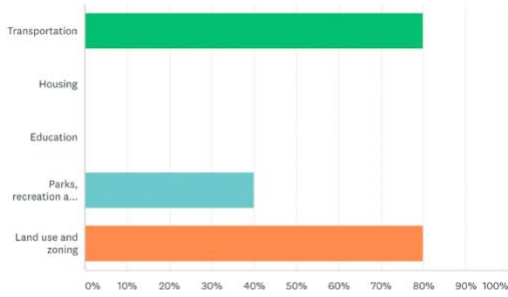
Appendix

Survey Question 1:

Which of the following issues do you feel require the most focus in our concept plan for Route 47's corridor?

Survey Question 2:

What type of developments do you think would most benefit the Route 47 Corridor?

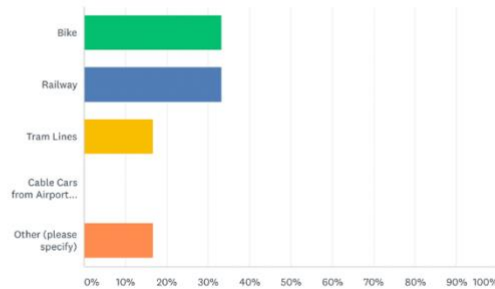
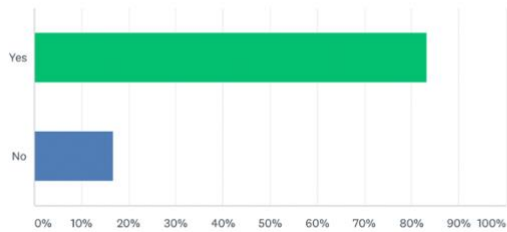


Survey Question 3:

Would you want to see green spaces incorporated in our final masterplan?

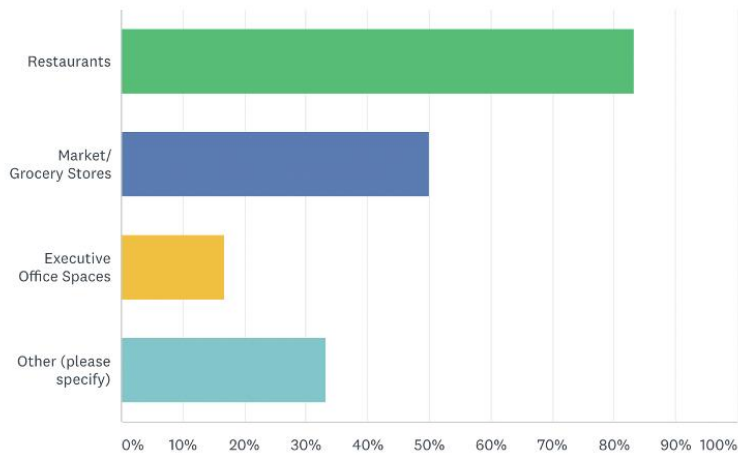
Survey Question 4:

Besides Car Travel, what other forms of transportation would you like to see in the Route 47 corridor space?



Survey Question 5:

What type of commercial business would you like to be seen in the area?



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