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Lake in the Hills

2002 Comprehensive Plan



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Village of Lake in the Hills 2002 Comprehensive Plan Update

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Purpose of the Comprehensive Plan

Lake in the Hills' last plan was prepared in 1992, and amended in 1996. Over the past decade, the Village's population has increased by nearly 294% to become the fastest growing community in the Chicago metropolitan area. New single-family subdivisions and commercial centers have been developed to serve the needs of the Village's growing population. The geographical center of town has moved to the west of Randall Road, rather than the original Woods Creek Lake area, located east of this arterial roadway (see **Figure 1.0, Existing Land Use Map**).

The continued pressure for growth and development in the Lake in the Hills area was the impetus for the latest plan update. The conversion of open space to subdivisions and new commercial was happening at such a rapid pace that the Village decided to re-evaluate the 1996 plan to ensure that the balance of housing, employment, parks, open space lands and revenue-generating uses serve existing and future residents. Without this balance, unmanaged growth and development could jeopardize the quality of life that has attracted residents to Lake in the Hills.

Therefore, this 2002 update of the Village of Lake in the Hills' Comprehensive Land Use Plan has been prepared to:

- Identify the type, intensity and pattern of land uses envisioned for the Lake in the Hills over the next five to ten years;
- Guide development decisions for vacant or underutilized parcels located within the Village's planning jurisdiction;
- Establish a framework within which development decisions can be made;
- Identify and recommend actions on key planning issues; and
- Identify strategies for plan implementation.

Components of the Plan

This comprehensive plan is intended to set the context for future policy and land use decisions. The recommendations and guidelines that are included in this plan update are arranged around:

Community Assessment — Identifying existing conditions and the strengths of the Village of Lake in the Hills was an important first step in the planning process. Compiling data related to land use, demographics, and the natural environment provided the background necessary for preparing the goals and objectives, policies, and recommendations for future land use presented in Chapter III. Tables that present information on population, housing, existing land use provide backup documentation for the conclusions reached in this plan.

Goals and Objectives — These statements are the most fundamental elements of the plan. Goals are long-term, qualitative statements of desirable conditions at ultimate development. Objectives consist of more specific steps that can be scheduled, budgeted and accomplished as a means of trying to achieve the long-term goals.

Sub Area Plans — Concepts and recommendations were prepared for three areas in the Village of Lake in the Hills that have a unique potential for new development or redevelopment. Collectively, recommendations for land use are aimed at achieving the community's vision for development. Also, they address particular concerns for developing within each area, and address the pattern, intensity, type, and quality of development, as well as ways to ensure the new development is compatible with adjacent uses.

Future Land Use — Recommendations for the type, location, pattern and intensity of land use for all other vacant or underutilized parcels in

Lake in the Hills were prepared to guide future land use decisions. They are described in Chapter IV, as well as presented on **Figure 7, Future Land Use Map**.

Implementation Programs — The implementation programs that are included in this plan identify actions that Lake in the Hills can take to achieve the plan's goals and objectives. They include changes to ordinances and codes, intergovernmental coordination and cooperation, and methods for funding proposed recommendations.

Organization of the Plan

The document has been divided into five chapters:

- **Chapter I** provides a profile of the community that provides a background for understanding Lake in the Hills' planning objectives, and relating them to other components of the plan;
- **Chapter II** identifies the key planning issues facing the community at the time of this update, and sets the framework for decisions reached;
- **Chapter III** includes the primary components of the plan, including goals and objectives;
- **Chapter IV** provides recommendations for three sub areas, and a description of future land use;
- **Chapter V** identifies strategies for implementing the plan, so that goals, objectives and recommendations for key development areas can be carried out to achieve the community's vision for land use, development, and community identity.

The Planning Process

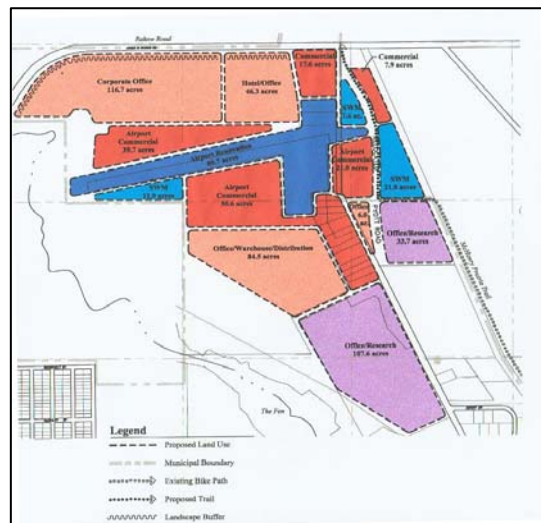
In the fall of 2000, the Lake in the Hills Village Board approved a recommendation to update the Village's 1992 Comprehensive Plan, as amended in 1996. At that time, a seven-member Planning Advisory Committee was appointed to work directly with the land use consultant, Planning Resources Inc., to prepare a new update to the Comprehensive Plan. This Committee included representatives from the Plan Commission, Zoning Board of Appeals, the Village Board, the Village's Economic Development Commission, and the Park and Recreation Board. All meetings were open to the public. Representation from municipal officials, Village staff, and the general public ensured that policies and guidelines developed as part of the plan update respond to key issues and concerns facing the Village of Lake in the Hills.

In addition to the seven-member Planning Advisory Committee meetings that were held over the course of the planning process, the Village elicited public comment by:

- Conducting six interviews of key persons having a vested interest, or "stake" in the growth and the development of Lake in the Hills. The points of view and recommendations of each of these individuals were presented to the Planning Advisory Committee, and integrated into the recommendations of this plan. Interview sheets are included in Appendix "C";
- Administering a 31-question community survey that was sent to 1,500 randomly selected households within the Village during the month of May 2001. The purpose of the survey was to identify preferences related to growth and development in Lake in the Hills. Five hundred and seventy-eight (578) or 39% of the 1500 surveys were returned. Survey results are included in Appendix "B";

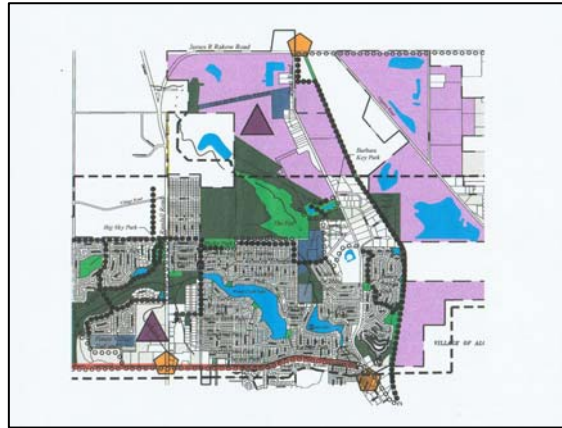
- Approximately 75 people attended a public open house in January 2002 to learn about the key components of the plan update. The open house featured exhibits and maps that the public could review and discuss with members of the Village staff and the Advisory Committee. To facilitate the information gathering process, public comment forms were distributed at the open house. These forms gave attendees the opportunity to express their views and opinions in a private manner. All comments would be evaluated and all relevant input would be incorporated into the final draft of the Plan Update. Appendix "D" is a summary of comments from the Open House.
- A public hearing was held to formally adopt the Plan on August 20, 2002.

Information obtained during each of these exercises was integrated into the final plan document to reflect the ideas and input received from Village officials, staff and the general public.



Introduction

The following describes the history, demographics, and physical characteristics of the Village of Lake in the Hills. This information provides the background that is essential toward understanding the goals and objectives, policies, and recommendations for future use presented in **Chapter III**. Tables that present information on population, housing, employment and existing land use provide support documentation for the conclusions reached in the community assessment.



Lake in the Hills' History

Lake in the Hills is located in the southeast corner of McHenry County, approximately 40 miles northwest of the City of Chicago. Federal Judge Walter J. La Buy is credited with being the area's first "settler". He began purchasing property around what is now Woods Creek Lake in 1923, and by 1926 he had acquired 472 acres as his estate.



Along the south side of Woods Creek Lake, on Indian Trail, five stucco houses were built for the judge's children. Only one house stands in its original state, while the others have been altered and enlarged. These homes remain clearly distinguished by the gingerbread European

Cottage style of architecture. Like other early houses in Lake in the Hills, the stucco houses were used as summer homes. The picturesque views from house to house were credited to Judge La Buy, as he was responsible for planting the many pine and oak trees that are now major attractions for homebuyers.

During the 1940's, Raymond Platt, who was affiliated with Dearborn Builders of Chicago, his wife Bernice and brother-in-law J.R. Ladd purchased property from Judge La Buy. In 1947, they formed the Lake in the Hills Development Corporation, and the area around Woods Creek Lake was opened to the general public for development with summer homes. The Development Corporation nicknamed the area "Out of Bounds Hunting and Fishing Estate" and is credited with the property being called "an outstanding example of a well-planned community in a natural setting."

Over the next few years, many of the summer homes were converted to year round residences. In September of 1950, the Property Owners Association (POA) was formed specifically to address problems of snow removal and maintenance of the roads. This was the beginning of the first organized Village decision making body, which was formally incorporated November 29, 1952.

Lake in the Hills continued to grow and develop. With its incorporation as a village in 1952, Mr. Platt donated his sales office at 55 Hilltop to serve as the first Village Hall. In 1959, a new Village Hall and Police court were relocated to 1111 Crystal Lake Road. This remained the municipal center until 1992 when the current Village Hall and Police Department offices were erected at 1115 Crystal Lake Road. The Public Works Department was housed at 600 E. Oak Street until 1995, when it was relocated to a state-of-the-art Public Works facility, south of Albrecht Road and west of Miller Road.

In recent years, Lake in the Hills has seen much growth. By 1990, McHenry County had become a popular destination for individuals seeking affordable housing and a rural atmosphere that was accessible to employment in the City of Chicago and northwestern suburbs. The 2000 Census places Lake in the Hills over 23,000 people. Although much has changed over the past 85 years, a few original farms and fieldstone foundations still stand today as reminders of our past.

Existing Land Use

The Village is approximately eight square miles in size and is surrounded by the communities of Algonquin, Cary, Crystal Lake, Huntley, and Lakewood. Lake in the Hills stretches in an east/west direction between Illinois Route 31 on its east border to Illinois Route 47. North/south boundaries are Ackman Road and Algonquin Road, respectively.

Figure 1, Existing Land Use illustrates the location, type and pattern of development in Lake in the Hills. **Table 1, Existing Land Use**, provides a percentage breakdown of land uses within the Village. As illustrated by both the existing land use map and table of existing land uses, Lake in the Hills' largest land use classification is residential, representing

approximately 37% of the total land uses in the community:

- Of that total, almost 24% consists of homes that are on lots that range from 7,200 to 8,400 square feet in area;
- Another 9.2% is made up of single-family residences on lots as small as 6,600 square feet, in addition to townhomes; and
- The percent of land developed with residences on lots that are 10,000 square feet or larger (less than 3.4 units/acre) and high-density housing is 3.5% and 0.6%, respectively.

Two major corridors of regional commercial uses exist in the Village (see **Figure 1.0**.

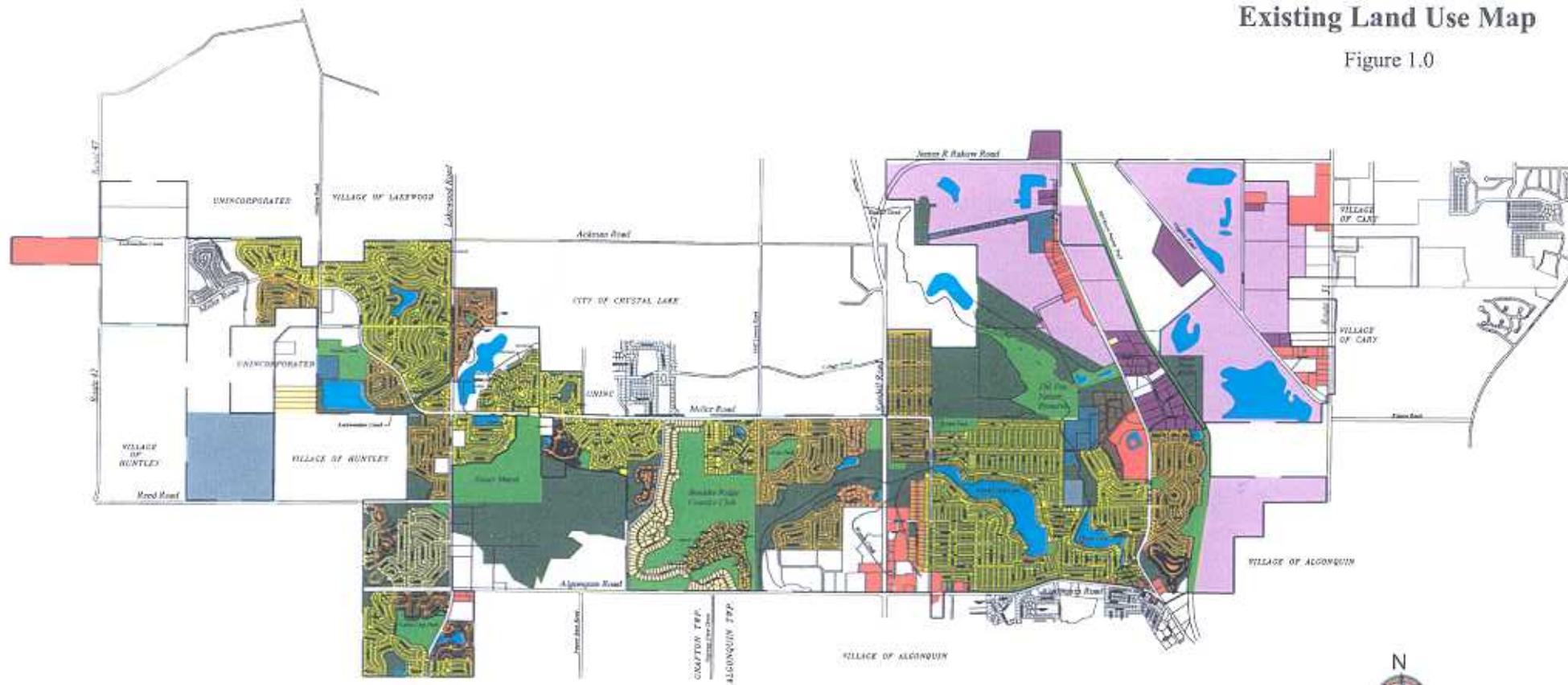
Existing Land Use Map):

- **Randall Road**— Shopping centers along Randall Road feature supermarkets, fast food restaurants, and retail shops that attract residents from neighboring communities, in addition to Lake in the Hills residents. Also, much of the retail along this arterial street is located south of Algonquin Road, in the Village of Algonquin; and
- **Algonquin Road**— Businesses along Algonquin Road (Illinois Route 62), the other major commercial corridor, are primarily located east of Randall Road. This leaves the west half of the Village without convenience retail or major shopping centers.

Village of Lake in the Hills

Existing Land Use Map

Figure 1.0



Legend

 Estate Residential (< 2.0 units/ac.)	 Medium Density Residential (> 4.5 to 7.5 units/ac.)	 Commercial	 Industrial	 Open Space/ Natural Areas	 LITH Municipal Boundary
 Low Density Residential (2.0 to 3.5 units/ac.)	 Medium Density Residential (> 7.5 to 12 units/ac.)	 Municipal/Government	 Mined Lands	 Vacant/Agricultural	 Creeks and Rivers
 Low Density Residential (> 3.5 to 4.5 units/ac.)	 High Density Residential (> 12 units/ac.)	 Institutional	 Parks/Recreation	 Water	

**Table 1
Existing Land Use
2002 Comprehensive Plan Update, Village of Lake in the Hills**

Land Use Classification	Within Municipal Limits		Outside Municipal Limits		Total Planning Area	
	Acres	% Total	Acres	% Total	Acres	% Total
Estate Residential < 2.0 units/acre	100.60	1.62%	24.60	1.91%	125.20	1.67%
Low-Density Residential 2 to 3.5 units/ac.	109.89	1.77%	0.00	0.00%	109.89	1.46%
Low-Density Residential > 3.5 to 4.5 units/ac.	1,217.70	19.61%	1.32	0.10%	1,219.02	16.28%
Medium-Density Residential > 4.5 to 7.5 units/ac.	572.18	9.22%	0.00	0.00%	572.18	7.64%
Medium-Density Residential > 7.5 to 12.0 units/ac.	237.83	3.83%	0.00	0.00%	237.83	3.18%
High-Density Residential > 12.0 units/ac.	37.52	0.60%	0.00	0.00%	37.52	0.50%
Commercial	213.76	3.44%	34.64	2.71%	248.40	3.32%
Office	0.00	0.00%	0.00	0.00%	0.00	0.00%
Municipal/Government	74.69	1.20%	0.00	0.00%	74.69	1.00%
Institutional	169.08	2.72%	0.00	0.00%	169.08	2.26%
Industrial	144.66	2.34%	0.00	0.00%	144.66	1.93%
Mined Lands	1,016.32	16.37%	29.58	2.30%	1,045.90	13.97%
Parks/Recreation	406.87	6.55%	127.35	9.94%	534.22	7.13%
Open Space	539.29	8.69%	240.89	18.81%	780.18	10.41%
Vacant/Agriculture	861.27	13.87%	805.14	62.87%	1,666.41	22.25%
Water	274.11	4.42%	16.86	1.36%	290.97	3.89%
Major Roads	232.75	3.75%	0.00	0.00%	232.75	3.11%
TOTALS	6,208.52	100.00%	1,280.38	100.00%	7,488.90	100.00%

Major Roads

Illinois Routes 31 and 47
Algonquin and Randall Roads



In total, commercial land uses comprise approximately 3.44% of the Village’s total land area. This percentage is low compared to surrounding communities, which also are experiencing a rapid rate of residential growth.

Lake in the Hills is unique in its composition of land uses because it contains over 1,300 acres of mined lands and a regional airport that is part of the Village’s 145 acres of industrial uses. The mined lands are located on the eastern edge of the community and are currently at various stages of development. Mining is complete in some areas, in others mining will continue for

three to five years, while the remainder will be mined indefinitely.

The airport, also located in the east section of Lake in the Hills near Rakow and Pyott Roads, is home to two charter service companies, and two flight schools. It is a designated FAA reliever airport for Chicago O’Hare.

With one paved runway, 141 based aircraft, and 63,000 annual operations, the Airport represents 2.63% of the total impact of Illinois reliever airports. The airport and related businesses

employ 46 full-time and 36 part-time employees and generates a total impact of over \$17 million annually for the community.

Approximately 15.24% of the total land uses in the Village are parks and open space. There are twenty-three parks in the community, ranging from small neighborhood parks to larger facilities, such as Barbara Key Park, which includes a picnic shelter, fishing areas, a walking trail, and athletic fields. Future development will focus on enhancing parkland in the western part of the Village. In the fall of 2001, the Village Board adopted the Parks and Recreation Department’s 2001 Master Plan that addresses future parkland. Other natural resources within the community include the Exner Marsh, The Lake in the Hills Nature

Preserve, which features The Fen, and Woods Creek Lake.

Demographics

Lake in the Hills has experienced rapid growth over the last decade, recording the highest rate of residential expansion in the Chicago metropolitan area. The population increased from 5,866 in 1990 to 23,152 residents in 2000, a 294.7% increase. This compares to the 41.53% increase experienced by McHenry County (see **Table 2**, below). Future growth projections prepared the Northeastern Illinois Regional Planning Commission (NIPC) indicate that the Village will continue to grow. NIPC estimates that Lake in the Hills will grow another 53.59% by the year 2020, increasing the population to more than 35,500 people.

**Table 2
Population Growth Trends and Projections**

	1980	1990	% Change	2000	% Change	2020	% Change
Lake in the Hills	5,651	5,866	3.8%	23,152	294.7%	35,560	53.59%
McHenry Co.	147,897	183,241	23.89%	260,077	41.53%	347,159	33.48%

Source: 2000 Census

This estimate assumes that existing airports in the Chicago metropolitan area will be improved. If the south suburban airport is built, NIPC estimates that Lake in the Hills population would be 35,296 or 264 fewer people than is projected if existing airports are improved. This is still a 53.59% increase over the next 20 years. The estimated population increases are based on the availability of vacant land within and adjacent to Lake in the Hills, and the continued growth of the Chicago metropolitan area westward.

The median age in Lake in the Hills was 30 in 1990 and 31 in the year 2000 (see Table 3). It has not changed significantly over the past decade, which suggests that the Village continues to be attractive to young families.

The most prevalent age group is 25 to 44 year-olds, which comprise 45% of the total population. By comparison, this same cohort represents only 30% of the population in Illinois. This group includes first-time homebuyers, as well as individuals that want to move into larger homes that accommodate growing families and increased incomes.

Lake in the Hills is a young community, with only 3% of its population 65 years and over. This compares to the State of Illinois as a whole, where 12% of the total population is 65 years or older. The younger age of the Village residents is because most of the housing constructed over the past decade has been affordable, thereby attracting families with young children.

**Table 3
Age Distribution, 2000**

	Number	Percent
Under 5 years	2,984	12.9%
5 to 9 years	2,321	10%
10 to 14 years	1,660	7.2%
15 to 19 years	1,124	4.9%
20 to 24 years	909	3.9%
25 to 34 years	5,502	23.8%
35 to 44 years	4,790	20.7%
45 to 54 years	2,109	9.1%
55 to 59 years	607	2.6%
60 to 64 years	378	1.6%
65 to 74 years	496	2.1%
75 to 84 years	215	0.9%
85 years and over	57	0.2%

Source: 2000 Census

Lake in the Hills is a predominately White community. Nearly 92% of its total population is White (see **Table 4**, below). The next largest racial group, which is Asian, accounts for only 3% of the Village’s population. Despite the fact that African Americans represented less than 2% of the population in the year 2000, there was a significant increase in the number of African Americans residing in the community over the past decade. This racial group increased from 5 to 347 persons. Also, the number of persons of Hispanic origin increased substantially, growing from 127 persons in 1990 to more than 1,400 in 2000. It is expected that the community will continue to diversify in its racial and ethnic composition, as its population continues to increase.

**Table 4
Racial Distribution**

	1990	Percent	2000	Percent
White	5,801	98.90%	21,206	91.59%
Black	5	0.08%	347	1.49%
American Indian/Eskimo	10	0.17%	33	0.14%
Asian/Pacific Islander	38	0.64%	770	3.30%
Native Hawaiian and Other Pacific Islander	N/A	N/A	4	0.01%
Other or more than one race	12	0.20%	792	3.40%
Total	5,866	100%	23,152	100%
Hispanic Origin	127	2.2%	1,462	6.3%

Source: 2000 Census

Table 5 presents the 1999 average household income and 1997 workforce statistics within a one- three-, and five-mile diameter ring, from the intersection of West Algonquin and Randall

Roads. At the time this plan update was being prepared, more recent information on household income and workforce was not available.

**Table 5
1999 Average Household Income and 1997 Workforce**

	1 Mile Ring	3 Mile Ring	5 Mile Ring
1999 Average Household Income	\$69,917	\$74,161	\$77,552
1997 Workforce	2,627	15,458	57,961

Source: Village of Lake in the Hills

It is expected, however, that household income within a five-mile ring of the geographic center of the Village of Lake in the Hills will prove to be substantially higher than the 1997 income average with the release of the 2000 census. Also, the Village has estimated that the total workforce available within the same five-mile radius will have increased by 19%, due to the substantial population growth that has occurred over the past three years.

Table 6 shows that the majority of residents of Lake in the Hills were employed in the retail trade and manufacturing sectors in 1990 and 2000. Approximately 2/3 of the Village’s working residents were employed by “white collar” industries in this same year.

The distribution of employment presented in **Table 6** has changed slightly over the past 10 years. The community has shifted from a manufacturing based economy to that of a retail and personal services. One significant anomaly to this trend is that while the number of jobs in the Arts, Entertainment, Recreation, Accommodation and Food Service has increased, the proportion of the whole has decreased. The other significant trend is that the community has added nearly 10,000 jobs to keep pace with its burgeoning population base. With an increase of commercial and office space in the village, this upward trend of additional retail and service industries should continue.

**Table 6
1990 and 2000 Employment by Industry**

Industry	1990 Lake in the Hills		2000 Lake in the Hills	
	Number	Percent	Number	Percent
Agriculture, Forestry, and Fishing and Hunting and Mining	38	1.0%	52	0.4%
Construction	259	8.0%	853	6.9%
Manufacturing	832	25.0%	2,472	20.0%
Wholesale Trade	345	10.0%	768	6.2%
Retail Trade	217	7.0%	1,586	12.8%
Transportation and Warehousing, and Utilities	587	18.0%	703	5.7%
Information			441	3.6%
Finance, Insurance and Real Estate, and Rental and Leasing	195	6.0%	1,134	9.2%
Professional, Scientific, Management, Administrative, and Waste Management Services	222	6.0%	1,187	9.6%
Education, Health and Social Services	19	1.0%	1,627	13.2%
Arts, Entertainment, Recreation, Accommodation and Food Services	337	11.0%	794	6.4%
Other Services	146	4.0%	462	3.7%
Public Administration	78	2.0%	273	2.2%
Totals:	3,275	100%	12,352	100%

Source: 2000 Census, 1990 Census

There were 7,866 dwelling units in Lake in the Hills recorded by the 2000 census. This is a 306% increase in housing units since 1990. The 3% vacancy rate has remained constant over the past decade.

Also, there were 7,652 households in the year 2000, which is a 306% increase over 1990 figures. Nearly 54% of these households

include families with children under the age of 18.

As illustrated in **Table 7**, below, 93.6% of the homes in the Village were owner-occupied in the year 2000. Most of these were constructed after 1960. According to the 1998 special census conducted by Lake in the Hills, the average home cost approximately \$155,000.

**Table 7
Housing Characteristics**

	1990	Percent	2000	Percent
Built 1999 to March 2000	—	—	584	7.4%
Built 1980 to 1998	210	10.8%	5,470	69.7%
Built 1940 to 1979	1,679	86.7%	1,786	22.7%
Built 1939 or earlier	49	2.5%	17	0.2%
Family Households	1,621	86.3%	6,294	82.7%
Non-Family Households	257	13.7%	1,358	17.7%
Total Households	1,878	100%	7,652	100%
Households with individuals under 18 years	N/A	N/A	4,109	53.7%
Households with individuals 65 years and older	N/A	N/A	580	7.6%
Owner-occupied housing units	1,764	93.9%	7,165	93.6%
Renter-occupied housing units	114	6.1%	487	6.4%
Occupied Dwellings	1,878	97%	7,652	97%
Vacancies	60	3%	214	3%
Total Units:	1,938	100%	7,866	100%

Source: 2000 Census

Public Facilities

Lake in the Hills’ public works has grown with the expansion of the Village. In the early 1970’s when the population was 4,800, the Village purchased the Lake in the Hills Water Company, which had 1,600 service lines, and consisted of:

- Five wells;
- A 74,000-gallon ground reservoir;
- 9 miles of water main (from 1 to 8 inches)
- 130 valves and
- 15 fire hydrants.

Over the years, the Village has placed a priority on upgrading its potable water service to its residents. Today, the existing water system is no longer a constraint to development, and

serves existing residents, businesses and new development with its:

- Nine (9) wells;
- Three (3) iron filtration plants;
- 2 Softening Plants;
- Four (4) water towers that store 2.9 million gallons of water;
- 114.5 miles of water main;
- 918 fire hydrants; and
- 7,550 service lines.

The Lake in the Hills Sanitary District provides sanitary sewer service for the Village of Lake in the Hills. The existing facilities planning area is illustrated on **the Planning Factors Map, Figure 2.0**. Lake in the Hills' household waste is treated at the Lake in the Hills Sanitary Facility, located along Oak Street. It has the capacity to serve future expansion identified in potential growth areas.

Institutional Resources

Five different school districts serve Lake in the Hills. School Districts 155 and 47 serve areas of the community adjacent to Crystal Lake and Cary, while School District 158 serves areas to the west near Huntley. District 300 serves areas in the central part of the village. District 26 serves a small area of the village near Cary. Three elementary schools are located in the village. These are:

- Lake in the Hills Elementary School on Willow Street (District 300);
- Chesak and Hannah Martin Elementary School on Reed Road (District 158); and

- Lincoln Prairie School (District 300) on Harvest Gate, it will open in the fall of 2002.

Fire protection for the Village of Lake in the Hills is provided by four fire districts, with firehouses located in neighboring Crystal Lake, Huntley, Algonquin-Lake in the Hills, and Cary.

The Village of Lake in the Hills maintains its own police protection. The Police Station is located at 1115 Crystal Lake Road. The Algonquin-Lake in the Hills Fire Protection District has a station at Crystal Lake Road and Oak Street and a new headquarters station is planned at the corner of Algonquin Road and Pyott Road.

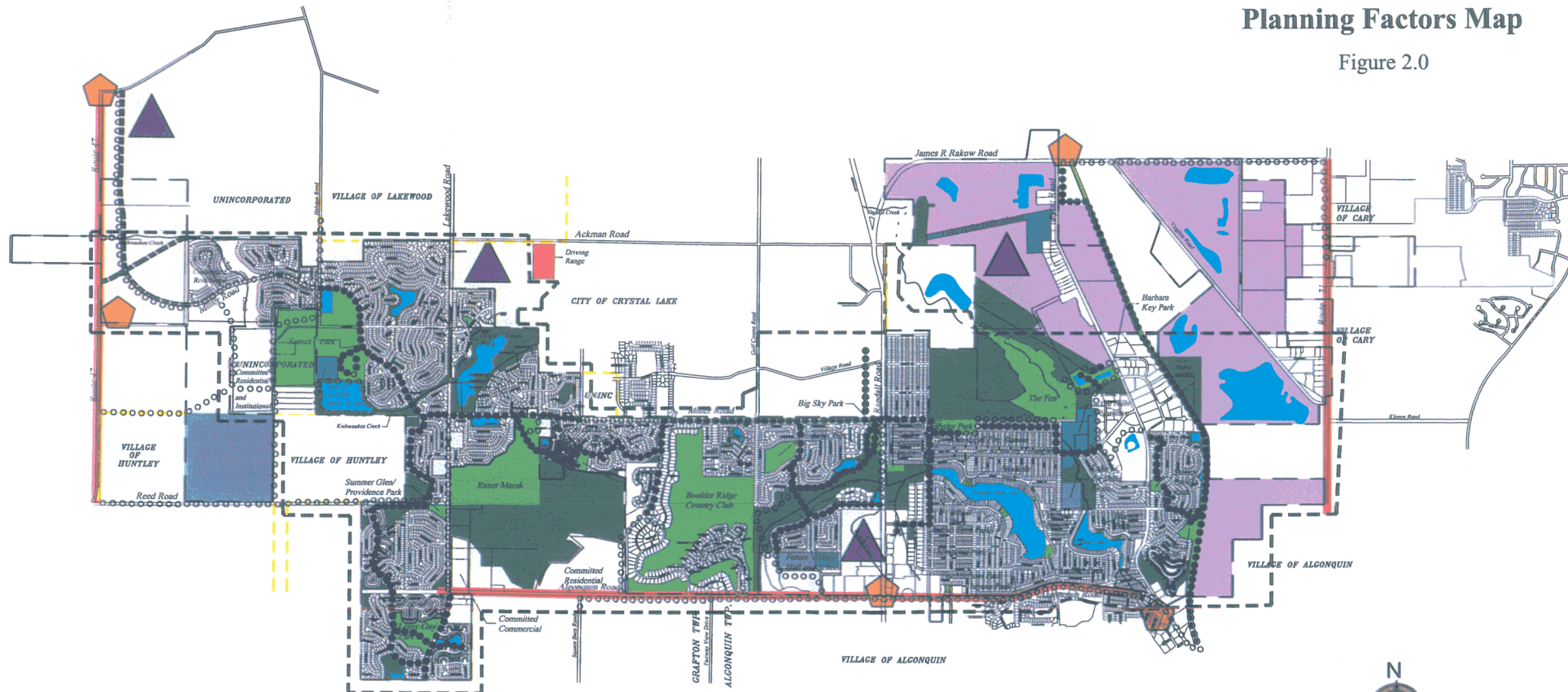
The Village is constructing a new Village Hall along Harvest Gate, just north of Algonquin Road. The new facility will be open in late 2002.




















Village of Lake in the Hills

Planning Factors Map

Figure 2.0



Legend

 Municipal/Government	 Parks/Recreation	 Proposed Bike Trail	 Development Opportunity	 Lake in the Hills Municipal Boundary
 Institutional	 Vacant/Agriculture	 Existing Bike Trail	 Adjacent Municipal Boundaries	 Facilities Planning Area
 Open Space/Natural Areas	 Water	 Future Roadways	 Creeks and Rivers	
 Mined Lands	 Gateway Location	 Proposed Roadway Widening		



Environmental Features

Lake in the Hills enjoys significant environmental features that provide interest and diversity to the landscape existing in the community.

- Exner Marsh is an approximately 163-acre marsh that is bounded by Miller Road to the north, Algonquin Road to the south, and Lakewood Road to the west. This marsh is home to many endangered plants and animals, such as Bog Bedstraw, the Sandhill Crane, Blanding Turtle, American Bittern, Least Bittern, Yellow-headed Blackbird, Common Moorhen, Pied-billed Grebe and Virginia Rail. The McHenry County Conservation District is promoting the protection and restoration of this marsh.
- The Lake in the Hills Fen Nature Preserve is a 260-acre nature preserve with over 400 species of native plants and wildflowers, over 60 species of birds, rare insects and remnant geological features from the Ice Age. Three diverse habitats exist at the Preserve. These are a dry hill prairie, a sedge meadow, and a fen. Over a mile of trails wind through this undisturbed natural resource. The Preserve is located near Barbara Key Park off of Pyott Road;

The community also has several creeks that traverse its boundaries (see **Figure 1.0, Existing Land Use Map**):

- Kishwaukee Creek, a tributary of the Kishwaukee River and its watershed. This creek traverses properties in the northwest quadrant of the Village;
- Woods Creek, a tributary that originates in the center of the Village. The two “arms” of this drainage way join and flow easterly at Randall Road before entering the largest lake, Woods Creek Lake; and

- Crystal Creek, a tributary that begins as an outlet from Crystal Lake. It flows through the Lake in the Hills Nature Preserve and forms the three lower lakes in the Village.

Each of these tributaries is part of a larger drainage system and either part of the Fox River or Kishwaukee River watershed. Interspersed within each of these drainage ways are wetlands that serve as localized stormwater collection basins.

The lakes that have been formed by the damming of these drainage ways are also significant resources. To a large degree, the Village’s perceived character is largely derived from the lakes and the unique recreation opportunities that they provide.

Also, groundwater resources are found throughout the Village, due to the surficial deposits of sand and gravel and deep sandstone bedrock. The potable water for Lake in the Hills and surrounding communities is from groundwater. In the northwest quadrant of the study area, aquifers or groundwater recharge areas are located within 10 to 300 feet of the surface. These aquifers are extremely porous in character and highly permeable. Deep sandstone aquifers (550 to 2000 feet below the surface) underline the whole area. These aquifers are uniform in their water-yielding characteristics and water supplies. The Village of Lake in the Hills derives its water supplies from these sources.

The wetlands, creeks and associated floodplains, and lakes in the Village's planning jurisdiction also are important for maintaining groundwater recharge. The preservation of these areas is critical for maintaining groundwater for potable water use.

Also, wetlands, creeks, floodplains and lakes provide valuable wildlife habitat for many threatened and endangered plants and animals. For these reasons, development that affects sensitive resources is often highly scrutinized by natural resource agencies, including:

- The McHenry County Conservation District;
- The Illinois Department of Natural Resources; and
- The U.S. Army Corps of Engineers.

Mined Lands

The advances and retreats of the Wisconsin Glaciers created the geology of the study area. These glaciers came from the northeast carrying deposits of glacial drift (sand and gravel) varying in depth from 500 to 200 feet. These deposits of sand and gravel extend through the northeast quadrant of the planning area, and are the reason for the predominance of sand and gravel extraction in that area.

Approximately 1/4 of the more than 1,300 acres of mined lands are ready to be reclaimed. These lands are located south of Rakow Road, and along both sides of Pyott Road. The extraction of sand and gravel deposits on the remaining acres (south of Rakow Road and along both sides of Virginia Road) will be mined for another 25 or more years.

Parks, Recreation and Open Space

The parks, recreation and open space lands that exist in Lake in the Hills today are presented on **Figure 1.0, Existing Land Use Map**. The Village recognized that these facilities and resources were not adequate to serve the needs of its growing population. Therefore, the Parks and Recreation Department developed a comprehensive Parks Master Plan to assess future need. This plan was completed in 2001. The Plan has been designed as a tool to manage enhancements to the Village's system of park and open space lands. It serves as a framework tool and guide to lead development and enhancement to the parks for the Park and Recreation Board and staff to follow as they move toward future planning and improvements in facilities throughout the Village.

Through the course of the Park Department's master planning process, existing parkland and open space were inventoried, and an evaluation of need and new facilities prepared. New parks are recommended for development in the newer sections of the Village, predominantly west of Randall Road. Furthermore, the Parks and Recreation Department has planned for capital expenditures for the next five to ten years providing a realistic assessment of implementation of this plan. Examples include adding to Sunset Park on the west side of the Village and developing a community and aquatic center west of Randall Road.

The Parks Department also has developed a recreational trail system that will, when completed, connect parks and open space throughout Lake in the Hills, as well as provide a direct connection to the McHenry County Conservation District's Prairie Trail. The proposed trail system is illustrated on **Figure 2.0, Planning Factors Map**.

The 120-acre Woods Creek Lake has been the physical and cultural center of the community for many decades. Residents and visitors use it for boating, fishing, and swimming. Four parks and two beaches line the Lake providing a variety of features and attributes including boat launches, picnic areas, and areas for viewing and enjoying the lake.

Transportation

Lake in the Hills can be described as having a significant east/west orientation. The boundaries of the Village extend much wider to the east and west than the north and south. As a result, several major arterial streets and collector roadways that cross the Village extend in an east/west direction. These include:

- Algonquin Road;
- Miller Road; and
- Ackman Road (linking with Rakow Road).

North/south streets include (from east to west):

- Illinois Route 31;
- Pyott Road;
- Randall Road;
- Lakewood Road; and
- Illinois Route 47.

These major roadways carry residents and visitors throughout the community, from homes to jobs, to shopping centers and to recreational activities.

Several roads, including Ackman Road, Algonquin Road, Illinois Route 31 and Illinois Route 47 are proposed to be expanded to help with the circulation of traffic (see **Figure 2.0**,

Planning Factors Map). These projects are at varying degrees of planning and execution. Studies for the planned widening of Illinois Route 31 and Algonquin Road (Illinois Route 62) are nearing completion, and it is expected that improvements will begin within the next few years. Illinois Route 47 is a designated Strategic Regional Arterial and development that occurs along this roadway will be required to set aside right-of-way for future roadway widening.

Plans for Miller and Ackman Roads include roadway extensions west toward Illinois Route 47. These extensions will provide essential east/west linkages to north/south arterial streets in Lake in the Hills.

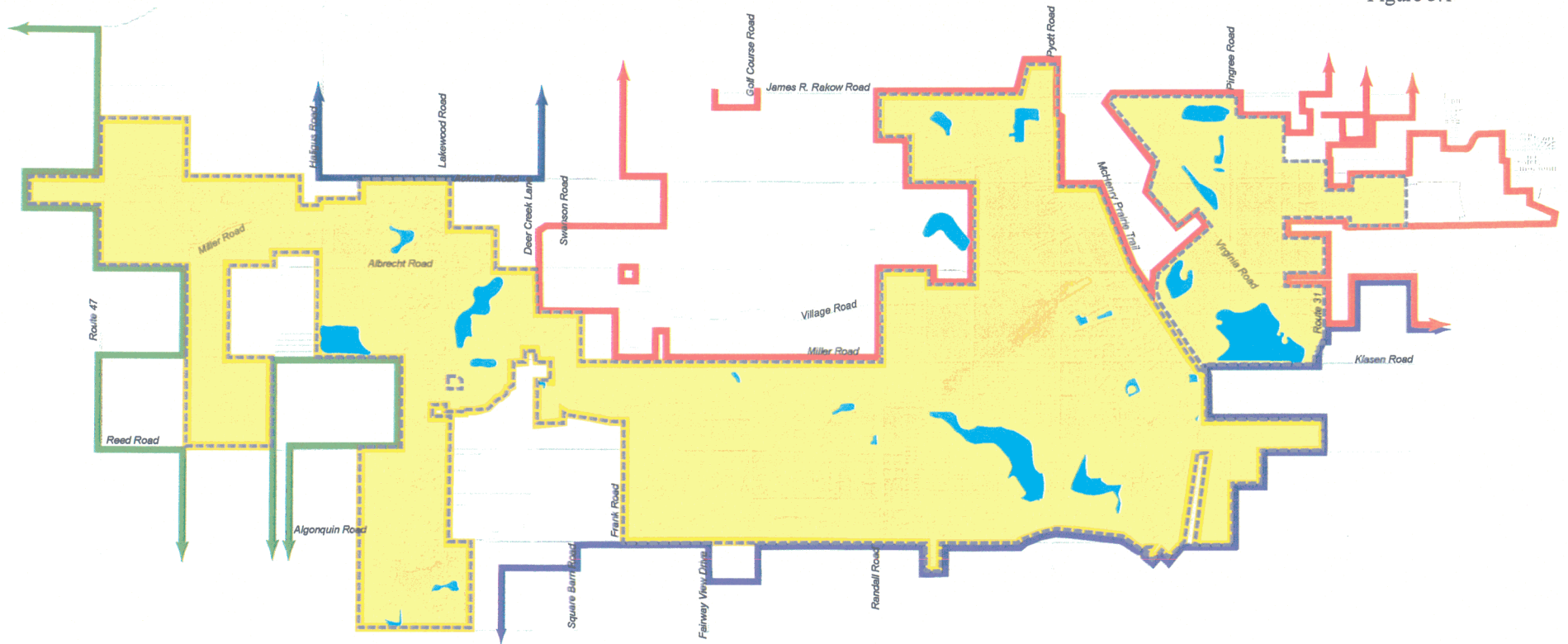
Taxing Districts

There are multiple taxing districts in the Lake in the Hills planning area. Corporate boundaries, township boundaries, and boundary agreements between abutting municipalities are presented on Figures 3.1 through 3.3, below. School, park, and library district boundaries are presented on Figures 3.4 through 3.6. Fire districts are shown on Figure 3.7. The Village's facilities planning area is illustrated on Figure 3.8.










As illustrated, district boundaries are complicated, and more than one district (i.e., park district) covers the same area in Lake in the Hills. This frequently leads to citizen confusion related to services and the costs associated with those services. However, change is not likely to occur without involving multiple political jurisdictions, both within and adjacent to Lake in the Hills.

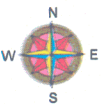
Village of Lake in the Hills Corporate Boundaries

Figure 3.1



Legend

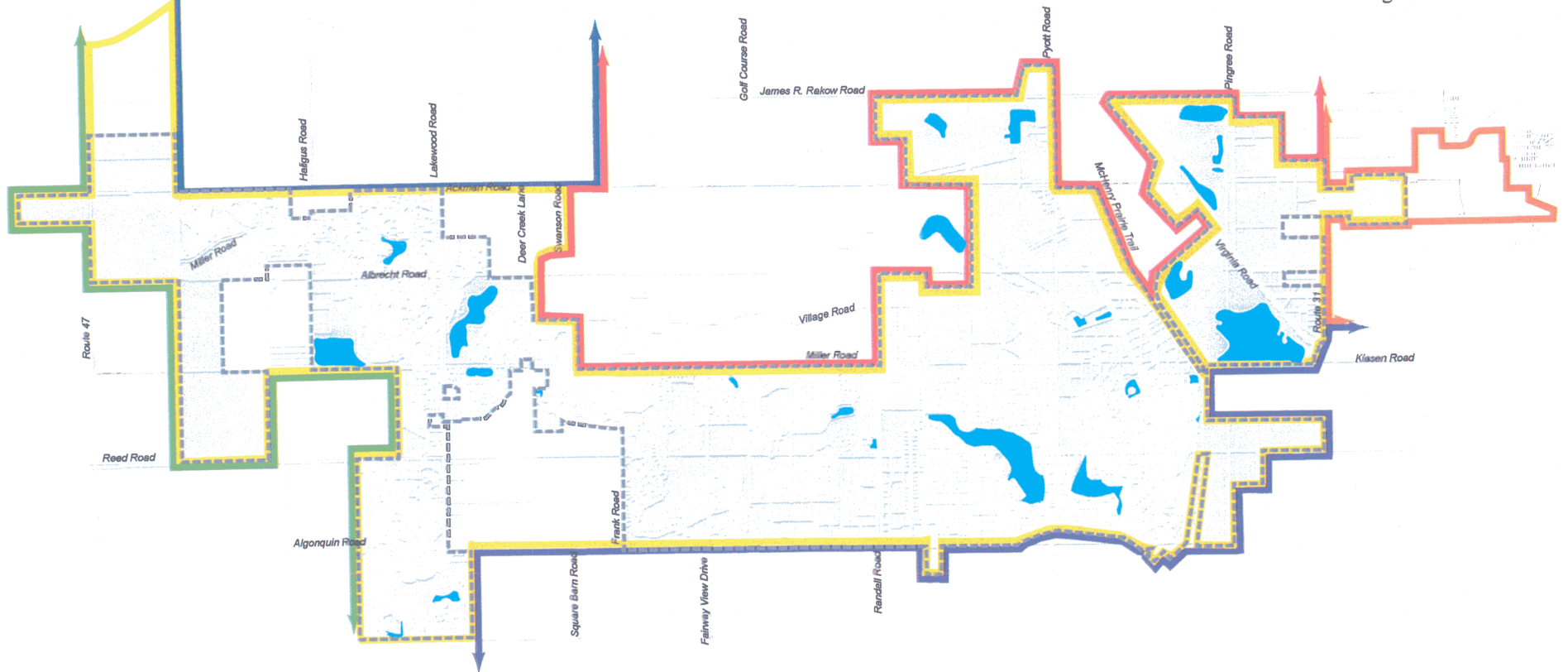
- | | | | | | |
|---|--------------|---|--------------------------------------|---|----------------------|
|  | Huntley |  | Lakewood |  | Unincorporated Areas |
|  | Crystal Lake |  | Lake in the Hills |  | Water |
|  | Cary |  | Lake in the Hills Municipal Boundary | | |
|  | Algonquin | | | | |











Village of Lake in the Hills

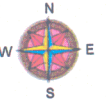
Boundary Agreements

Figure 3.2



Legend

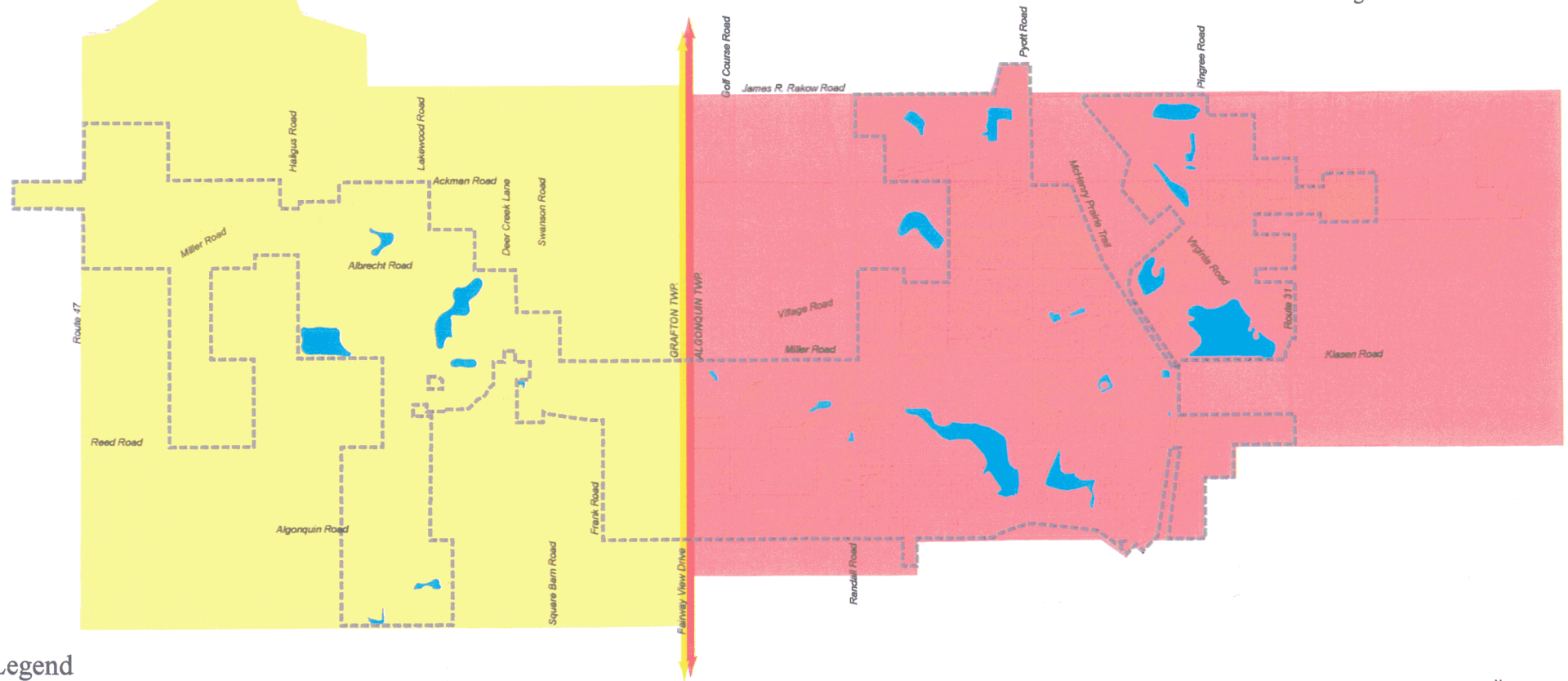
- | | | | |
|---|--------------|---|--------------------------------------|
|  | Huntley |  | Lakewood |
|  | Crystal Lake |  | Lake in the Hills |
|  | Cary |  | Water |
|  | Algonquin |  | Lake in the Hills Municipal Boundary |



Village of Lake in the Hills

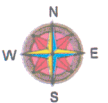
Townships

Figure 3.3



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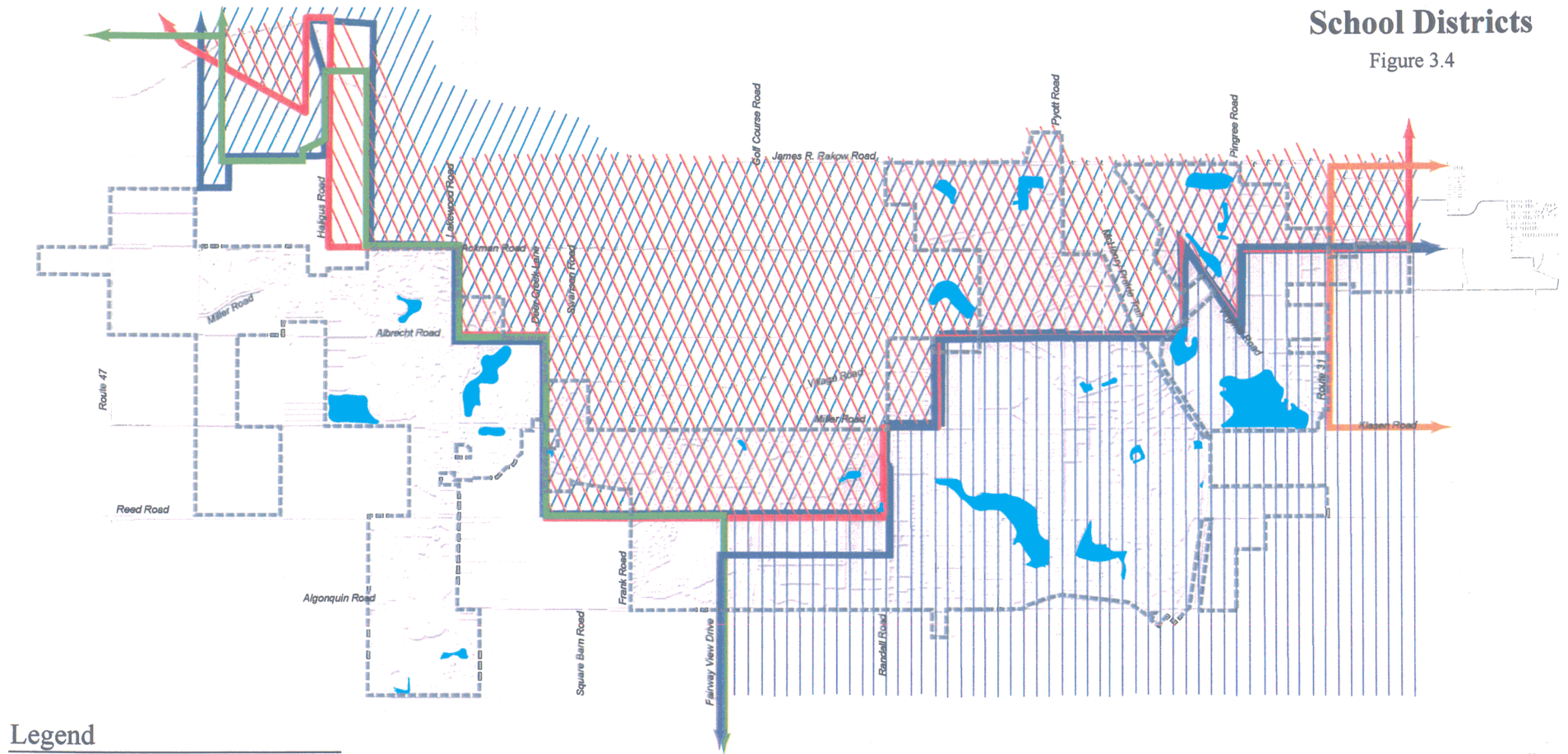
- Grafton
- Algonquin
- Water
- Lake in the Hills Municipal Boundary










Village of Lake in the Hills

School Districts

Figure 3.4



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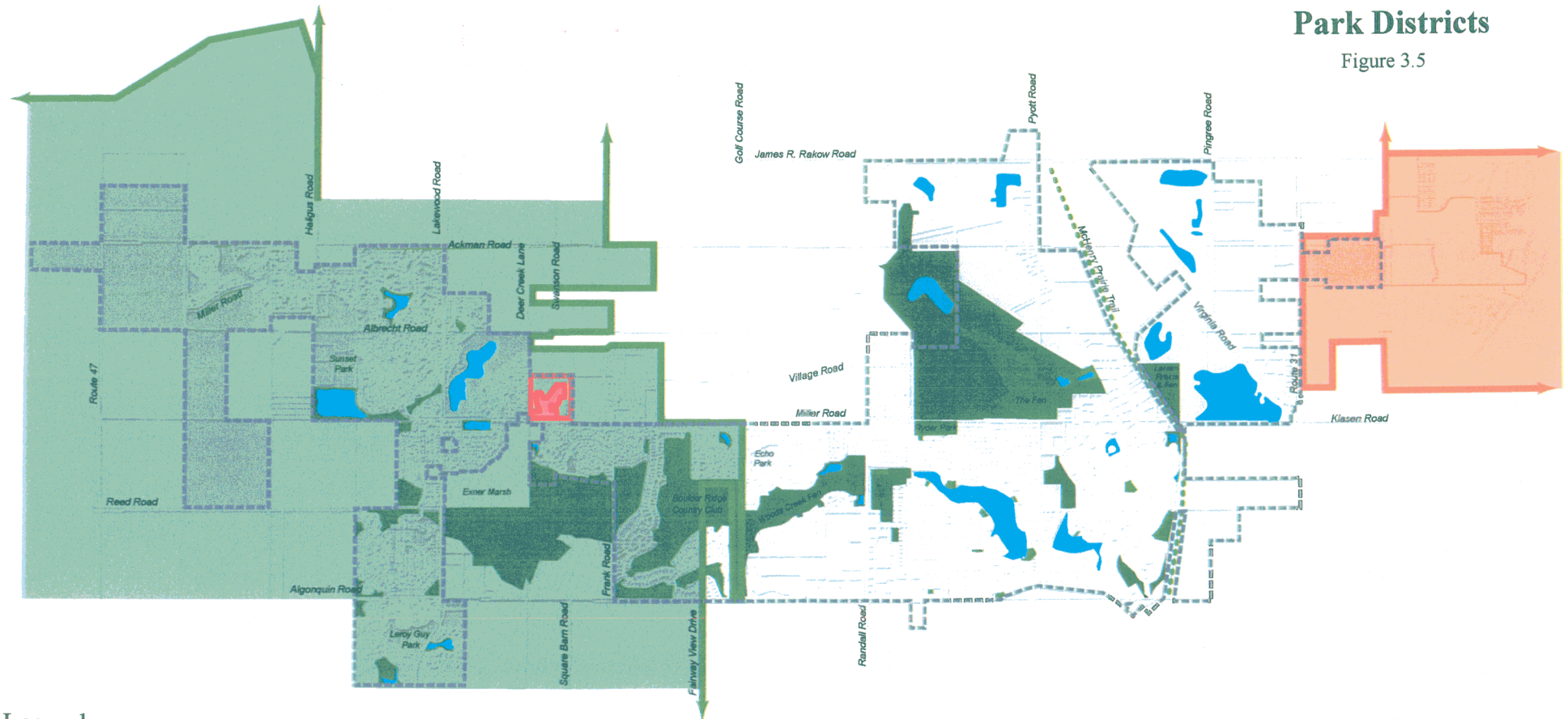
- | | | | |
|---|------------------------|---|--------------------------------------|
|  | Huntley Dist. 158 |  | Cary Dist. 26 |
|  | Crystal Lake Dist. 155 |  | Water |
|  | District 300 |  | Lake in the Hills Municipal Boundary |
|  | Crystal Lake Dist. 47 | | |

Note: Areas within District 155 and 158 are within the McHenry County College boundary and areas within District 300 are part of the Elgin Community College District









Village of Lake in the Hills

Park Districts

Figure 3.5

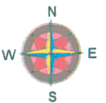


Legend

- | | | | |
|---|--------------|---|--------------------------------------|
|  | Huntley |  | Parks/Recreation |
|  | Crystal Lake |  | Open Space/Natural Areas |
|  | Cary |  | Water |
| | |  | Lake in the Hills Municipal Boundary |
| | |  | McHenry Prairie Trail |

Note: Crystal Lake boundaries indicate only portion of Crystal Lake's Park District within Lake in the Hills

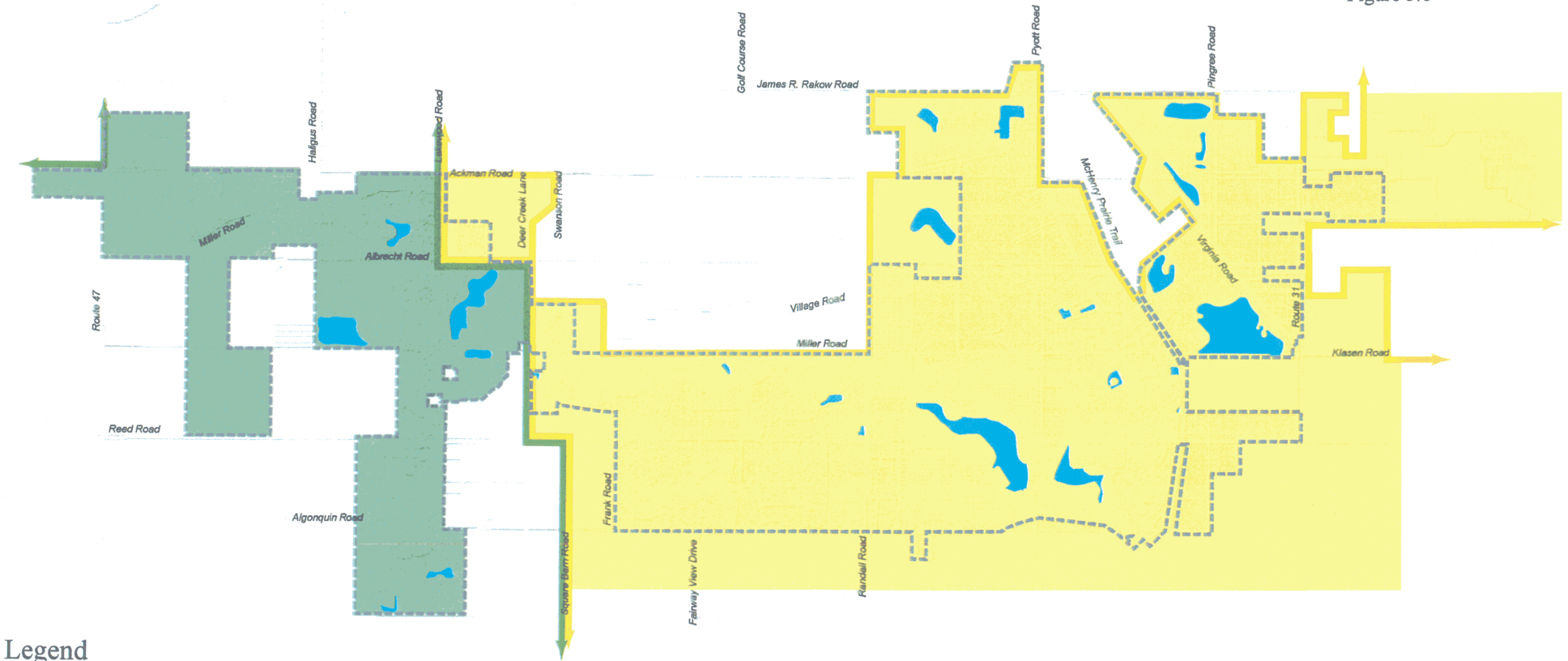
Note: The Lake in the Hills Park & Recreation Department (LITH PRD) provides recreation programs, facilities & open space for the Lake in the Hills community. These services are similar to those provided by a park district, although the LITH PRD does not levy its own taxes like a park district. Some areas of the community are served by the LITH PRD and by park districts of neighboring communities.



Village of Lake in the Hills

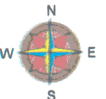
Library District

Figure 3.6



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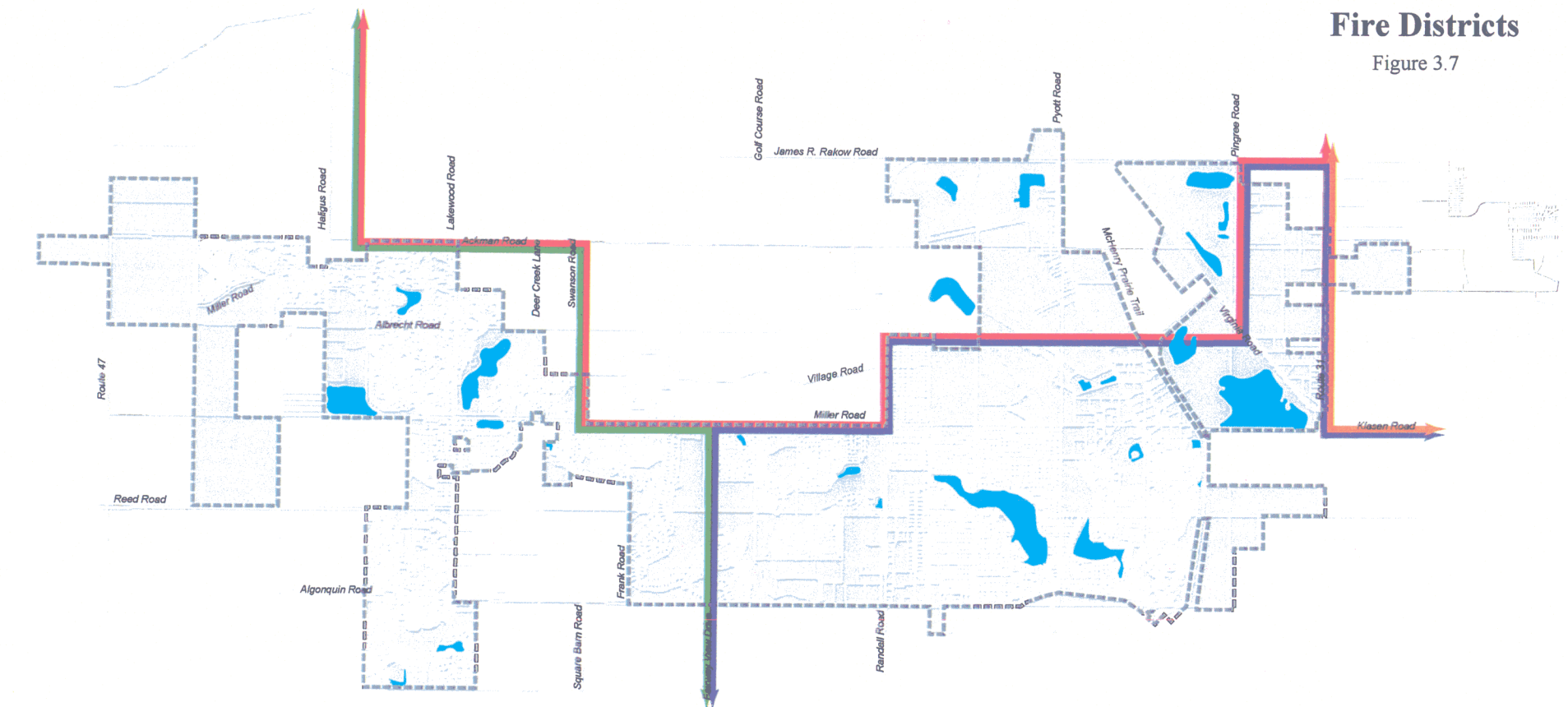
- Huntley
- Algonquin
- Water
- Lake in the Hills Municipal Boundary









Village of Lake in the Hills

Fire Districts

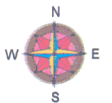
Figure 3.7



Legend

- | | | | |
|---|---------------------------------|---|--------------------------------------|
|  | Huntley |  | Water |
|  | Crystal Lake |  | Lake in the Hills Municipal Boundary |
|  | Cary | | |
|  | Algonquin/
Lake in the Hills | | |

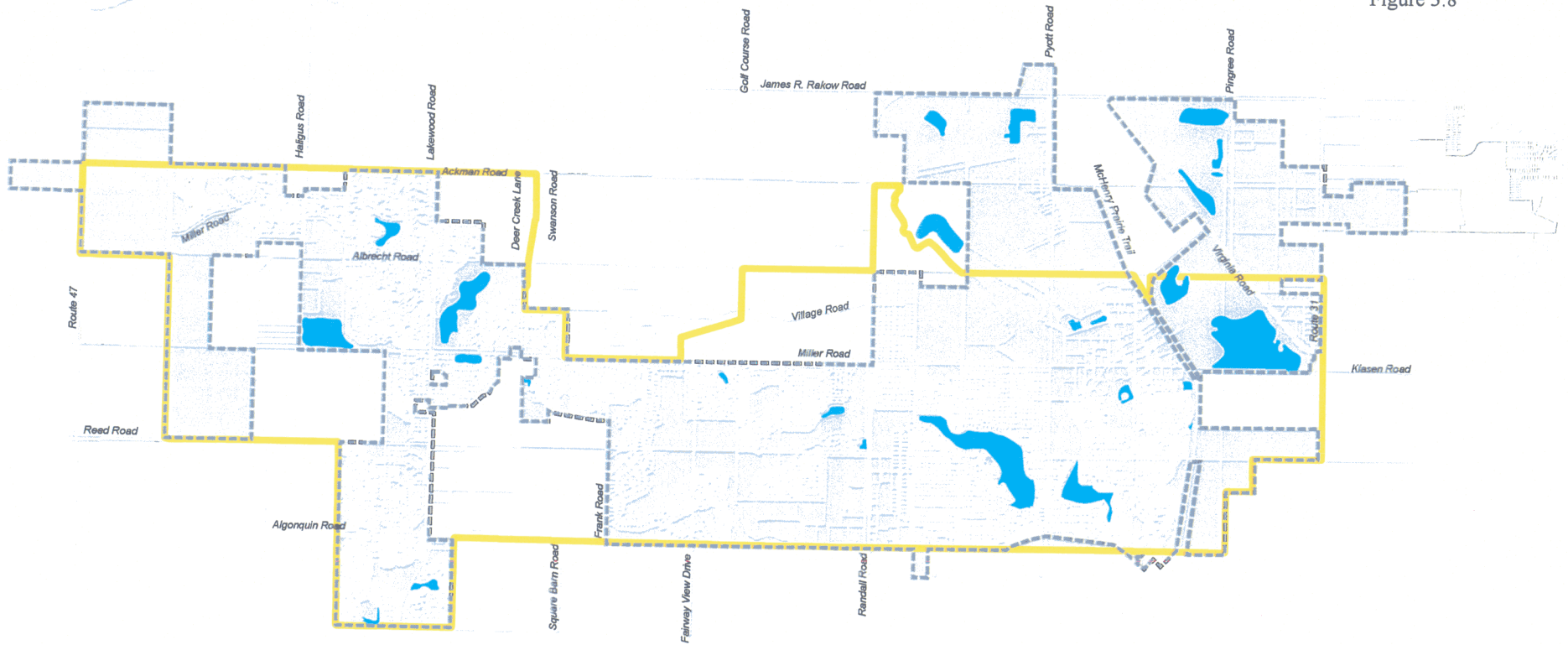
Note: District boundaries modified per Dan Olson, April 8, 2002.






Village of Lake in the Hills

Facility Planning Area

Figure 3.8



Legend

-  Lake in the Hills
-  Water
-  Lake in the Hills Municipal Boundary



Introduction

One of the initial steps toward the preparation of this Comprehensive Plan update was to conduct an inventory of Lake in the Hills' needs, opportunities, assets and constraints. This was accomplished by:

- Carrying out a windshield survey of with Village staff to identify and evaluate existing land uses, trends of development, and physical factors that affect the growth and development of Lake in the Hills;
- Interviewing the seven-member Planning Advisory Committee. Primary planning issues, redevelopment opportunities, and visions for Lake in the Hills were ranked for consideration as part of the plan update; and
- Conducting interviews of six persons that the Village Planning staff and Planning Advisory Committee identified as having a stake in ensuring the continued success of the community.

All three processes were key toward identifying the planning issues currently facing Lake in the Hills, and developing the focus of this plan update. The **Existing Land Use Map** and **Planning Factors Map** were created from the windshield survey, base maps received from Lake in the Hills, aerial photographs, and plat maps (see **Figures 1.0** and **2.0**, respectively). **Appendix A** provides a summary of the participatory exercise conducted with the Planning Advisory Committee (PAC). This summary documents the top areas of interest identified by the Committee into three categories:

- Assets, strengths and unique characteristics;
- Needs, constraints and problems; and
- Opportunities.

Also, a 31-question community survey was sent to 1500 households in May 2001. The purpose of this survey was to solicit input on the plan from residents in the community. The questions were targeted toward determining residents' opinions on:

- Housing in Lake in the Hills;
- Rural atmosphere;
- Growth and development;
- Public services;
- Community identity;
- Traffic and Transportation; and
- Economic development (retail, industrial and office).

A copy of this survey can be found in **Appendix B**.

The selection of the households was at random. Five hundred and seventy-eight (578) or 39% of the 1500 surveys were returned. Survey results are included in **Appendix B**. They are presented as:

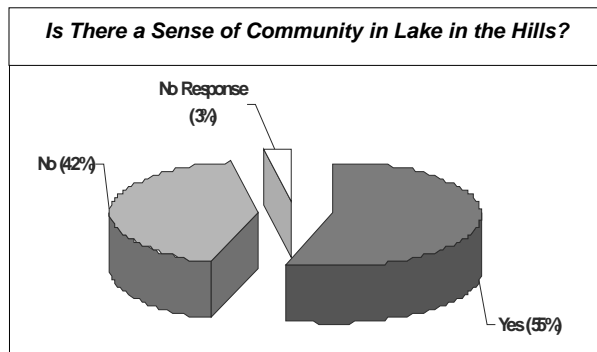
- Color charts and graphics.
- Text summaries of the overall responses presented as follows:
 - All residents;
 - Residents west of Randall Road; and
 - Residents east of Randall Road.

Residents responding to the survey:

- Were generally between the ages of 31 and 44;
- Have lived in the community for six or more years;
- Live in a single-family detached home;
- Have an annual household income of \$71,000 or more; and

- Have children under the age of 18 living in their home.

The input received from the Planning Advisory Committee, the six interviews of community stakeholders, and the sample of the resident population were used to identify and respond to key factors that influence growth and development in Lake in the Hills.



This chapter summarizes the important factors that influenced the plan update, based on community participation and input. Planning factors that were considered as part of this plan update include problems, needs and opportunities related to:

- Community identity;
- Economic development;
- Housing;
- Open space and recreation;
- Environmental; and
- Traffic and transportation.

The consideration and analysis of each led toward the preparation of the land use recommendations, goals and objectives, design guidelines, and strategies for plan implementation that can be found in subsequent chapters of this document.

Also, the plan respects the boundary agreements reached with its neighbors. Therefore, recommendations for annexation of lands within the community's planning jurisdiction

are based upon these agreements. The **Planning Factors Map** shows the more than 1,200 acres outside the existing corporate boundaries that were targeted for future development.

Community Identity

Residents in Lake in the Hills continue to value rural character, open space and environmentally sensitive resources. Most have a strong sense of community, but believe that the Village lacks identity of its own. Also, many residents do not identify themselves as living in Lake in the Hills, but instead consider themselves as a resident of a particular subdivision in the Village. The following were identified as needs and opportunities for creating community identity:

- Increase the open space and parkland in Lake in the Hills;
- Build upon existing annual events, such as the air show and summer festival;
- Attract specialty retail and restaurants;
- Create a “pedestrian-friendly” center, where unified architecture, building orientation, landscaping, plazas and other public spaces are used to encourage residents to shop, dine, and gather with friends;
- Beautify the boundaries of the Village through landscaping and signage; and
- Create a community center that attracts residents to socialize and recreate with one another.
- Expand the Village Hall area to serve as a focal point that contributes to a positive sense of community by bringing residents together in this area.

Economic Development

Strengthening the Village's tax base through economic development is a focus of the 2002 plan update. Lake in the Hills needs property and sales tax benefits to continue to provide the level of services expected and enjoyed by its residents.

The **Planning Factors Map** shows four areas that were considered as opportunities for economic development. These include properties:

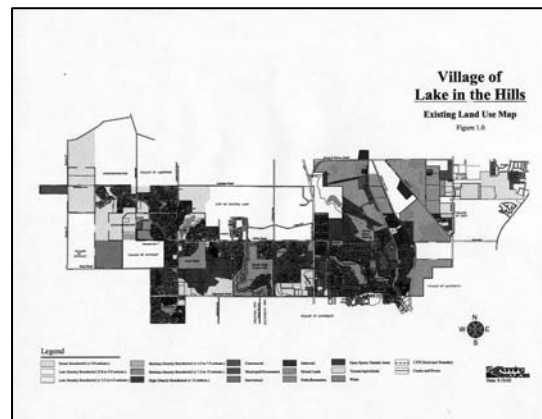
- Along Illinois Route 47 in the northwest quadrant of the Village;
- South of Ackman Road and east of Lakewood Road;
- In the northwest quadrant of the intersection of Randall Road and Algonquin Road; and
- Mined lands that are ready to be reclaimed. These properties are located in the northeast quadrant of the community, south of Rakow Road and along both sides of Pyott Road.

New retail facilities, business parks, low-rise offices, and a hotel/office center were considered to be opportunities for Lake in the Hills. Most of the residents responding to the survey indicate that they shop in Crystal Lake, rather than Lake in the Hills. They indicated that they wanted to see quality restaurants, discount stores, and entertainment uses (such as a fitness center, performing arts center, comedy club, etc.), in addition to general retail uses. Residents and the PAC also noted that there is a need to diversify employment opportunities in the Village by adding corporate centers with professional offices, and expanding existing light industrial or warehouse distribution facilities.

Three of the four areas considered as key development opportunities have frontage along arterial streets such as Illinois Route 47, Illinois Route 31 and Algonquin Road (see **Planning Factors Map**). This provides good visibility and access for new development, which is essential for the type and intensity of land uses that were identified as opportunities for future development.

Although parcels located south of Ackman Road do not front directly on an arterial street, plans for Ackman Road, a collector roadway, include roadway widening and a future extension west to Illinois Route 47. These transportation improvements will enhance economic development opportunities considered for properties east of Lakewood and south of Ackman Road to meet the needs of the growing resident population in this area.

After evaluating the four opportunities for economic development (apart from infill of commercial and industrial uses), the PAC decided that economic development opportunities should be further developed for three of the four key parcels targeted for such development. Therefore, the plan includes more specific recommendations for land use, design, and implementation, as well as concept plans for three areas (see **Chapter IV, Sub Area Plans and Future Land Use**).



This level of detail was developed to better illustrate the Village's overall intent for future development in these key areas. Because there have been several petitions to the Village for retail commercial development on properties at the northwest quadrant of Randall and Algonquin Roads, the Planning Advisory Committee determined that properties at this location did not need more detailed study.

Housing

More than 46% of the community's developed land area (excludes roads, water and vacant or agricultural lands) consists of single- and multiple-family residential dwellings. Most of the housing in Lake in the Hills caters to the families with young children. Ninety percent (90%) of the acres devoted to land uses have been developed with single-family or multiple-family residences on lots that are 8400 square feet or smaller. This size lot has enabled the Village to offer affordable housing choices to its existing and new residents. However, it has limited the Village's ability to construct larger homes that satisfy executive and "move-up" housing markets.

Residents, the PAC, and individuals interviewed as part of the public participation process expressed a desire to limit the number of acres that could be developed for new subdivisions, in favor of increasing economic development opportunities, parks and open space. There was a consensus that where new housing is proposed, it should meet markets that are not already provided, so that residents have housing choices as their families grow. Examples include:

- **Senior Housing** — Although Del Webb's Sun City community for seniors is in neighboring Huntley, the Planning Advisory Committee believes that more affordable options needed to be provided for Lake in the Hills' seniors; and

- **Executive or "Move-up" Housing** — Single-family homes that range from \$250,000 to \$350,000 and up were identified as a market niche that would help diversify the community's housing stock, as well as provide options for families looking to move into larger homes as their children grow.

Open Space and Recreation

The PAC and residents who responded to the community survey indicated that one of Lake in the Hills primary assets is the rural character that exists because of the fens, streams, wetlands and lakes. These natural resources differentiate Lake in the Hills from most Chicago-metropolitan area communities.



The PAC recognizes that most of the parks and natural features in the Village are located east of Randall Road (i.e., the fens and lakes), and that more open space and recreational opportunities are needed to serve the newer subdivisions west of this arterial street. They also identified mined lands east of Virginia Road as having the potential for adding open space lands to the community once mining of sand and gravel deposits in these areas is completed.

Concurrent with the update of the Village's Comprehensive Land Use Plan, the Parks Department was completing an Open Space Master Plan. This plan identifies park and

recreation needs in the community (i.e., new ball field and other active recreation facilities), and establishes the location of trails throughout Lake in the Hills to link open space and recreational features together. Recommendations of this plan incorporate, where appropriate, proposals of the Park Department's plan, including the:

- Development of a major park and a recreation facility along the east and west sides of Haligus Road, south of Miller Road that includes a community center and pool;
- Establishment of playgrounds and mini-parks with new development;
- Construction of recreational trails; and
- Renovation of existing parklands and facilities.

Environmental

The Village is home to many wetlands, marshes and fens that host a variety of threatened and endangered plants and animals. Also, Lake in the Hills draws its water from both deep and shallow aquifers, and depends upon the wetlands, to recharge (or replenish) and cleanse the potable water supply.



For these reasons, the Planning Advisory Committee decided that developing guidelines or techniques that protected or enhanced these resources should be considered as an important component of this plan update. Items identified for consideration included:

- Protecting important resources (i.e., wetlands) from fill associated with new development;
- Enhancing water quality through best management practices that reduce stormwater runoff and:
 - Allows water to infiltrate directly into the ground, rather than being directed into a traditional stormwater basin before it is released overland; and
 - Uses native plants to filter and seasonally take up, or assimilate pollutants; and
- Creating large landscaped buffers around those areas (such as the Fen and Exner Marsh) where threatened and endangered plants and animals are known to exist.

Traffic and Transportation

Most residents surveyed recognize that traffic is becoming more congested as a result of new development in Lake in the Hills and neighboring communities. Ninety percent (90%) of those responding to the survey indicated that traffic is a problem, and that Algonquin Road, Illinois Route 31 and Randall Road should be improved.

All of these arterial streets are scheduled for roadway widening in the near future. Also, Miller and Ackman Roads will be extended west toward Illinois Route 47 to provide an east west connection between Route 47 and Illinois Route 31 (see the **Planning Factors Map, Figure 2.0**). The Planning Advisory Committee agrees that land needs to be set aside

for future roadway widening with each development proposal, so that these roadway improvements can be achieved.

The PAC believes that some of the traffic congestion can be mitigated by providing close-to-home employment opportunities for Village residents, many of whom have long commutes to centers of employment in the Chicago metropolitan area. Also, encouraging residents to drive to the Metra stations in adjacent communities rather than driving cars to work, would help reduce congestion and, therefore, commute time.



Introduction

This comprehensive plan is intended to provide guidance for local decision making and action for the next five to ten years. The goals, objectives, policies, and plans that have been created for three sub areas are the fundamental elements of this Comprehensive Land Use Plan (see **Chapter IV, Sub Area Plans and Future Land Use**), providing the framework for the future land use map and policy decisions.

The goals and objectives that follow are indicative of what Lake in the Hills wants to accomplish with this 2002 update to the Comprehensive Plan, and with other development tools and ordinances. The statements that follow establish the purpose for their related implementation steps and for the plan as a whole.

- Goals are long-term, qualitative statements of desirable conditions at ultimate development. They represent ideal situations; and
- Objectives are more specific steps that can be scheduled, budgeted and accomplished as a means of trying to achieve the long-term goals.

The goals and objectives that are presented in this Chapter have been created with the input from Village staff, the Planning Advisory Committee, and the general public. They represent priority topics discussed during the update of the land use plan, and comprehensively address the areas of land use; residential neighborhoods; commercial development; industrial parks; parks and recreation; transportation; open space and natural resources; and Village identity and administration. Lake in the Hills will realize the vision created by this plan by carrying out these policy statements in concert with developers, the business community, and other political jurisdictions.

Goals and Objectives

Land Use

Goal — To create a community with compatible and efficient land use patterns, while providing a variety of living, working, shopping and recreational opportunities that serve the needs of residents, businesses and stakeholders.

Objectives:

1. Create balanced land use patterns that reduce the need for commuting time between residential land uses and places of employment, shopping, and other public spaces;
2. Diversify the Village's employment base by setting aside land for professional office and service businesses;
3. Annex those areas within the Village's planning jurisdiction that are illustrated on the adopted land use map, which respect established boundary agreements with adjacent communities, in order to ensure:
 - Lake in the Hills has the land necessary to develop the land uses that are recommended as part of this plan update; and
 - Sewer and water can be extended logically to serve new development;
4. Promote and maintain the visual and open space characteristics that make Lake in the Hills visually distinctive;
5. Provide or maintain a transition in the intensity of land uses, where possible, in order to avoid locating potentially incompatible uses next to one another;

6. Install a landscape buffer that screens views of activities and traffic where a non-residential land use exists, or is proposed next to a residential land use;
7. Make land use planning decisions on the basis of:
 - How new development or redevelopment proposals meet community needs with respect to:
 - Balancing land uses;
 - Creating community identity;
 - Providing goods and services;
 - Increasing the tax base;
 - Diversifying housing;
 - Meeting recreational needs;
 - Maintaining rural character;
 - Protecting natural resources; and
 - Feasibility of extending utilities;
 - The effect a new development proposal will have on surrounding residential properties, including the ability to provide adequate buffering between residential dwellings and new non-residential development;
 - Proposals for controlling stormwater runoff to prevent flooding and enhance water quality through native landscaping;
 - How a residential development proposal achieves diversification of housing, by product and/or lot size;
 - The capacity of the adjacent street system and proposals for addressing concerns related to traffic; and
 - The ability to serve the development with sewer and water.

Residential:

Goal —To provide a housing inventory that is diversified in dwelling unit type, size and design that supports the local population, attracts new residents and creates a high quality residential environment.

Objectives:

1. Maintain the predominantly single family image and character of Lake in the Hills while encouraging diversity in lot size and product type to provide opportunities for executive and move-up housing;
2. Amend the Zoning Code to provide a classification for single-family residential lots that are at least 20,000 square feet in area;
3. Limit the construction of new townhome and condominium development to locations illustrated on the land use map, where such developments are planned close to shopping, employment and recreation;
4. Continue to maintain the rural atmosphere of the community by protecting existing wetlands, floodplain and other open space areas and incorporating these resources into new subdivisions;
5. Provide additional opportunities for senior housing in areas of the community (such as Sub Area #2) that will be accessible to assets such as shopping, recreation, and medical treatment;
6. Require sidewalks to be installed along both sides of the street in new subdivisions, so that pedestrians can be separated from vehicular traffic, and children will have a place to play with wheeled toys; and

7. Incorporate proposals for the Parks Department's recreational path into all new residential developments to physically link residential neighborhoods, commercial areas, places of employment, and parks and open space areas.

Commercial:

Goal — To maintain the quality of existing commercial development and expand the Village's tax base by creating new areas for retail, restaurant, and service uses, enhancing the identity of Lake in the Hills as a destination shopping area for adjacent communities.

Objectives:

1. Attract quality sit-down restaurants and specialty stores to create a niche market that differs from adjacent communities, and meets the demand for such uses in Lake in the Hills;
2. Develop Ackman and Lakewood Roads with neighborhood commercial centers, designed to serve area residents and blend architecturally with adjacent residential developments. Plan for public plazas and other outdoor spaces for residents to gather;
3. Promote the Route 47 corridor as a major commercial center with unified architecture, landscaping, public plazas and open spaces, according to recommendations in this plan, that sets this corridor apart from retail centers in adjacent communities;
4. Expand retail along Randall Road to build upon the existing commercial that exists within this corridor, and require new buildings and uses to blend with established architectural styles to unify development in this corridor;
5. Limit the number of curb cuts to new retail centers to that which is absolutely required to serve planned developments. Require cross-access between commercial outlots and planned developments to allow customers to travel between centers without having to exit onto an adjacent street to minimize traffic and potential vehicular conflicts on Village arterial streets;
6. Protect existing wetlands and other sensitive natural resources from pollutants associated with paved parking lots by best management practices that include:
 - Reducing surface-water runoff by landscaping developments with deep-rooted, native plants that will assimilate pollutants and slow runoff; and
 - Installing landscape buffer strips, planted with native vegetation, around wetlands;
7. Require developers to provide sidewalks along both sides of major arterial streets for pedestrian access to shopping and employment centers, and promote internal pedestrian linkages within developments;
8. Create pedestrian and bicycle linkages between existing and planned residential developments to nearby commercial centers, to reduce the reliance on the automobile, and offer safe access to retail centers for young adults who are not old enough to drive;
9. Amend the Zoning Ordinance, where necessary, to provide guidelines that will promote good design, such as parking lot landscaping and screening; and screening roof-mounted mechanical equipment, trash, loading and outdoor storage areas; and

10. Promote site planning that addresses the needs of the disabled according to good planning practice, in addition to state and federal regulations.

Office/Business Park

Goal — To diversify the employment base, provide close-to-home employment opportunities for residents and build identity for Lake in the Hills as a major corporate office headquarters by creating professional office and business parks at areas designated on the future land use map.

Objectives:

1. Promote the development of previously mined properties in Sub Area #3 (around the airport) as a mixed use, planned development that includes professional offices, retail, restaurants, a hotel, and service businesses that take advantage of the existing airport, and develop this area according to standards created for this sub area. Extend sewer and water service to this area in order to facilitate future development;
2. Promote the creation of a mixed-use planned development along Illinois Route 47, consistent with proposals developed for Sub Area #1, that includes professional offices and a health care facility, in addition to retail commercial and residential land uses;
3. Preserve sensitive resources, including trees, flood plains, wetlands, and lakes when creating new office or business parks;
4. Update the Zoning Ordinance to provide the tools necessary to create office and business parks, addressing the recommendations of this plan related to:

- Mix of uses;
- Building setbacks;
- Intensity of development;
- Landscaping;
- Architectural design;
- Signage; and
- Lighting.

Industrial

Goal — To develop a light industrial base that ensures a diversified economy; complements other types of local government; strengthens the tax base; and provides employment for Village residents.

Objectives:

1. Encourage the development of light industry in areas designated on the future land use map to maximize the use of the local labor force and contribute to the economic stability of Lake in the Hills;
2. Encourage the infill of vacant properties in the Village's existing industrial areas;
3. Require new buildings constructed in the Village's planned industrial parks to be compatible in form, textures and colors, in order to unify development within these employment centers; and
4. Develop industrial uses in a manner that is compatible with the Village's environmental and aesthetic characteristics, by protecting trees, wetlands, floodplain and lakes from development, and installing landscaping to visually enhance industrial developments.

Parks and Recreation

Goal — To enhance the established series of parks and recreational opportunities of Village residents with the development of neighborhood spaces and community wide parks.

Objectives:

1. Work with the Parks and Recreation Department to help implement their newly adopted master plan by:
 - Designating lands for future recreation according to the Department's plan; and
 - Providing pedestrian linkages from planned residential development to existing and proposed parks;
2. Require developers to set aside land in new subdivisions for parks and tot lots to provide "close to home" recreation for families with children;
3. Preserve, expand, and connect lakes, floodplains, wetland and stands of mature trees for the purpose of creating a system of open space that accommodates a diversity of wildlife habitats and provides recreation and educational opportunities for the use by, and enjoyment of, Lake in the Hills' residents;
4. Develop a plan for maintaining and enhancing recreational opportunities at Woods Creek Lake;
5. Implement the bike trail illustrated on the Planning Factors Map by:
 - Securing grants from the State of Illinois and other sources for funding; and
 - Requiring developers to build that portion of the trail that crosses, or is adjacent to

properties planned for future residential or non-residential development.

Mined Lands

Goal — To develop a long-term plan for the adaptive reuse of existing sand and gravel extraction sites that have a life expectancy of ten or more years.

Objectives:

1. Work with the property owner(s) to develop a reclamation plan for mined areas east of Pyott and Virginia Roads that contributes to the growth and development of Lake in the Hills, consistent with the recommendations of this land use plan;
2. Plan for the future extension of sewer and water to mined areas to enable development to occur in the future;
3. Ensure that the owners of mined areas restore these areas to make them ready for new development, by:
 - Eliminating grade changes that would otherwise make new development infeasible; and
 - Preserving trees, wetlands, lakes and other natural features that will reduce flooding, recharge area aquifers, and attract development to these areas.
4. Maintain existing lakes and lands surrounding these lakes as open space and recreational resources, to the extent possible. This has been determined to be essential for maintaining Village character and meeting the needs of the community as it grows and expands.

Transportation

Goal — To enhance the movement of people and goods through the Village of Lake in the Hills and to adjacent communities through new street connections, roadway and intersection improvements, landscape design, and expansion of the public transportation system.

Objectives:

1. Implement the design guidelines prepared for the Illinois Route 47 Corridor. Coordinate these guidelines with the Illinois Department of Transportation to ensure compatibility with plans and requirements of this agency;
2. Work with Metra to encourage carpooling to nearby stations to reduce reliance on the automobile as one way to address growing concerns over traffic within and adjacent to Lake in the Hills;
3. Work with Pace to provide service along main thoroughfares such as Algonquin and Randall Roads, and encourage resident use to maintain on-going service, which is particularly important for seniors, families with one car, and students traveling to and from work;
4. Maintain the safety and operational efficiency of the Village's arterial streets by:
 - Minimizing the number of curb cuts. This will:
 - Reduce the potential for accidents that can occur from frequently undefined access to and from an arterial street, and by providing safe distances between points of access;
 - Maintain traffic flow that would otherwise be interrupted by vehicles stopping to wait for cars turning into and out of multiple curb cuts; and
 - Encourage cross-access and shared driveways between non-residential properties;
5. Ensure that new roads are a logical extension of the existing road pattern, and that new subdivisions next to vacant properties allow for future street connections;
6. Prevent the adverse impacts of short-cutting through residential subdivisions and non-residential developments through good site design;
7. Require developers to construct sidewalks, bicycle trails and the installation of bicycle racks at logical destination points to provide residents an alternative to driving their cars to schools, shopping, parks and employment centers;
8. Extend Miller Road via Ackman Road to connect with Illinois Route 47 to provide direct access to future land uses along this arterial street;
9. Work with McHenry County to improve Ackman Road to serve existing and planned growth. Require developers to set aside land for future right-of-way along this street, in anticipation of roadway widening;
10. Require developers to set aside land for future right-of-way along Illinois Route 47 to ensure that this roadway can be widened according to plans prepared by the State of Illinois for this strategic regional arterial;

11. Work with the Illinois Department of Transportation, neighboring communities and McHenry County to minimize impacts to Lake in the Hills properties (both long-term and short-term impacts related to construction) that may result from the development and implementation of plans for:

- The Illinois Route 31 Bypass;
- Algonquin Road widening; and
- Northern Bypass over the Fox River

Open Space and Natural Resources

Goal — To preserve all open space and natural resources for the enjoyment of Lake in the Hills residents.

Objectives:

1. Identify, protect and preserve natural areas such as the Exner Marsh and the Lake in the Hills Fen;
2. Preserve the functions of natural features, such as woodlands, streams, lakes, seeps and wetlands which provide valuable fish and wildlife habitat, biodiversity, water infiltration, water quality enhancement;
3. Preserve natural features as focal points of natural beauty when developing areas planned for new residential or non-residential land uses;
4. Limit development on steep hillsides or highly erodible soils in order to maintain slope stability and avoid impacts to sensitive lands and surface waters from siltation and sedimentation;
5. Prevent development within floodplains and encourage the use of flood prone land for open space. Where possible, use

floodplains for passive recreational activities, wildlife habitat, and pedestrian/bikeway systems;

6. Respect habitats of threatened and endangered species by mitigating the impacts of activities which conflict with, or jeopardize their continued existence;
7. Recognize wetlands as resources that serve valuable functions, such as groundwater recharge for the area's water supply, water quality enhancement and wildlife habitat, and protect them from urbanization by:
 - Minimizing wetland loss;
 - Establishing and maintaining vegetated buffers around these resources with deep-rooted, native vegetation that slows stormwater runoff and assimilates pollutants from adjacent developed areas; and
8. Work with developers, public agencies (such as the McHenry County Conservation District and Illinois Department of Natural Resources), and school or civic groups to upgrade degraded wetlands, restoring their functional and wildlife habitat values; and
9. Plan for future public access to lakes in mined areas, and maximize views of these lakes from the public right-of-way in order to build upon the rural character that is enjoyed by residents of Lake in the Hills.

Route 47 Corridor

Goal — To develop land uses along Illinois Route 47 in a way that maximizes sustainability with respect to land use and the natural environment.

Chapter III, Land Use and Development Policies

Objectives:

1. Work cooperatively with communities in the Kishwaukee River Watershed to achieve the goals and objectives of the Route 47/Kishwaukee River Corridor Plan;
2. Require residential and non-residential development planned for Sub Area #1 to follow best management practices to minimize the impact of development on natural resources and wildlife, by:
 - Reducing rate and volume of stormwater runoff by minimizing impervious surfaces (i.e., narrower streets and drive aisles);
 - Preserving trees, wetlands, and floodplain;
 - Creating a system of interconnected greenways for wildlife;
 - Controlling erosion; and
 - Protecting and enhancing water quality by planting filter strips of deep-rooted native plants around wetlands, floodplain and stormwater detention basins;
3. Focus the application of de-icing chemicals during winter months to parking lots, drive aisles and streets, and control the rate and application of such chemicals to that which is absolutely necessary for safety. Where possible, use sand or chemicals that are less harmful to the environment than salt;
4. Encourage the use of permeable pavements to allow surface water infiltration and reduce runoff;
5. Encourage the use of bioswales in parking lots that are planted with deep rooted vegetation that will assimilate pollutants and reduce stormwater runoff;
6. Require a naturalized landscape along Illinois Route 47, around detention basins, and in other open spaces areas to achieve the following:
 - Allow infiltration of stormwater, which reduces runoff;
 - Provide seasonal uptake of nutrients, and intercept pollutants from runoff;
 - Stabilization of slopes;
 - Reduce maintenance associated with traditional landscapes (i.e., cutting and fertilization);
 - Reduce air pollution from lawn mowers;
 - Provide a landscape that is diverse in texture and color; and
 - Provide habitat for insects, birds, reptiles, amphibians and small mammals;
7. Follow land use recommendations for Sub Area #1 to ensure the long-term viability of development planned for this area with respect to both the mix of uses, and the type of commercial and non-residential development proposed;
8. Create incentives for sustainable growth that will enhance the efficiencies and economic returns for developers that could include:
 - Tax rebates;
 - Reductions in permit or impact fees;
 - Density transfers; and
 - Land trusts or acquisition of open space areas or corridors.

Community Identity

Goal — To create cohesion and a sense of identity among Lake in the Hills residents and stakeholders.

Objectives:

1. Create identity by:
 - Providing retail services in a setting that focuses on the pedestrian, rather than the automobile, in the area planned for future retail development along Illinois Route 47, consistent with proposals for Sub Area #1;
 - Creating an entertainment district, with commercial, restaurants, an amphitheater for outdoor concerts or plays, specialty stores; and other uses that draw residents to gather with family and friends (see Sub Area #1); and
 - Expanding the Village's open space and recreational resources;
 - Expand the Village Hall area to serve as a focal point that contributes to a positive sense of community by bringing residents together in this area.
2. Develop well-defined entrance points into the community with attractive signs, landscaping, and streetscape techniques;
3. Encourage local groups to participate in the beautification of entrances into the City and other public spaces. Recognize these groups by installing plaques or other small signs in these areas;
4. Implement landscape design recommendations of this plan that have been prepared for the Illinois Route 47

corridor, which enhance planned development in this part of the Village, making it visually distinct from adjacent communities;

5. Provide opportunities for residents to become involved in public participation by providing information about meetings, commissions, and events in local media outlets;
6. Develop and promote annual community events, such as the annual air show and summer sunset festival that unite residents and advertise the success of Lake in the Hills to other communities;
7. Implement recommendation for Sub Areas #1, #2, #3 as a way to improve the identity and image of Lake in the Hills;
8. Support the efforts of preservation, interpretation, and enhancement of historical resources within Lake in the Hills; and
9. Develop and implement a plan to preserve, replace, and plant trees and other vegetation in public spaces, including public rights-of-way.

Municipal Facilities and Services

Goal — To provide a strong and responsive Village government with services and staff that can address and provide for the needs of residents.

Objectives:

1. Continue to support a high level of municipal services such as police, fire, water and sewer services, and other governmental functions;

2. Improve administrative services within the Village such as processing permits;
3. Ensure adequate water and sewer will be available to serve planned development, by identifying areas where lines will need to be extended, and developing a capital improvements program to phase expansion of utility lines, sewage treatment plants, lift stations, etc.;
4. Promote the relocation of existing overhead utilities underground along the Village's arterial streets to:
 - Eliminate conflicts between utility lines and existing or proposed trees;
 - Enhance the appearance of Village streets; and
 - Improve the reliability of power; and
5. Determine a way for multiple jurisdictions (School and Park Districts and Lake in the Hills) within the community to work together to achieve:
 - Implementation of a Village-wide recreational path;
 - Preservation of open space and natural resources for the benefit of all residents; and
 - Recommendations of the Master Plan prepared by the Lake in the Hills Parks and Recreation Department.



Introduction

These *Design Guidelines* are intended to provide a sense of the preferred characteristics of high quality commercial development in accordance with the Village's Comprehensive Plan that:

- enhance the identity of the Village of Lake in the Hills;
- focus on the pedestrian; and
- maximize environmental sustainability.

In accordance with the Comprehensive Plan, the Village of Lake in the Hills desires "to create cohesion and a sense of identity" in the Village. These *Design Guidelines* strive to guide development in a way that establishes a distinctive image and character for the Route 47 corridor that sets this corridor apart from commercial centers in adjacent communities.

Contributing to that distinctive image and character is development, as stated in the Comprehensive Plan, "that focuses on the pedestrian, rather than the automobile." These *Design Guidelines* promote design features that support a safe, comfortable and welcoming walking environment.

Development, in accordance with the Comprehensive Plan, "that maximizes sustainability with respect to land use and the natural environment" will also support both the identity enhancement and pedestrian focus of the development of the Route 47 corridor. These *Design Guidelines* encourage design

features that minimize negative environmental impacts of development.

The *Design Guidelines* are provided for overall guidance to the development community in order to establish a connection between the policies of the Village's Comprehensive Plan and the practice of the Village's development review in the Route 47 corridor. The guidelines are intended to encourage developers to create a design dividend for our community through creative design solutions that address the key issues that will guide development review: Village identity, pedestrian focus and sustainability. Viewed as a whole, a development may offer more in the way of one guideline and less in another, depending on what the site dictates. Or, a development may offer alternative design solutions that address the key issues.

For the Village of Lake in the Hills, the *Design Guidelines* serve as an evaluation tool. They will guide development review along with the rest of the Comprehensive Plan, the Zoning Ordinance, the Subdivision Control Ordinance and other applicable Village codes and ordinances. The guidelines will be used by the Village in reviewing plans and proposals for all new commercial developments within the boundaries of Sub Area #1.

Developers, designers and decision-makers should use these guidelines as a reference in preparing plans for new development projects. Reviewers will look more favorably toward development plans consistent with these *Design Guidelines*. Any proposed plans should include a memorandum outlining how the plans address the key issues of Village identity, pedestrian focus and sustainability.

Site Design

Location of Buildings

- For parcels adjacent to Route 47 and Miller Road or Ackman Road, 50% of that buildable road frontage (excluding open space that runs perpendicular to the frontage) should be occupied by buildings setback not more than 45 feet from the landscape setback. (Fig. 1)

- Single buildings on outlots or pads should be sited within 10 feet of an adjacent lot or clustered with buildings on adjacent lots. (Fig. 2)

- Newer buildings should reflect the actual setback established by existing buildings or approved plans.

Passers-by can identify with the prominence of attractive buildings, rather than parking

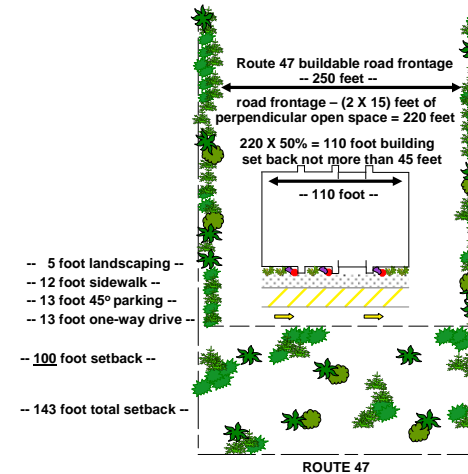
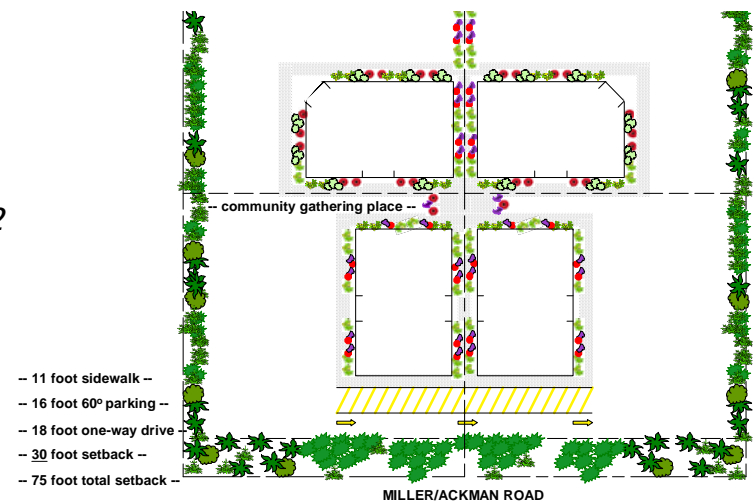


Fig. 1

This siting creates a unique opportunity for a shared landscaped pedestrian pathway or community gathering place between buildings on adjacent lots

Fig. 2



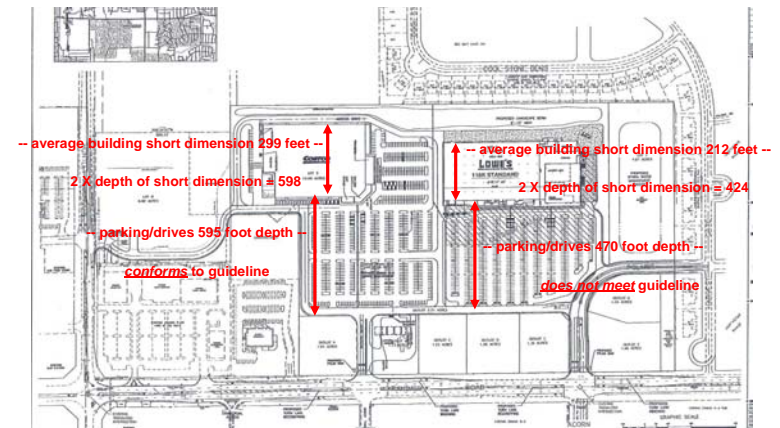
Site Design

Location of Parking

- No parking over the minimum requirement should be located between the front façade of a building and a street or main site access drive.
- The depth of the parking lot and drive aisles between the front façade of a building and a street or main site access drive should not exceed 2 times the depth of the short dimension of the building footprint. (Fig. 3)

Where buildings are closer to the street, the perceived scale of the development is reduced and pedestrian traffic is encouraged

Fig. 3



Maximum Parking

- Parking should not exceed 110% of the minimum parking requirement.

Green Parking

- Any parking over the minimum requirement should be constructed of permeable pavement. (Fig. 4)
- Along non-parking drive aisles, vegetated swales should be used in place of curb and gutter. (Fig. 5)
- In parking areas, cuts should be made in the barrier curb to allow storm water to drain into a bioswale. (Fig. 6)

These features minimize the negative effects of storm water runoff

Fig. 5



Fig. 4



Fig. 6

Site Design

Entrances

- A single or limited number of access points along Route 47, Miller Road or Ackman Road should be established for each development to serve multiple parcels and users.

- The main entry drive or street from Route 47, Miller Road or Ackman Road should be a two-way drive separated by a 9 foot wide center island separating the two directions of traffic. (Fig. 7)

- Canopy trees placed every 40 feet should line each side of the main entry drive or street and the center island. (Fig. 7)

- The view from the entrance from Route 47, Miller Road or Ackman Road should terminate on a noteworthy and aesthetically pleasing element such as a prominent building entrance, significant architectural feature or community gathering place.

Passers-by can be drawn into a commercial center with an appealing entrance

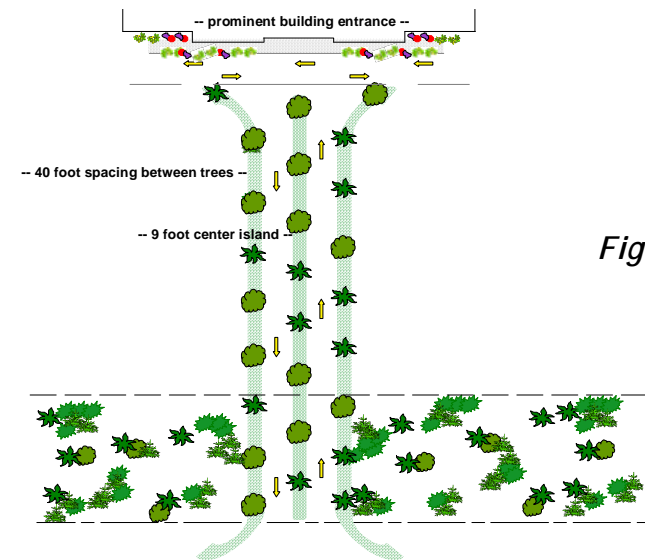


Fig. 7

Site Design

Vehicle Flows

- *Parcels should be connected to the main entry drive or street through the use of cross-access agreements*
- *Drive aisles should be located between outlots or pads and larger parcels*

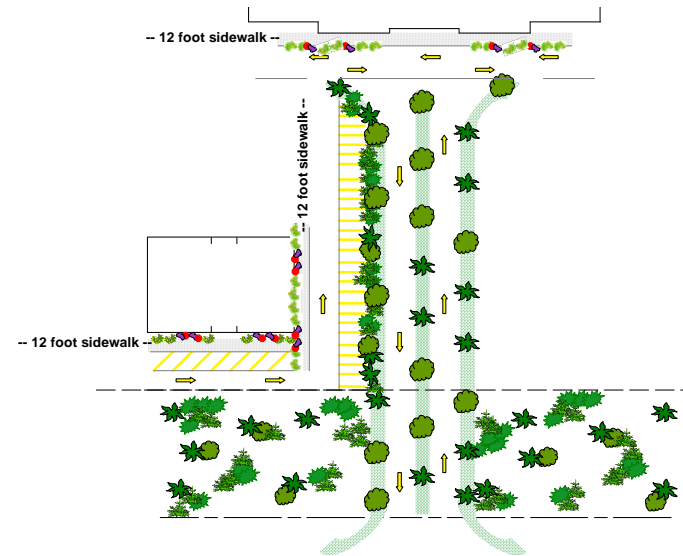


Fig. 8

Pedestrian Flows

- *Design conflicts should be resolved in favor of the pedestrian.*
- *A 12 foot wide sidewalk should be provided between a building façade and drive aisles or parking. (Fig. 8)*

A pedestrian focus requires careful attention to the design of sidewalks

Site Design

Pedestrian Flows

- Within a parking lot and perpendicular to principal buildings, 6 foot sidewalks should be located for every 125 - 200 feet of building width. Such sidewalks should connect focal points of pedestrian activity such as building entrances, street crossings and community gathering places. (Fig. 9)

- All sidewalks over 150 feet in length should be clearly defined in a combination of 2 or more of the following ways: special leaning railing (42" high); special paving; low seat walls (16" high) or street furniture; pedestrian scale lighting; arcades; or a 4 foot wide continuous landscape area on each side of the walkway. (Fig. 10, Fig. 11)

Bicycles

- Secure bicycle parking should be provided in reasonable proximity to building entrances.

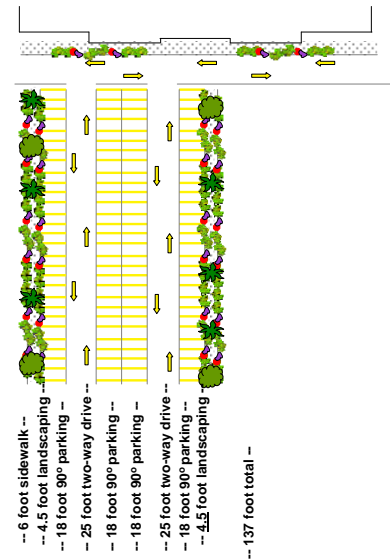


Fig. 9

A pedestrian focus requires careful attention to sidewalk detail and design elements that are human-scaled

Fig. 10



Fig. 11

Site Design

Community Gathering Places

- For each 75,000 square feet of building footprint (rounded to the nearest 75,000) and for every 4 buildings in a development, a different public amenity should be provided for community gathering, such as a plaza or courtyard with seating (1 square foot for every 100 square feet of building footprint), a water feature or monument with seating, or regular programming to attract community attendance. (Fig. 12)

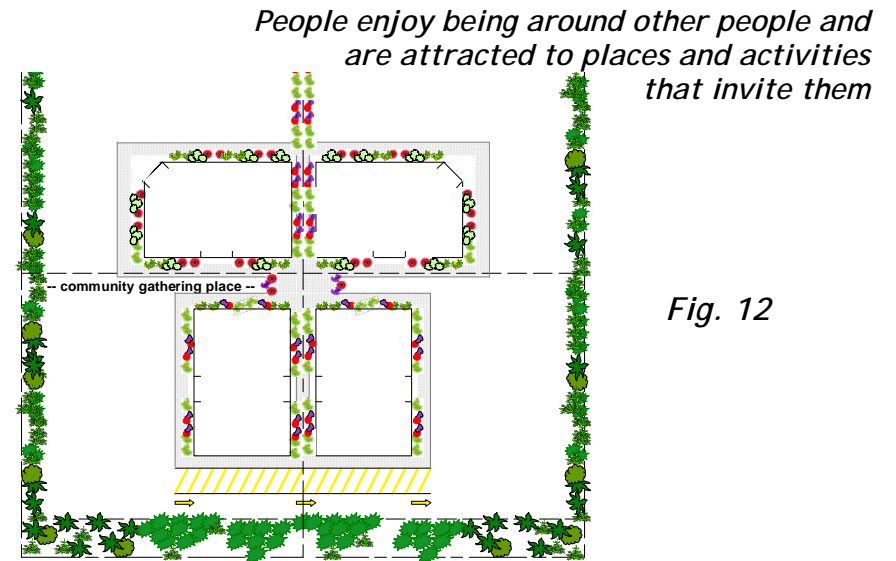


Fig. 12

Community gathering places contribute positively to the public realm

- Site furnishings such as benches or low seating walls, tables, and trash receptacles should be provided near building entrances and in plazas and other pedestrian areas. (Fig. 13, Fig. 14, Fig. 15)

Fig. 13

Fig. 14



Fig. 15

Building Design

Overall Design

- *Buildings should be designed with an architecture that takes its cue from prominent public buildings in the Village such as Village Hall and the fire station (Pyott Road). (Fig 16, Fig. 17)*

Roofs

- *Gentle slopes and hipped and shed roofs are encouraged.*
- *Variations in roof lines are encouraged.*
- *Parapets or other features should be used to conceal rooftop mechanical equipment.*

Materials and Colors

- *Ninety percent of the exterior elevation building materials should be textured brick or decorative stone.*
- *The predominant exterior building color should be subtle earth tones. One or 2 deep hues colors for accent are encouraged to unify a development.*

Fig. 16



Fig. 17

Building Design

Facades

- Buildings with a façade of more than 75 feet in length should have repeating wall recessions or projections at a minimum depth of 3% of the length of the façade. Each recession or projection should extend for 20% of the length of the façade. (Fig. 18)

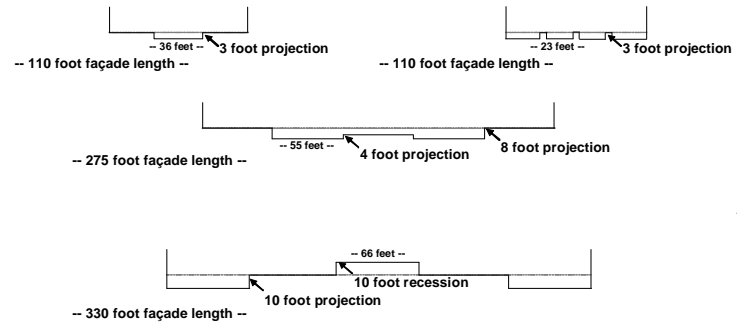


Fig. 18

Human-scaled features of visual interest have the appearance of reducing the massive size of a building

- Façades should be broken up with subtle color and texture changes. (Fig. 19, Fig. 20)



Fig. 20

Fig. 19

Building Design

Facades

- At least 50% of the ground floor facades that face a street or main site access drive should have transparent windows located between 3 feet and 8 feet above the sidewalk. Dark, mirrored or reflective glass should not be used. Pedestrians should be able to see activity going on inside a building. (Fig. 21, Fig. 22)

- At least 50% of the ground floor facades that face a street or main site access drive should have a variety of arcades, entrances, awnings and display windows. (Fig. 23, Fig. 24)

- On any building located within 75 feet of a residential district, the façade facing the residential district should integrate characteristics of the front facade.



Fig. 21

Fig. 22

Human-scaled features of visual interest have the appearance of reducing the massive size of a building



Fig. 23

Fig. 24

Building Design

Entrances

- *Each side of a building facing a street, main site access drive or parking should have a highly visible customer entrance featuring at least 2 of the following: large entry door; recess or projection; peaked roof form; or active display windows on each side of the door. (Fig. 25, Fig. 26)*

Fig. 25



- *Each building should have at least 2 highly visible customer entrances, one on each of 2 sides of the building, or separated by at least 1/3 of the façade width if on 1 side of a building.*

Fig. 26



Building Design

Tenant Spaces

- Buildings on outlots or pads should have tenant spaces facing the street or main site access drive and tenant spaces facing the interior of the development. (Fig. 27)
- Buildings or group of buildings with the same or related tenant and with a building footprint over 100,000 square feet should provide 50% of the street or main site access drive frontage with separate "tenant" spaces (also known as liner stores or sleeves) for separately owned stores or distinct departments of a primary store (e.g., garden shop, bakery, eye wear shop). Each "tenant" space should occupy 3,000 to 25,000 square feet and have separate exterior customer entrances and signage. (Fig. 28)

Weather Protection

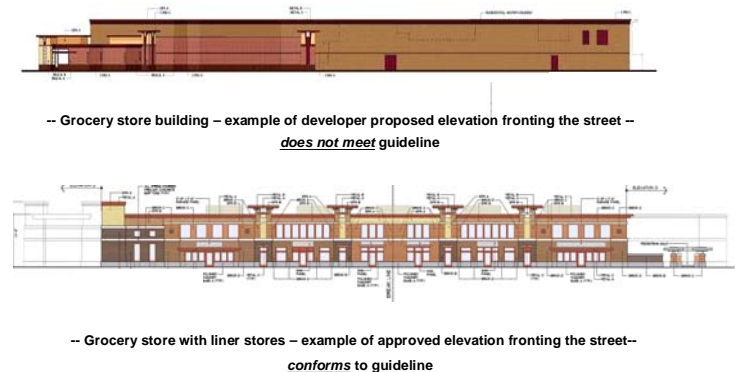
- Each side of a building facing a street or main site access drive should have covered sidewalks for at least 60% of the façade.
- Where buildings on outlots or pads are sited so to create a shared walkway with an adjacent building, the walkway should be covered.



Fig. 27

The presence of smaller tenant spaces breaks up large expanses and offers the pedestrian more opportunities to interact with the building.

Fig. 28



-- Grocery store building – example of developer proposed elevation fronting the street – does not meet guideline

-- Grocery store with liner stores – example of approved elevation fronting the street-- conforms to guideline

Other Design Issues

Accessory Structures or Other Equipment

- *Accessory structures or other equipment should be constructed of or enclosed with the same materials as that of the principal building.*

Lighting

- *Accent lighting should be used to unify a development.*
- *Unique lighting fixtures compatible with building architecture are encouraged to unify a development.*
- *Pedestrian scaled lighting standards (12-20 foot high) are encouraged.*

Signs

- *Uniform signage is encouraged throughout a development.*

Landscaping

- *Native and xeriscape plantings are encouraged.*

Future Land Use

Figure #7, Future Land Use Map, shows the desired intensity of land use planned for Lake in the Hills, based on need and input received by the Planning Advisory Committee and Village residents. This includes changes recommended for the three subareas presented in **Chapter IV. Table #8, Future Land Use**, quantifies land uses recommended for future development and **Table #9, Comparison of Existing and Future Land Use**, illustrates how the balance in land uses would change from existing conditions if the land use plan is implemented according to recommendations in this document. These tables confirm that Lake in the Hills will retain its predominantly single-family character, consistent with community goals and objectives, at ultimate build-out of the community. The increased opportunities for business development, new employment, and the creation of additional parks that are presented in this plan address the needs and potentials for this community that were identified at the onset of the planning process (see **Community Assessment, Chapter I**, and **Planning Focus, Chapter II**).

Calculating Residential Density

Calculating residential density is based on “net” acres that factor in parks, open space/natural resources and streets and rights-of-way. The density that will be allowed on a development parcel will be determined by:

- Setting aside 30% of the total acres for open space and detention, *regardless* of the amount of open space, detention or natural resources that will be required to be set aside, based on applicable ordinances in place.
- Removing another 20% of the remaining acreage for streets and rights-of-way, *regardless* of actual acres that might be

allocated to streets and rights-of-way as part of a development proposal.

- Multiplying the remaining acres by the density classification identified for each residential land use classification identified on the future land use map.

The densities identified within each residential land use classification provide an order-of-magnitude understanding of the number of units that can be accommodated on a development parcel. This density is not a “right” but instead is a measure that both a developer and the Village can use when determining the number of homes that a specific site can support. Other factors that will be considered include:

- Policies in the Comprehensive Land Use Plan that may establish a minimum lot size.
- The extent to which natural resources exist on the site that might further limit development potential.
- Availability of sewer and water (**NOTE:** Lot size may need to exceed that identified in the plan if sewer and water is not available to serve proposed development).
- Amenities (i.e., park, trails, recreational facilities, etc.) that may be recommended in the plan.
- Actual right-of-way required for streets that is associated with a specific development proposal, if this requirement exceeds the 20% used to estimate the number of dwelling units that might be allowed.

Areas planned for residential development can include a range of lot sizes and product, thereby creating a neighborhood, rather than a subdivision. This diversification in lot size and product type also meets the needs of existing and future residents in all age categories and with differing incomes that are likely to change over time. However, the introduction of varied lot

sizes, attached single-family (i.e., duplex) or a multiple-family product (such as a townhome, condominium or apartment) *may not* be used to increase the number of dwelling units recommended by this plan.

In no case will projects be allowed to exceed the upper limits specified within each of the density ranges. A subdivision may or may not reach the upper density limit identified in each land use classification, due to site constraints. The higher densities also may not be achievable if the Village Board determines that the proposed site design does not satisfy objectives or criteria included in this plan or the Zoning Ordinance, which may be amended as part of plan implementation.

Example, 50-Acre Parcel -- Low-Density Residential (2.0 to 3.5 units/gross acre)

- Less 30% for open space, detention and natural resources: 35 acres remain
- Less 20% for streets and rights-of-way: 28 acres remain
- Multiply 28 times 2.0 units per acre: 56 units
- Multiply 28 times the 3.5 units per gross acre: 98 units

The number of units that will be considered feasible by Lake in the Hills in this example falls between 56 and 98 units.

**Table 8
Future Land Use**

Land Use Classification	Within Municipal Limits		Outside Municipal Limits		Total Planning Area	
	Acres	% Total	Acres	% Total	Acres	% Total
Estate Residential < 2.0 units/acre	99.48	1.60%	28.59	2.34%	128.07	1.72%
Low-Density Residential 2 to 3.5 units/ac.	77.66	1.25%	219.68	17.15%	297.34	3.97%
Low-Density Residential > 3.5 to 4.5 units/ac.	918.78	14.80%	35.32	2.73%	954.10	12.75%
Medium-Density Residential > 4.5 to 7.5 units/ac.	728.37	11.73%	70.57	5.51%	798.94	10.69%
Medium-Density Residential > 7.5 to 12.0 units/ac.	239.35	3.86%	26.85	2.10%	266.20	3.55%
High-Density Residential > 12.0 units/ac.	37.50	0.60%	0.00	0.00%	37.50	0.50%
Commercial	751.54	12.10%	146.54	11.41%	898.08	11.99%
Office	214.51	3.46%	0.00	0.00%	214.51	2.87%
Municipal/Government	103.58	1.67%	1.60	0.12%	105.18	1.40%
Institutional	217.19	3.50%	50.43	3.93%	267.62	3.57%
Industrial	205.79	3.31%	0.00	0.00%	205.79	2.74%
Mined Lands	652.65	10.51%	0.00	0.00%	652.65	8.72%
Parks/Recreation	538.37	8.67%	316.30	24.70%	854.67	11.41%
Open Space	723.96	11.66%	367.64	28.71%	1,091.60	14.57%
Office Research and Development	181.76	2.93%	0.00	0.00%	181.76	2.42%
Vacant/Agriculture	0.00	0.00%	0.00	0.00%	0.00	0.00%
Water	285.28	4.59%	16.86	1.30%	302.14	4.03%
Major Roads	232.75	3.75%	0.00	0.00%	232.75	3.10%
TOTALS	6,208.52	100.00%	1,280.38	100.00%	7,488.90	100.00%

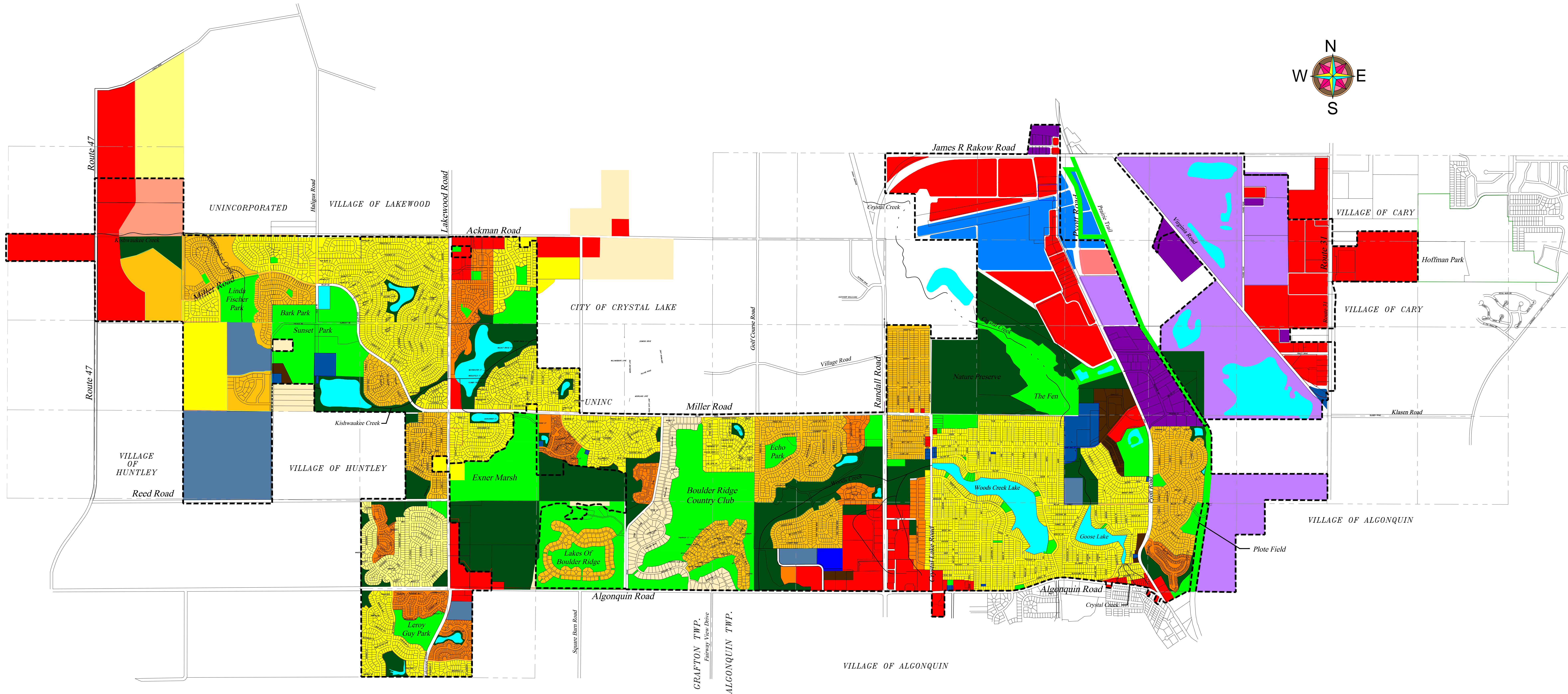
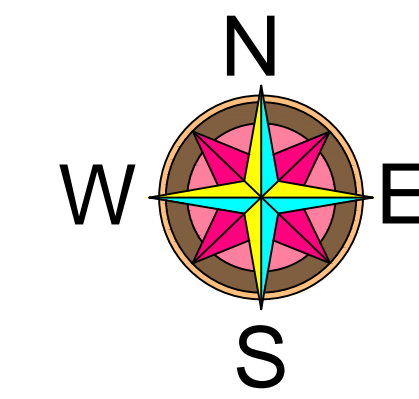
Major Roads

Illinois Routes 31 and 47
Algonquin and Randall Roads



Village of Lake in the Hills

Future Land Use Map



	Estate Residential (< 2.0 units/ac.)		Medium Density Residential (> 7.5 to 12 units/ac.)		Commercial		Mined Lands		Lake in the Hills Municipal Boundary
	Low Density Residential (2.0 to 3.5 units/ac.)		High Density Residential (> 12 units/ac.)		Municipal/Government		Parks/Recreation		Creeks and Rivers
	Low Density Residential (> 3.5 to 4.5 units/ac.)		Office		Institutional		Open Space/ Natural Areas		
	Medium Density Residential (> 4.5 to 7.5 units/ac.)		Office Research Development		Manufacturing/Industrial		Water		

**Table 9
Comparison of Existing and Future Land Use**

Land Use Classification	Total Planning Area			
	Existing		Future	
	Acres	% Total	Acres	% Total
Estate Residential < 2.0 units/acre	125.20	1.67%	128.07	1.72%
Low-Density Residential 2 to 3.5 units/ac.	109.89	1.46%	297.34	3.97%
Low-Density Residential > 3.5 to 4.5 units/ac.	1,219.02	16.28%	954.10	12.75%
Medium-Density Residential > 4.5 to 7.5 units/ac.	572.18	7.64%	798.94	10.69%
Medium-Density Residential > 7.5 to 12.0 units/ac.	237.83	3.18%	266.20	3.55%
High-Density Residential > 12.0 units/ac.	37.52	0.50%	37.50	0.50%
Commercial	248.40	3.18%	898.08	11.99%
Office	0.00	0.00%	214.51	2.87%
Municipal/Government	74.69	1.00%	105.18	1.40%
Institutional	169.08	2.26%	267.62	3.57%
Industrial	144.66	1.93%	205.79	2.74%
Mined Lands	1,045.90	13.97%	652.65	8.72%
Parks/Recreation	534.22	7.13%	854.67	11.41%
Open Space	780.18	10.41%	1,101.23	14.57%
Office, Research and Development	0.00	00.0%	181.76	2.42%
Vacant/Agriculture	1,666.41	22.25%	0.00	0.00%
Water	290.97	3.89%	302.14	4.03%
Major Roads	232.75	3.11%	232.75	3.10%
TOTALS	7,488.90	100.00%	7,488.90	100.00%

Major Roads

Illinois Routes 31 and 47
Algonquin and Randall Roads



Recommendations for future land use were developed to:

- Respond to community preference and need as indicated by the community survey and open house;
- Balance the distribution of residential, non-residential land uses in the Village;
- Increase open space, parks and recreation;
- Balance housing and employment;

- Introduce new employment options, such as office;
- Take advantage of highly marketable commercial properties with frontage along major arterial streets; and
- Diversify housing.

The following summarizes major changes between existing and proposed land uses:

Residential:

- The number of acres allocated to low-density residences on lots that are 12,000 square feet or larger (2 to 3.5 units/gross acre) has increased from 1.50% to about 4.07%. Larger residential lots were introduced primarily at the northwest corner of the Village in Subarea #1, east of Illinois Route 47, and in Subarea #2, south of Ackman Road, east of the planned north/south access road;
- The percentage of land allocated for single-family homes on lots that range from 7200 square feet to 8400 square feet was reduced from approximately 17% of the total land area to 13%. This change in the intensity of land use was proposed by the Planning Advisory Committee to address both the need and the opportunity to diversify the housing by introducing larger lots, thereby meeting the demand for larger homes in Lake in the Hills. Areas of land planned for new development at densities that range from 3.5 to 4.5 units/gross acre include:
 - Parcels south of Ackman Road, west of the planned north/south residential street in Subarea #2;
 - Properties north of the District #158 (Huntley) owned parcel on Reed Road; and
 - Smaller, infill lots on both sides of Lakewood Road.
- The percentage of land allocated for medium density housing on lots smaller than 7,200 square feet (4.5 to 7.5 units per gross acre) has increased from approximately 8% to almost 11%. This land use classification includes both small-lot single-family residences and townhomes. Although no new single-family homes are proposed on lots

smaller than 8400 square feet, townhomes are proposed for development at the following locations:

- The southeast corner of Subarea #1, next to planned commercial;
- In Subarea #2, where duplexes, townhomes or condominiums could be developed next to the assisted care facility also proposed for this area, to create a senior living center. This offers options for residents who wish to stay in Lake in the Hills, but may no longer want to own and maintain a single-family home;
- Projects in process, such as The Lakes of Boulder Ridge and Grafton Farms;

Commercial:

- More than 650 acres of commercial uses were added to the plan, increasing the percent of land allocated to commercial uses from less than 3.18% to 11.99%. Commercial land uses were added to provide convenient shopping opportunities for residents who currently drive to adjacent communities. Planned commercial can be found:
 - In Subarea #1, east of Route 47. This includes 158.5 acres of land that has been planned for community and regional shopping centers that will serve residents on the western side of the Village. Businesses will include restaurants, grocery stores, and uses that are not met in the surrounding area (i.e. book stores, glass and china stores, import stores, etc.);
 - In Subarea #2, south of Ackman Road and east of Lakewood Road. Approximately 25 acres of new commercial uses have been proposed in this area to serve existing and planned residential

development in Lake in the Hills and neighboring Crystal Lake and Lakewood. Uses include support commercial (i.e., convenience food, drug stores, video stores, florist, etc.); personal services (i.e., dry cleaners, hair salons); business services (i.e., banks and financial institutions, real estate offices, insurance offices, etc.); and medical and dental offices.

- At the northeast corner of Lakewood and Algonquin Roads, where retail commercial would serve residents in the west part of the Village;
- Larger retail users at the northwest quadrant of Algonquin and Randall Roads;
- On properties located at the intersection of Rakow Road and Pyott Road, proposed to serve residential development in Crystal Lake to the north as well as meet the needs of employees in the office and business parks planned for Subarea #3; and
- On land that surrounds the airport. This area would be developed with airport-related commercial uses, rather than retail; and
- The planned commercial will increase sales tax revenues, thereby adding to the economic base and revenues of the Village of Lake in the Hills. New commercial will be supported by planned residential in Lake in the Hills; existing and future residential development in adjacent communities; and employees working in office and office research and development parks identified on **Figure #7, Future Land Use Map**.

Office

- As currently planned, nearly 215 acres would be developed for future office development. Currently, Lake in the Hills does not have any major office developments or large-scale office parks. Office uses have been proposed to respond to the need to diversify and provide close-to-home employment in Lake in the Hills;
- Primary areas proposed for office development include:
 - 51.1 acres in Subarea #1, east of Route 47. This area also could include medical office uses, with an urgent care facility (see description of planned land uses for this subarea in **Chapter IV**); and
 - 100 acres south of Rakow Road, in Subarea #3. Planned office uses in this area are part of an overall development concept for an employment center that builds off the Village’s municipal airport; and
- Planned office will draw employees from Lake in the Hills as well as from other Chicago area suburbs. Employees will use Village services and purchase goods while traveling to and from work, thereby supporting some of the commercial uses proposed as part of this comprehensive plan. Also, the Village will benefit from property taxes generated from planned office uses.

Office Research and Development

- Approximately 197 acres of land south of the airport has been planned as office research and development. Development at this location will be able to take advantage of the airport;
- Uses that are considered appropriate for this land use classification include:
 - Offices;
 - Research and technology laboratories;
 - Light assembly; and
 - Warehouse and distribution;
- As with planned office, office research and development opportunities offer Lake in the Hills residents close-to-home employment options. Also, residents will experience the benefit of increased sales tax revenue, as employees from outside the community purchase goods and services in the Village.

Mined Lands

- A substantial portion of the mined lands south of Rakow Road and along both sides of Pyott Road, have been reclassified to other land uses (see **Figure #7, Future Land Use Map and Table #9, Comparison of Existing and Future Land Uses**); and
- The remaining 653 acres of land is actively mined, and owners suggest that these areas will remain as quarries for the next 25 years. These areas are predominantly south of Rakow Road, on both sides of Virginia Road; and in the quarry at the southeast corner of the Village, east Prairie Trail.

Parks, Recreation and Open Space

- Parks, recreation and open space increased by 449 acres, bringing the percent of the land area in the Village's planning jurisdiction that will be set aside for these uses from 18% to 24%. This is consistent with resident input received from the community survey;
- Parks and open space were added at the following locations:
 - South of Miller Road as a part of the Sunset Park expansion;
 - At the south end of Subarea #2, next to an established pond and open space area; and
 - The Lakes of Boulder Ridge that includes a new 9-hole golf course.

Relating Future Land Use to Village Policies

When determining how a development proposal relates to Village plans and proposals that are part of this plan update, the following should be evaluated:

- If the development is located within one of the three created subareas, then policies, design guidelines and implementation proposals should be identified and followed;
- How a proposal fits within the framework of the goals and objectives presented in **Chapter III** of this document. This section of the plan includes specific recommendations that relate to development, such as landscaping and screening, extending roadway networks, building orientation, sidewalks and architectural design, or corridor enhancements; and

- Whether or not implementation strategies that are included in **Chapter VI, Plan Implementation**, need to be incorporated into the overall planning for a project. This may include:
 - Text amendments to the Zoning Ordinance;
 - Tree preservation;
 - Development impact fees;
 - Land/Cash requirements for school and parks; and
 - Dedication of future right-of-way for transportation improvements.

The recommendations that are included in this document are intended to provide the Village of Lake in the Hills with a sound, rational and defensible plan that, when followed, will:

- Promote economic development;
- Maintain and enhance the community character desired by Village officials and residents through the type, pattern and intensity of land uses;
- Ensure a balance between housing and other non-residential land uses through managed growth; and
- Result in quality development that is recognized by Village residents and neighboring communities.

While the type, pattern and intensity of future development has been addressed, along with standards that relate to future land uses, the rate of growth has not. The plan provides a blueprint for Lake in the Hills at ultimate development, but the rate at which this development is achieved will depend upon available markets and pressures for growth that are influenced by the overall economy of the region.

Whether this plan has a life span as long as ten years or needs to be updated in two or three years depends upon several factors. These include market influences and decisions made by Village officials with respect to the adopted policies and land use classifications. The plan is intended to serve as a guide for public and private decisions that affect the future of the community, and it is recognized that it should be frequently reviewed and updated as conditions and Village aspirations change.

The 2002 plan update has responded to the primary goals and objectives of the Village of Lake in the Hills as expressed by its residents, community officials, and Planning Advisory Committee throughout the 14-month planning process. It will provide for stable growth of the community, with fair distribution of goods, services, and parks and open space within the community's corporate boundaries. The plan also strives to protect and preserve natural resources that are important for purposes of community character, recreation, and maintaining the quality and quantity of aquifers that provide the Village with its potable water. And, it provides residents with housing choices as they first move into the Village, buy a larger house for growing families, and perhaps "downsize" as family needs change.

Introduction

The Comprehensive Land Use Plan will be implemented through the work and direction of Lake in the Hills’ staff, Planning and Zoning Commission and Village Board. Strategies that can be used to achieve the goals, objectives, and policies contained in the land use plan are addressed in this section. They include:

- Adopting the plan;
- Amending existing and creating new ordinances;
- Reviewing impact fees for new development;
- Exploring the benefits of becoming a home rule community;
- Using the powers of eminent domain;
- Pursuing options for land dedication or acquisition;
- Adopting intergovernmental agreements;
- Extending public infrastructure to attract new development;
- Exploring funding mechanisms for plan implementation;
- Maintaining property and enforcing codes;
- Updating the Comprehensive Plan on a regular basis; and
- Maintaining effective communication with residents and developers.

Specific recommendations for implementing land uses, zoning and design guidelines are included for each of the three subareas for which more detailed planning was carried out (see **Chapter IV, Subarea Plans**).

Adopt and Use the Plan

The Comprehensive Plan will be the Village’s official policy guide for development. Once the Village Board adopts it. It should be used on a regular basis by Village staff and by Village boards and commissions during their review of development proposals in the Village of Lake in the Hills.

Zoning Regulations

Zoning is one of the best tools to implement plans and policies. Zoning divides the Village into districts, and sets forth regulations for the use of land within these districts, including permitted uses, lot size, building height, density, etc.

During the preparation of this plan, the Village was simultaneously updating its Zoning Ordinance. Immediately following the adoption of the plan, the Village should review the Zoning Ordinance to make sure that it complements and supports all elements of this document. Standards should be developed to regulate commercial development in Subarea #1 so that buildings and landscaping, rather than off-street parking and loading, are the focal point along Illinois Route 47.

Other Codes and Ordinances

In addition to the Zoning Ordinance, there are other codes and ordinances that regulate development in Lake in the Hills. This includes the Subdivision Control Ordinance, Municipal Code and Building Code. These codes and ordinances should be reviewed and updated where necessary to ensure that they do not contradict policies in this plan, and that they serve as a vehicle for plan implementation.

Impact Fees

Land/Cash Ordinance — The Village’s Land/Cash Ordinance sets the criteria for the collection of impact fees by the Village, such as school and park donations. However, a regular review of this Ordinance should be carried out to

determine whether regulations provide revenues sufficient to cover added costs to applicable taxing districts (i.e., school district, library district, parks department, police and fire districts, etc.).

Land or cash donations for school and park sites, and other public improvements (i.e., sidewalks, streets, etc.), will be determined as part of the plan and plat approval for properties identified for future development, at such time as specific proposals are presented to the Planning and Zoning Commission and Village Board.

Annexation — Additional fees for Village services, infrastructure (i.e., roadway improvements) or equipment (i.e., emergency vehicles) are collected by Lake in the Hills as part of an annexation proposal, when it can be demonstrated that Village costs need to be offset by an impact fee. Impact fees should be used with caution, and reviewed on a regular basis to confirm that a project or development proposal will pay its proportionate fair share.

Architectural Guidelines

Expanding the existing architectural guidelines will help the Village establish and maintain architectural integrity and enhance the livability and aesthetic quality of developments in Lake in the Hills. In addition, developing more specific guidelines for each zoning district will help the Village achieve the goals of its Comprehensive Plan. For example, standards for Business Districts would be different from those developed for the Village's Manufacturing and Airport Districts, and standards developed for retail commercial in Subarea #1 will differ from those created for other business districts. Architectural features that could be regulated include building materials and colors, such as exterior wall surfaces, roofing, doors, windows and trim.

To ensure that the guidelines were followed, new commercial and multiple-family developments would be presented to the Planning and Zoning

Commission for site plan review. This is consistent with existing procedures and requirements for conditional uses or planned developments. The Planning and Zoning Commission would review site, landscape and architectural plans and drawings, and make recommendations to the Village Board for final approval.

Property Dedication for Roadway Improvements

Roadway widening is planned for Illinois Routes 47, 62, and 31. Roadway improvements are also proposed for Ackman and Miller Roads. As residential subdivisions or other development proposals are presented to the Village for consideration, developers should be required to set aside land for roadway improvements consistent with plans that are in place, or anticipated by the applicable authority (i.e., State, County or Village). In this way, roads can be widened or extended through undeveloped property to provide connectivity of streets envisioned as part of this plan as well as to ensure that capacity and safety can be provided without impacts to development.

Also, building and parking setbacks that are required by the Zoning Ordinance will not be compromised by future land acquisition that might place the curb of an expanded road closer to a building or parking lot than otherwise would be allowed or desired by Lake in the Hills.

Home Rule

Home rule communities may exercise any power to perform any function pertaining to its government and affairs, including (but not limited to) the power to tax and incur debt. A home rule community can:

- Issue bonds at lower costs;
- Impose impact fees;

- Increase property taxes beyond the state-imposed tax cap; and
- Impose and collect taxes on utilities, hotels, real estate transfers, restaurants, alcohol, tobacco products, and lease receipts.

These powers can provide Lake in the Hills additional revenues to help defray costs of development or purchase open space lands. Lake in the Hills can become a home rule community when it reaches a population of 25,000, or by referendum.

Eminent Domain or Condemnation of Property

Land acquisition can serve as a catalyst of public policies and plan implementation. For certain public purposes listed in Illinois State Statutes, the Village of Lake in the Hills, and other agencies may exercise the use of eminent domain to acquire private property for a public use or public purpose. This could include the acquisition of utilities, roadways, and open space. In some circumstances, eminent domain can be used for the redevelopment of properties, when it is for a public purpose. Both state and federal courts have declared that if the purposes of the project as a whole are beneficial to the community, and the use of the condemned property had a reasonable relation to these purposes, then the taking is for a public use.

There may be instances where eminent domain may be required to implement some components of this plan, whether it be for installation of utilities, street rights-of-way, or private property that is key to the successful integration of parcels for development. However, the Fifth Amendment of the U.S. Constitution requires just compensation for any taking.

Buying/Selling Property

As a municipal corporation, the Village of Lake in the Hills may own, buy or sell property. The Village owns many parcels used for public

buildings and facilities and parks and open space, and additional property may be purchased or leased. For example, the purchase of property for open space to preserve and protect sensitive environmental resources, or for the park and festival area recommended for Subarea #1, may be pursued as part of plan implementation.

Parks, Open Space and Recreation

One of Lake in the Hills’ goals is to increase the acres of land within the Village’s boundaries devoted to open space and recreation. The Village should support and promote the acquisition and development of properties for trails and recreational use as described in the Village’s 2001 Parks Master Plan.

Also, the Village should work with developers to ensure that parks proposed as part of Subarea #1 and Subarea #2 are implemented. These parks will serve needs of the residents that will live in these areas, consistent with goals and objectives of the Parks Department. Also, the system of open space that is planned along Kishwaukee Creek should be protected from negative impacts of development by:

- Avoiding wetland and floodplain fill, except where necessary for future roadway connections;
- Establishing buffers around wetlands and floodplains; and
- Incorporating best management practices described in **Chapter III, Land Use and Development Polices** that encourage water infiltration and enhance water quality.

Intergovernmental Agreements

Some of the proposals included in this Comprehensive Land Use Plan Update require cooperation between agencies and political jurisdictions. For example, the implementation of proposals for open space and the park and festival area planned for Subarea #1 could include sharing costs for:

- Property acquisition; and
- Development of the park and festival area with amenities (i.e., sculpture, fountain, garden, paver walks, amphitheater/band shell, picnic areas, creative play areas, etc.).

Also, the Village can work with the Parks Department during the development process to ensure that recreational trails proposed as part of the Department’s Master Plan are implemented.

Supplying Public Services and Infrastructure

Lake in the Hills may provide various public services and infrastructure including: police, public works services, water, and storm sewer services, as a means of encouraging annexation or development. Areas where expansion of such services should be considered include properties associated with office, commercial and office research and development proposed as part of Subarea #3. Properties in this area are experiencing pressures for development, and extending infrastructure would facilitate development according to the land use plan. This would, however, require an amendment to the Village’s Facilities Planning Area, which requires a public hearing before the Northeastern Illinois Regional Planning Commission.

Economic Development Programs and Tools

General Fund— Funds from the Village’s general operating fund could be earmarked for specific improvements, such as gateway signs and landscaping. Or, Lake in the Hills could set aside dollars from the general operating funds to implement a corridor design planned for one of the arterial streets referenced in this Comprehensive Plan update.

Fundraisers— Fund raising can be a creative method for generating local support for a project such as the development of the park and festival

area proposed for Subarea #1. Civic and service groups, churches, institutions, the Park District, local businesses and corporations, and individual residents can participate in programs such as “buy a brick” or “buy a tree”. This method of fundraising promotes community spirit and identity.

Other Economic Development Tools— Other tools that Lake in the Hills can investigate for implementing the land use plan include:

- Tax rebates;
- Taxable development bonds;
- Local equity funds;
- Private capital;
- Small business assistance; and
- Market assessment and strategic action planning.

Grants

The Illinois Department of Natural Resources Grants Program offers various grants directed at park and open space development funding:

OSLAD— The Open Space Lands Acquisition and Development (OSLAD) Program is a state-financed grant program that provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. Projects vary from small neighborhood parks or tot lots to large community and county parks and nature areas. The program is financed by a percentage of the state’s Real Estate Transfer Tax. Under the OSLAD program, funding assistance up to 50% of approved project costs can be obtained. Grant awards up to \$400,000 are available for acquisition projects, while development/ renovation projects are limited to a \$200,000 grant maximum.

OLT— The Open Land Trust Grant Program has been designed to provide funding assistance to eligible units of local government, on a competitive basis, for the purpose of acquiring real property from willing centers for public outdoor, natural resource-related recreation

purposes. This grant program can provide up to 50% state funding assistance on total project acquisition costs, up to \$2 million for a single project in a fiscal year. Unlike the OSLAD program, grant funding under the OLT program is provided on a reimbursement basis.

The Village of Lake in the Hills, in conjunction with the Parks Department could apply for either (or both) for the acquisition and development of property for open space and recreation areas proposed as part of this plan, including those identified for Subarea #1 and Subarea # 2.

Corridors and Gateways

Preliminary and final designs for community corridor enhancement and gateways identified in **Chapter III, Land Use Plan and Development Policies** should be prepared. This includes landscaping, and entry treatments that are recommended as a part of this plan. Funds for these projects could be obtained from the Village's general fund, or from taxes imposed by Lake in the Hills, should the Village decide to become home rule and exercise its taxing powers. Dollars may also be available from:

TEA 21 — The Transportation Equity Act for the 21st Century (TEA 21) provides funding opportunities related to transportation enhancement projects. This includes bikeways, trails and bridge facilities. This mechanism could be considered to help fund the cost developing the comprehensive recreational multi-use trail system through Lake in the Hills.

Special Service Area Financing — This is a mechanism authorized for use by Illinois municipalities to finance facilities improvements or special services for a specific geo-graphical area. A tax is levied only on those properties that are located within the geo-graphical area proposed to be improved, and these properties are tax at the same rate, based on equalized assessed value, typical for other local property taxes. The taxes that are paid are deductible for federal income tax

purposes. Use of funds from this financing mechanism could be considered for gateway design, streetscape beautification, pedestrian ways, landscaping, street lighting, snow removal, sewers, etc.

Tree City USA

Tree City USA, sponsored by The National Arbor Day Foundation in cooperation with the USDA Forest Service and the National Association of State Foresters, provides direction, technical assistance, public attention, and national recognition for urban and community forestry programs. Being a Tree City USA helps present the kind of image that most citizens want to have for the place they live or conduct business. The Tree City USA signs at community entrances tell visitors that here is a community that cares about its environment. It is also an indication to prospective businesses that the quality of life may be better here.

Preference is sometimes given to Tree City USA communities over other communities when allocations of grant money are made for trees or forestry programs. The reason is that there are invariably more requests than available funds when grants are available through state or federal agencies. If requests are equally worthy, some officials tend to have more confidence in communities that have demonstrated the foresight of becoming a Tree City USA.

In order for a municipality to qualify as a Tree City, four standards must be met, including (1) a tree board or department; (2) a tree care ordinance; (3) a community forestry program with an annual budget; and (4) an Arbor Day observance and proclamation.

Property Maintenance and Code Enforcement

Generally, property maintenance throughout the Village of Lake in the Hills is good. This plan targets improved property maintenance and code

enforcement for some of the older commercial and residential areas. Improved maintenance of landscaping, painting and repair (i.e., tuckpointing, window replacement, etc.) of commercial structures, and control of window signs would help upgrade the appearance of these areas. Also, implementing requirements for screening outdoor storage areas and maintaining a clear zone around outdoor display areas for pedestrians would make older centers more attractive to customers who are required to negotiate around items that obstruct sidewalks.

Implementation Action Plan

Lake in the Hills should prepare an action plan that highlights improvement and development projects that will be undertaken over the next five years. This plan could include a list of prioritized actions as well as responsibilities for ensuring implementation and methods for funding sources and assistance programs. This plan should be managed and updated annually.

Plan Amendments and Updates

This Comprehensive Land Use Plan includes text and a land use map that is intended to be used as a tool to guide developers, planners, officials and residents in locating areas suitable for a particular use, and for identifying the type, intensity and quality of development envisioned by community officials. The plan represents policies, goals and objectives that have been adopted by the Village Board as part of this land use plan. Generally, the land use plan is expected to span a time frame of five to ten years. However, almost inevitably, community development will not occur exactly as envisioned. Changes that occur may be the result of new markets, new policy makers, or influences that are beyond the community's control and, in many cases, beyond prediction at the time that the plan was adopted.

To ensure that this Comprehensive Land Use Plan provides the best representation of Village goals, objectives and policies, the land use plan and map should be reviewed on an annual basis by Village staff, the Planning and Zoning

Commission and Village Board. This includes a review of:

- The effectiveness of the design controls that have been incorporated into the zoning ordinance; and
- An analysis of markets to determine whether land use proposals specific to sub areas remain viable.

Recommendations for change, as appropriate, should be made to the Planning and Zoning Commission and Village Board. In this way, the land use plan can be maintained as an effective tool to guide new growth and redevelopment planned for the Village of Lake in the Hills.

Maintain Public Communication

Lake in the Hills' staff and Village officials have taken great care to involve the public in the development of this plan update. In order to ensure that communications are maintained and the confidence of Village residents is not compromised by lack of information, the following is recommended:

- Prepare a brief summary of the plan and distribute it widely throughout Lake in the Hills so that local residents, businesses and property owners can become familiar with recommendations and the plan's "vision" for future development;
- Find ways to respond openly to questions about planning and development. For example, questions raised about a specific development proposal and the Village's response could be posted on Lake in the Hills web page. This can avoid rumors and misunderstandings about a potentially controversial project; and
- Develop an informational brochure on how to apply for zoning, subdivision or building permits and approvals. This brochure also could be posted on the Village's web page for use by developers and local residents.



*Exclusive of the Route 47 Corridor (Sub Area #1), and the airport vicinity (Sub Area #3)

Introduction

These *Design Guidelines* are intended to provide a sense of the preferred characteristics of high quality commercial development in accordance with the Village's Comprehensive Plan. Developers, designers and decision-makers should use these guidelines as a reference in preparing plans for new development projects.

The *Design Guidelines* are provided for overall guidance to the development community in planning for and designing commercial development in the Village, exclusive of the Route 47 Corridor (Sub Area #1), and the airport vicinity (Sub Area #3).

For the Village of Lake in the Hills, the *Design Guidelines* serve as an evaluation tool. They will guide development review along with the rest of the Comprehensive Plan, the Zoning Ordinance, the Subdivision Control Ordinance and other applicable Village codes and ordinances. The guidelines will be used by the Village in reviewing plans and proposals for new commercial development

Site Design

Overall Design

- *Design elements that support the actions suggested in the U.S. Mayors Climate Protection Agreement are encouraged.*

Community Gathering Places

- *Public seating or a common gathering area should be provided.*

Building Design

Overall Design

- *Buildings should be designed with architectural features that unify them with surrounding buildings.*

- *Architectural details should be repeated throughout a development.*

Building Design

Roofs

- *Variations in roof lines are encouraged.*
- *Parapets or other features should be used to conceal rooftop mechanical equipment.*

Materials

- *The quality of exterior building materials should be superior to the materials of older surrounding buildings.*

Facades

- *Architectural detail should be more complex than that of older surrounding buildings.*
- *Façade variations such as wall recessions, projections, windows and columns are encouraged.*
- *All facades of a building should integrate characteristics of the front façade.*

Other Design Issues

Accessory Structures and Other Equipment

- *Accessory structures and other equipment should be constructed of or enclosed with materials complementary to those of the principal building.*

Lighting

- *Lighting should be unified within a development.*

Signs

- *The base of monument signs should be constructed of materials complementary to those of the principal building.*

Landscaping

- *Foundation plantings are encouraged to soften building façades.*

Subarea Planning

This portion of the plan focuses on key land use decisions for specific areas. Four subareas were identified as vacant or underutilized parcels large enough in size to be able to develop with the type, pattern and intensity of land uses required to promote a better balance of land uses in the Village of Lake in the Hills. These four areas have been planned to promote community identity, increase amenities and attract revenue-producing uses. All of these factors were considered critical toward achieving the stated goals and objectives of this comprehensive plan.

Planning for each subarea includes:

- Text that describes the property or parcels that make up the subarea;
- An identification of proposed land uses;
- A policy statement; and
- A list of strategies for plan implementation and design guidelines that should be followed to achieve the objectives of this comprehensive plan for the subarea.

A concept plan also was prepared for each subarea to illustrate the desired pattern of land uses, the relationship between land use within and abutting the subarea, and to identify planning factors that should be considered when reviewing a specific development proposal. These concepts are intended to serve as a guide for evaluating planned development. They are not intended to limit the creativity and planning that will occur with a specific project. However, the four concepts graphically represent the ideas and policies promoted for each area. Changes from recommendations presented for each subarea that might be proposed should be carefully considered within the context of the adopted policies and design guidelines.

**Subarea #1
Route 47 Mixed Use Planned Unit Development**

Location: Bound by Conley Road on the north, the Village of Huntley on the south, single-family homes to the east and Route 47 to the west.

Size: 362.5 Acres

Zoning: A-1, Agriculture District, McHenry County
R-4, Multiple Family Dwelling District, Lake in the Hills
B-4, Business District, Commercial, Lake in the Hills

Existing Conditions: Land in this area is being farmed or is currently vacant. The Kishwaukee Creek extends through this subarea from the Meadowbrook Development to Illinois Route 47. In addition, a large wetland complex exists next to the creek that may pose constraints to development. Overhead power line utilities are present along the southern boundary of the sub area extending to an existing sub-station. No other significant resources are known to be present.

Lake in the Hills

Comprehensive Plan Update

Concept Plan Subarea 1

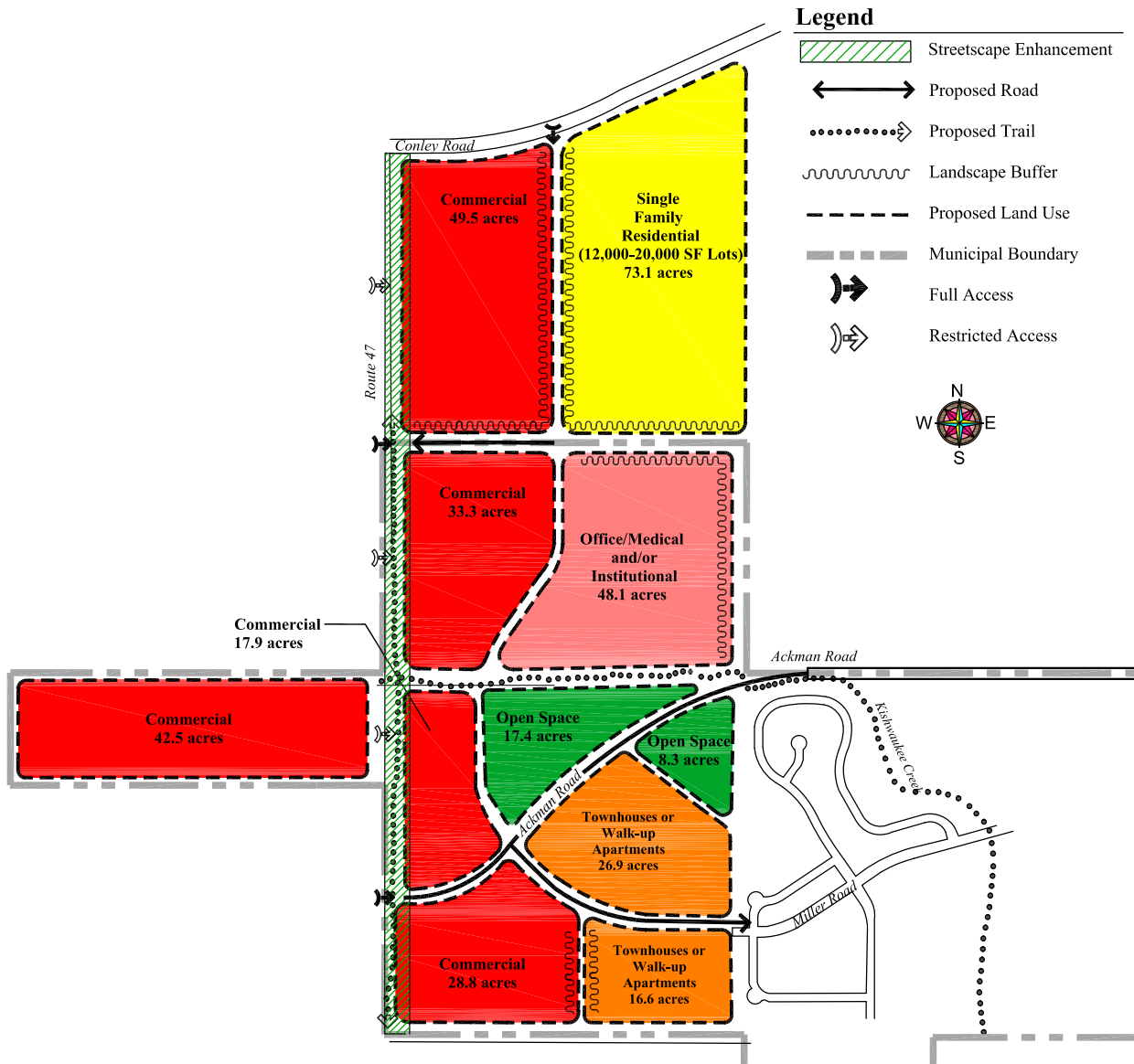
Size: 362.5 Acres

Goals - Create a mixed use PUD that:

- Includes retail commercial that:
 - Addresses the need for retail on LITH's west side
 - Expands employment opportunities by introducing office uses
 - Orients commercial buildings toward the street
 - Focuses on the pedestrian
 - Is developed with a unified architectural design
- Creates identity through:
 - Planned uses
 - Building orientation and height
 - Landscape and architectural design
- Preserves existing wetlands

Potential Uses:

- Non-residential:
 - Community and regional shopping centers
 - Retail restaurant
 - Theatre (movie or live performances)
 - Office and service uses
 - Medical offices and urgent care facility
 - Church
 - Sports rehabilitation
 - Not for profit service center
- Residential:
 - Executive housing on lots 12,000 to 20,000 SF
 - Townhomes or walk-up apartments



The presence of wetlands and potential for developing land in this area will need to be coordinated with the U.S. Army Corps of Engineers at such time development is proposed for this area.

Properties immediately to the south and west are located within the Village of Huntley's municipal boundaries. Development on these parcels includes a commercial center along Illinois Route 47 and a large single-family and multiple-family residential subdivision on the west side of Route 47 behind (east) the planned commercial. Huntley is proposing to attract "big-box" users (such as a grocery or home improvement store) in addition to general retail. In addition, proposals include outlot development with frontage along Illinois Route 47, typical of commercial centers of this size.

Proposed Land Use:

This area includes a mix of land uses that are designed to add to the commercial tax base, expand employment opportunities, diversity housing, and create identity through land use and site design. Planned land uses include:

- Community and regional shopping centers along Illinois Route 47, consistent with the Route 47 Commercial Design Guidelines;
- An institutional/public use, such as a church, senior center or adult day care center (within areas planned for residential or commercial uses);
- A potential medical office facility with an urgent care center and/or sports medical complex;
- A variety of single-family lot sizes to ensure diversity in residential product ranging from 12,000 to 20,000 (16,000 sq. ft. average) square foot lots;
- Multiple-family development (duplexes, townhomes or condominiums); and
- Large open space areas that preserves existing wetlands and contributes to the rural character of the community.

Policy Statement:

Lake in the Hills is known for its good schools, attainable housing, modern retail commercial centers, parks and the numerous lakes and wetlands that dot its landscape. The numerous subdivisions that have been constructed confirm that people are attracted to this community. However, the area west of Randall Road does not include the same level of goods and services provided east of this arterial, and many of them shop in neighboring communities.

Approximately 160 acres of new, retail commercial have been proposed to meet the needs of residents on the west end of town. New commercial uses could include national retailers and regional grocers. These centers could be similar in scale and design to those along Randall Road in Lake in the Hills or

larger. Designing centers with unified architecture and signage, wide-walks, pedestrian linkages, and landscaping would ensure quality and competitiveness with centers planned to the south.

In addition, “specialty” retail shops (i.e., name brand apparel, jewelry, wine, health food, etc), restaurants and entertainment uses (such as a fitness center, or movie theatre) could be promoted in these centers. These uses would attract residents of Lake in the Hills and neighboring communities to this area, providing for retail shopping opportunities that currently do not exist. Attracting pedestrian-oriented specialty retail to Lake in the Hills was highlighted as one of the top three ideas listed by residents in the 2001 survey for creating community identity;

Development in this subarea is intended to diversify shopping and housing options. For example:

- Introducing national retailers, regional grocers and specialty retail stores and quality, sit-down restaurants, not only would serve residents on the west end of town but also would attract residents of neighboring communities;
- Locating offices along Illinois Route 47 not only increases employment opportunities in Lake in the Hills, but also provides a:
 - Customer base for planned retail; and
 - Transition between traffic along Illinois Route 47 and existing and planned single-family and multi-family residences to the east; and
- Varying single-residential lot sizes as planned will:
 - Provide move-up housing in the Village on lots that range from 15,000 to 20,000 square feet; and
 - Increase the number of lots in Lake in the Hills that are 12,000 to 15,000 square feet; and
- Locating multiple-family dwellings (i.e., duplexes, townhomes or condominium buildings) in this subarea further diversifies the Village’s housing stock, providing alternatives to single-family dwellings for singles, young couples or empty nesters. Also, the multiple-family retail component will support the planned retail commercial uses;

Depending on the ultimate mix of uses that is constructed, a senior citizens center, day care facility and/or church could be developed to serve the resident population of this subarea.

Landscaping, architecture and other design elements are proposed as elements that will build identity and differentiate commercial land uses from those that exist or are planned along Illinois Route 47. The Route 47 Commercial Design Guidelines in this Plan should be used for guidance on development. Lake in the Hills is encouraging development in this area to include native landscaping as an identity-building component, and state of the art best management practices that improve water quality, protect the area’s aquifers and reduce stormwater runoff. Quality architecture, with a unified theme for non-residential buildings also will help foster identity and a sense of place. Building identity that distinguishes Lake in the Hills from other communities was established as a goal for this plan.

The extension of Ackman Road and Miller Road consistent with plans currently adopted by the Village and McHenry County will help shape the use areas associated with this plan. These roads will function as collector roadways, serving both residential and non-residential traffic within the subarea and to the east.

**Implementation/
Design:**

1. Require developers to follow the approved Lake in the Hills Rt 47 Commercial Design Guidelines for new construction.
2. Require developers to provide parks in planned areas that meet the criteria of the Parks Master Plan.
3. Encourage the annexation of properties not currently in the municipal boundaries of Lake in the Hills and zone these areas to reflect the location and intensity of land uses proposed.
4. Preserve and protect Kishwaukee Creek from impacts related to development. Enhance this area by requiring developers to:
 - Restore eroded stream banks;
 - Supplement existing vegetation with native trees and shrubs to attract wildlife and modulate the temperature of the stream; and
 - Create a pedestrian trail along the creek for use and enjoyment by area residents that links neighborhoods to the west with planned commercial.
5. Preserve existing wetlands which provide groundwater recharge, water quality enhancement, and storage of water during storm events, and protect them from planned development by maintaining adequate, vegetated buffers around these natural systems.

6. Promote the commercial land uses in this subarea by providing potential developers background information on the area including:
 - Goals, objectives and uses envisioned for this subarea;
 - Existing land uses;
 - Existing and proposed zoning;
 - Adjacent land uses (existing and proposed) and zoning;
 - Developments in process;
 - Existing and projected traffic volumes along Illinois Route 47;
 - Acres available for each use area;
 - Available infrastructure (sewer and water); and
 - Demographics of residents in the Village and surrounding area.
 - The Village’s Economic Incentive Policy

7. Promote and encourage commercial developers to use state of the art best management practices that include:
 - Bioswales in parking lots, planted with deep-rooted vegetation that will assimilate pollutants and reduce stormwater runoff;
 - Permeable pavements to allow surface water infiltration and reduce run-off;
 - Alternatives to the use of sodium chloride (salt) to de-ice pavements in the winter months that are less harmful to the environment;
 - Landscaping perimeter yards and detention basins with native plants to:
 - Build identity
 - Create a landscape that is diverse in texture and color;
 - Reduce stormwater runoff;
 - Assimilate nutrients and intercept pollutants from run-off;
 - Stabilize slopes;
 - Reduce required maintenance of landscapes; and
 - Reduce the use of herbicides and fertilizers that degrade the environment.

8. Identify an architectural styling that is representative of Lake in the Hills that will be used for all new non-residential buildings that will be constructed in this subarea. Create design guidelines that can be followed to ensure that development proposals achieve the objectives of this subarea plan with respect to land uses, architectural design, and landscaping.

9. Allow for one- and two-story buildings that include ground-floor retail and service uses and second-story offices as a way to maximize development potential and differentiate this subarea from planned commercial development to the south.
10. Encourage:
 - Outlots with buildings that have parking to the rear or side, so that buildings, not parking, become the dominant focal point along Illinois Route 47;
 - Entrances to retail/service/office uses to be provided both from the interior pedestrian mall and from elevations that face parking or drive aisles
 - Walks that are of adequate width to accommodate outdoor dining, special sales events, and two-way pedestrian traffic;
 - Pedestrian crosswalks (constructed of decorative pavers) and traffic control where walks extend across streets; and
 - Thematic lighting.
11. Implement proposals for multiple family residences to provide a transition in the intensity of development from planned commercial to the west. Require plans for the multi-family development to:
 - Incorporate the architectural styling adopted for commercial areas so that buildings become an identifiable part of this center;
 - Include naturalized landscaping to carry on the theme established for the commercial and office/medical portions of the subarea;
 - Provide landscape buffering between townhomes or apartments and planned commercial uses;
 - Develop open space or park areas to meet the needs of the resident population, based upon anticipated demographics (i.e., play lots for small children, or a recreation center for the adult population);
 - Include covered parking for residents; and
 - Orient residential buildings, not parking, toward the streets.

12. Create identity along the Illinois Route 47 corridor by:

- Following design criteria established in the Route 47 Commercial Design Guidelines;
- Following recommendations for a naturalized landscape identified as Objective #6 for the Route 47 Corridor in Chapter III, Land Use and Development Policies;
- Constructing walkways along the frontage of this subarea and along defined pedestrian entrances into commercial development from Illinois Route 47;
- Installing banners and thematic lighting; and
- Adopting a uniform sign code for all non-residential land uses.

**Subarea #2
Ackman and Lakewood Mixed Use Development**

Location: Southeast quadrant, Lakewood and Ackman Roads

Size: 232 Acres

Zoning:

Unincorporated McHenry County

A-1, Agricultural District
E-2, Estate District

Village

B-2, Business District
R-3, Two-Family Dwelling District
R-4, Multiple-Family Dwelling District
R-2, One-Family Dwelling District

**Existing
Conditions:**

A majority of the sub-area has been development with retail, service and office uses along with low and medium density residential developments. A former golf course facility (9-hole course, driving range, miniature golf) at the far eastern portion of the subarea. Approximately 95 percent of the properties in the original sub-area boundaries have been annexed to the Village. The expiration of boundary agreements with Lakewood and Crystal Lake have opened up new areas for possible annexation and are shown on the expanded sub-area plan. There are no known sensitive environmental resources or major stands of trees left in the sub-area that should be protected or worked into the overall plan. There is a significant wetland complex to south of the sub-area.

**Proposed
Land Use:**

Develop the remaining properties in the subarea with a mix of uses that include:

1. A variety of housing types (single family, townhomes, duplexes, and senior housing);
2. Neighborhood commercial facilities that will serve area residents, both in Lake in the Hills and in neighboring Lakewood and Crystal Lake; and
3. Recreational land uses, including the existing re-development of the former driving range/golf course and a proposed neighborhood park.

Lake in the Hills

Comprehensive Plan Update

Concept Plan Subarea 2

Size: 322.8 Acres

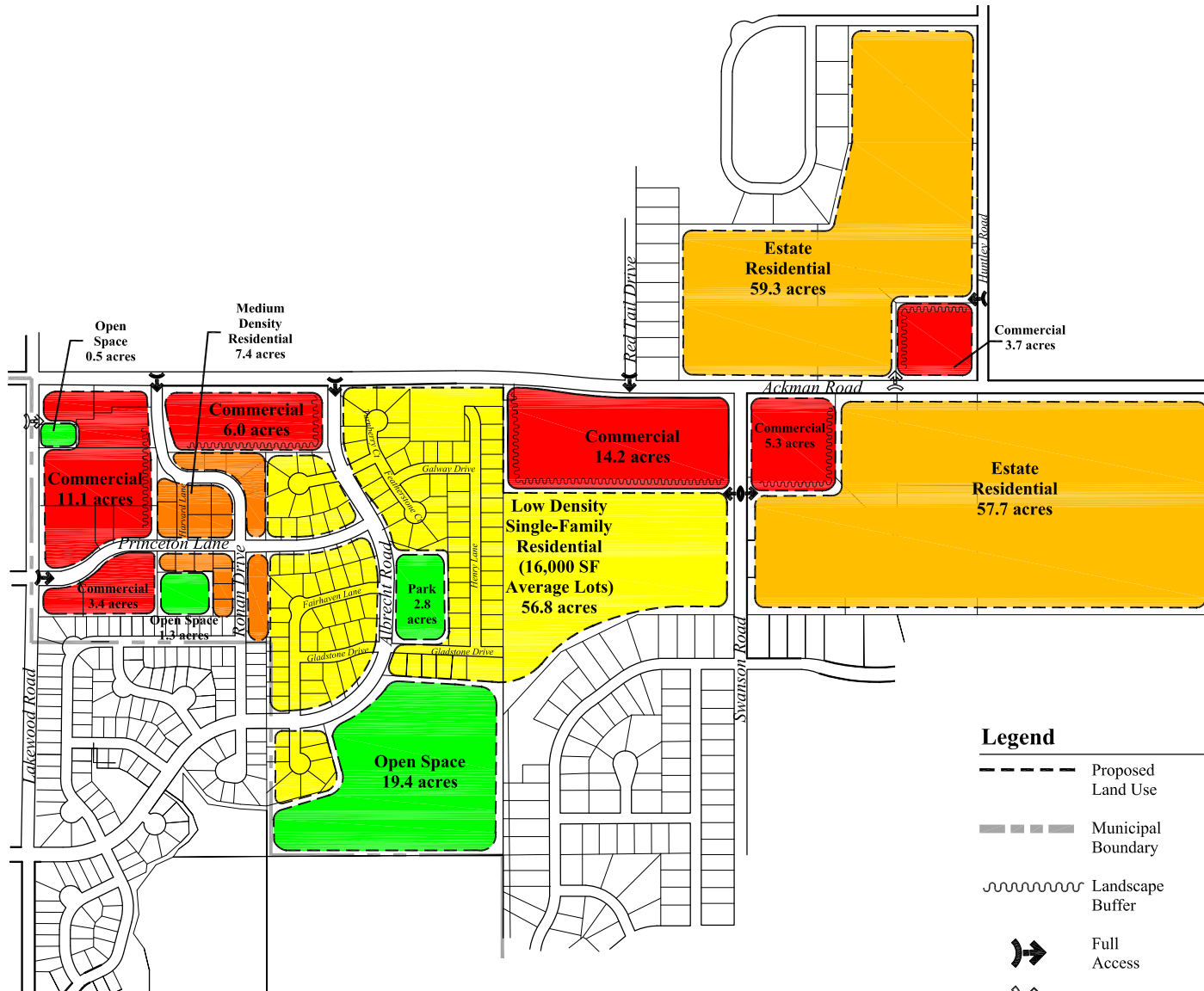


Goals:

- Expand residential development opportunities for:
 - Single-family homes on lots 10,000 sq. ft. or larger
 - Seniors (duplexes, townhomes or condominiums)
- Create neighborhood shopping centers that:
 - Serve the needs of surrounding residents
 - Place buildings not parking, along streets
 - Create identity through use, orientation and design
 - Include gathering spaces
- Allow for the redevelopment of the former driving range for commercial, recreational, or residential use.
- Provides linkages to open space areas to the south

Potential Uses:

- Commercial:
 - Convenience retail
 - Business services (i.e., accountants, real estate agents)
 - Personal services (i.e., hair salons, dry cleaners)
 - Medical and dental offices
- Residential:
 - Single-family homes
 - Townhomes
 - Duplexes or condominiums
 - Senior Housing
- Recreational



Legend

- - - - - Proposed Land Use
- - - - - Municipal Boundary
- ~~~~~ Landscape Buffer
- ➔ Full Access
- ➔ Restricted Access

Policy Statement: The type of development in Lake in the Hills, Lakewood and Crystal Lake that abuts this subarea is single-family housing. At this time, limited commercial uses exist to support residential land uses in the surrounding area. Therefore, an additional 14 acres of commercial is proposed in this subarea.

Also, the plan for this subarea incorporates a mix of residential products, which the Village of Lake in the Hills finds necessary to provide options for living environments and price ranges that target different age and income groups. This includes:

- Single-family residence on lots that differ in size and product; and
- Multiple-family residences for seniors (i.e., duplexes or townhomes), with an option for an assisted care facility that would provide affordable housing options for the Village’s elderly population who want to stay in Lake in the Hills, and live close to family and friends.

**Implementation/
Design:**

1. If further annexation occurs, make sure the properties are under unified control, to avoid piecemeal, incremental development.
 - a. Market the commercial properties to developers who will be able to develop high quality commercial developments according to the sub-area plan and the Village Wide Commercial Design Guidelines in the Plan..
2. Require single-family homes to be constructed on lots that are a minimum of 10,000 square feet, with larger lots in the southeastern quadrant of this subarea. This will increase the average lot size in Lake in the Hills and provide options for move-up housing.
 - b. Promote single-family residential development directly south of Ackman Road that:
 - Has a minimum lot size of 10,000 square feet;
3. Ensure that roadway connections into areas at the eastern portion of the sub-area are provided, to:
 - Interconnect neighborhoods, thereby avoiding the need to travel onto Ackman or Lakewood Road to access adjacent developments; and
 - Avoid “dead end” streets which make access to homes in subdivisions by emergency vehicles difficult, often resulting in increased response time.

4. Promote the continued development of retail commercial at the intersection of Ackman and Lakewood Roads. Commercial development should be zoned to the B-2 Neighborhood Convenience Business District and have additional regulations that will ensure compatibility with the surrounding residential and commercial areas.
5. Allow for the redevelopment of the former golf course/driving range for commercial or recreational uses
 - Serve adjacent residential neighborhoods in Lake in the Hills and surrounding communities;
 - To be designed with an architectural style that fits within the context of the residential neighborhoods and commercial developments in this subarea; and
 - Include building orientation and landscape screening to help them fit into the neighborhoods of which they are a part of and , consistent with recommendations in item #8, below.
6. Encourage small office, retail, personal and professional service uses and institutional uses (i.e., church) along Ackman Road. Orient buildings toward the street, requiring parking to be placed behind, rather than in front of the new structures. This will:
 - Help commercial development fit within the context of the predominantly residential subarea by placing buildings, rather than parking, across from existing homes; and
 - Frame Ackman Road with buildings, creating a more interesting and attractive streetscape and entrance into the subarea.
7. Encourage the construction of bike trails in the sub-area to:
 - Provide pedestrian access between developments, and from residential subdivisions south of this subarea to commercial areas along Ackman Road;
 - Take advantage of the lake that has been developed to the south as part of the stormwater management planning for this region.
8. Require single-family homes, duplexes and townhomes to be designed so that garages do not dominate minor residential streets. Design structures so that garages do not project more than six feet beyond the front façade of a dwelling unit and, where possible, locate garages behind the living area at the front of a residential structure.

Mixed Use Residential Development



**Subarea #3
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-D2, 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;

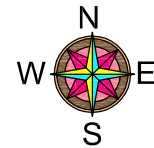
- Ensure that the area is suitably graded and made ready for planned development;
 - Extend public sewer to serve planned uses;
 - Identify bodies of water or wetlands that should be preserved and worked into an overall stormwater management plan or which may be regulated by other agencies (i.e., McHenry 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. Make the implementation of the airport improvement plan a priority, and obtain required approvals and permits for construction.
4. 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

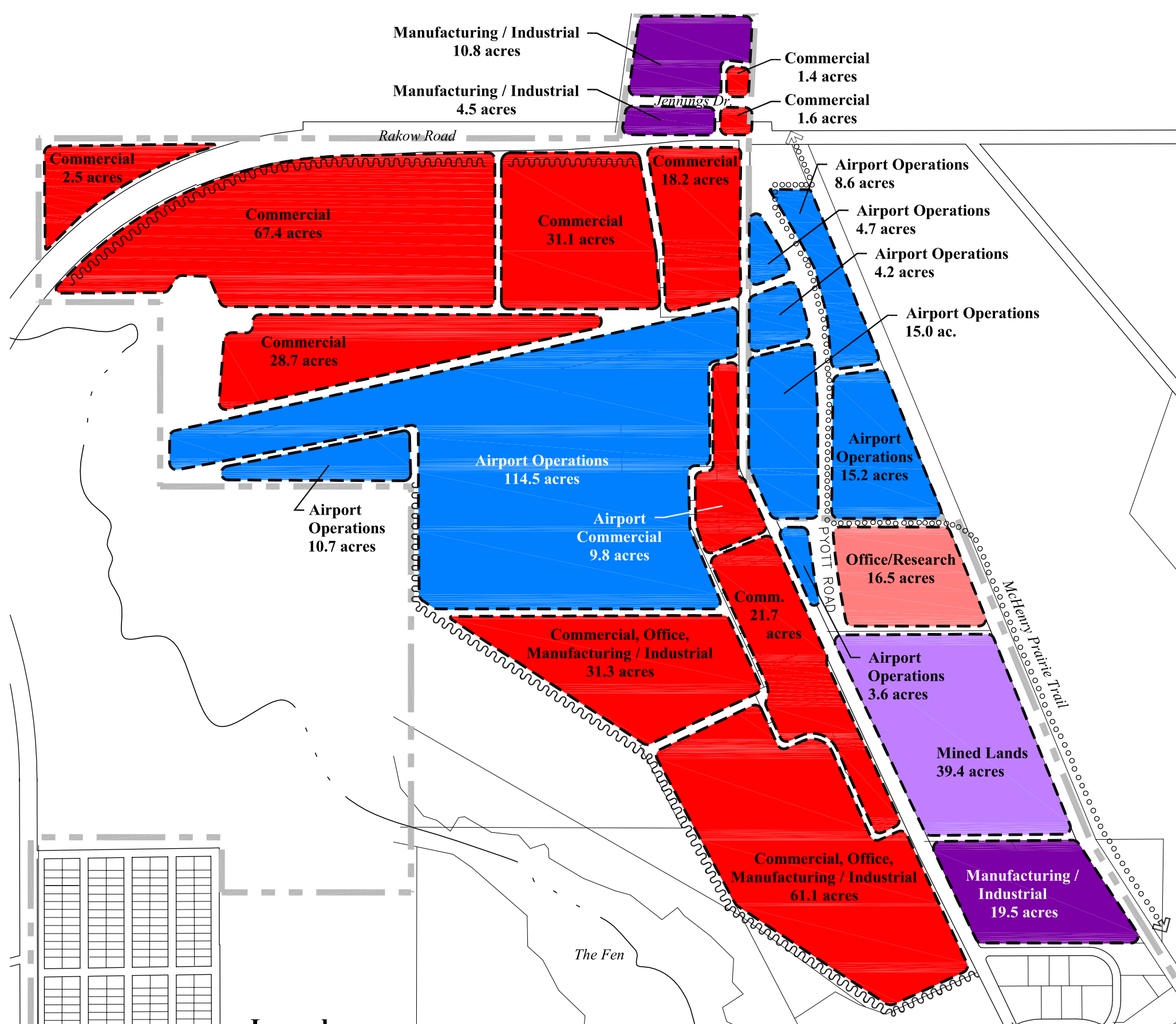


Goals:

- 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



Legend

- Proposed Land Use
- Municipal Boundary
- o-o-o-o-o Existing Bike Path
- ~ Landscape Buffer

- 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.
5. 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.

- 6. 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 #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:**

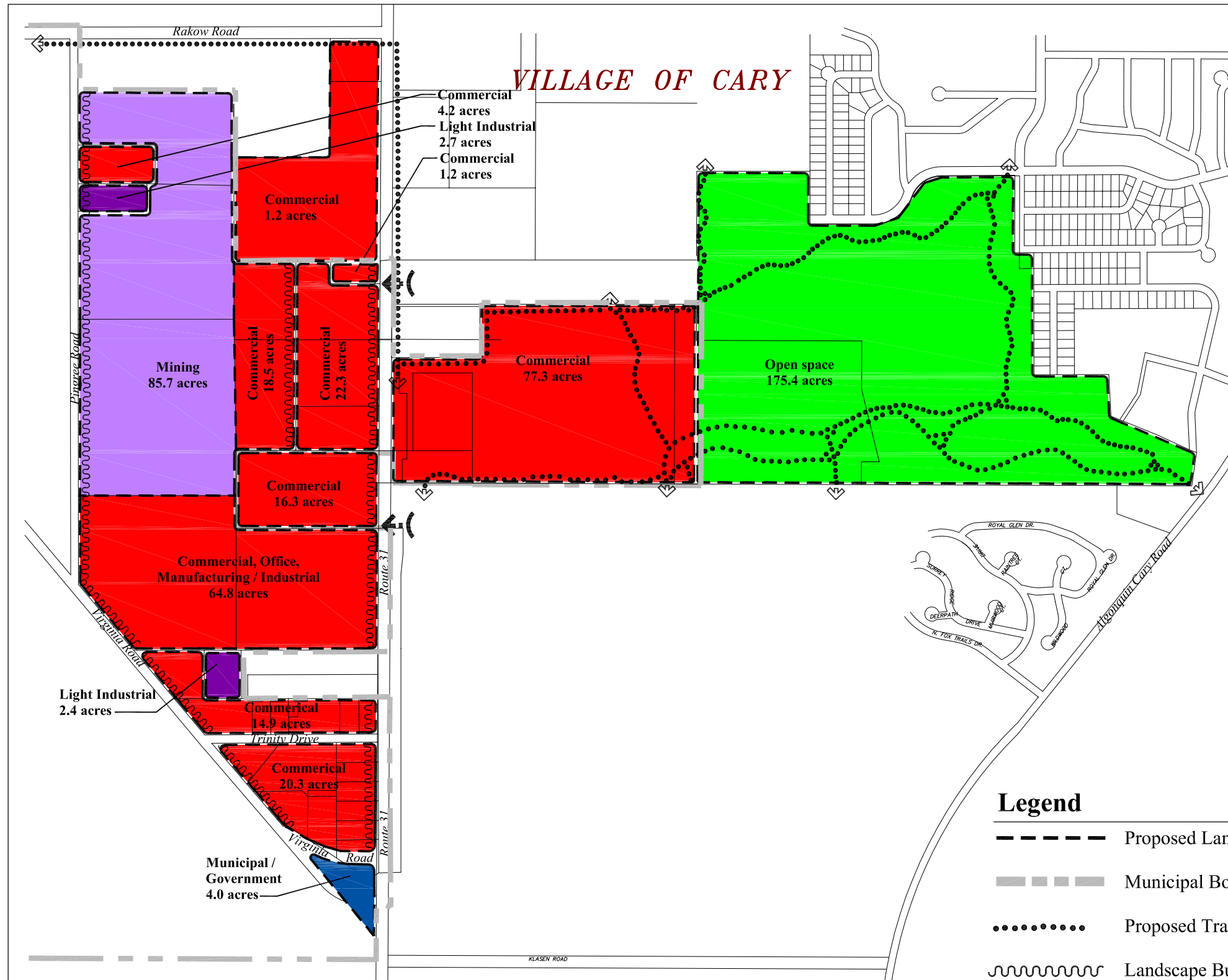
The Village wishes to continue to promote commercial development along Route 31 and recognizes the presence of active mining operations for the foreseeable future. As land is developed in this sub-area, opportunities to provide connections and continuity for future development exist.

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.

Appendix A

Community Assets, Strengths, Opportunities, Needs and Problems:

Responses will be used to establish a focus of the land use plan
Rank within each category

1. **Assets/ Strengths:**

- What sets you apart from other communities? Why would someone be drawn to live in Lake in the Hills?
- What are your strongest features (i.e., open space, community involvement, Village government, etc.)

2. **Needs** — What does the community of Lake in the Hills need?

- Identity/town center
- New Village Hall
- New Police station
- Increased tax base
- Increased employment
- Diversified housing (i.e., Boulder Ridge west)
- Senior housing/programs
- Improved governmental services

3. **Opportunities** — What opportunities are available to Lake in the Hills?

- Expansion of commercial along RR
- Streetscape enhancement of commercial corridors (i.e., identity building)
- Airport expansion
- Rerouting of 31 to Randall Road
- Reclamation of mined lands
- Community center/town center (WHERE?)
- Preservation of rural character through protection/acquisition of environmental features

4. **Problems** — What problems do you have that you would like to see addressed in this plan?

- Preservation of rural character, despite growth/development of LIH and area communities
- Boundary agreements
- Rerouting of Route 31?
- Inadequate infrastructure?
- Constraints to development due to natural resources

Minutes of March 5, 2001 Meeting (Meeting #1) Comprehensive Plan Update, Village of Lake in the Hills

The first meeting of the Advisory Committee was held at the Lake in the Hills Village Hall on Monday, March 5, 2001, between 7:00 and 9:00 p.m.

Purpose of the Meeting:

The purpose of the meeting was to:

- Introduce the study team and review work program, schedule, and budget;
- Discuss the purpose of comprehensive planning and the role of the Planning Advisory Committee;
- Introduce demographic tables, existing land use map and table, and planning factors graphic;
- Identify key issues, opportunities, and priorities relevant to the update of the current Plan
- Outline the next steps in the planning process and confirm meeting times and dates

Participants:

See attached sign-in sheet

Handouts:

- Advisory Committee binders, including:
 - Estimated Population and Percent Change
 - Population Characteristics, 1980 and 1990
 - Age Distribution, 1980 through 1990
 - Housing Characteristics, 1980 and 1990
 - Social Characteristics, 1990
 - Employment by Industry, 1990
 - Work program and budget
- Handout, Purpose of the Comprehensive Plan
- Existing Land Use Table

Binders were distributed so that all handouts, including support documentation, plan text, and graphics, can be organized in a useable format for Committee reference.

Items Discussed:

1. Introduction:

- a. The consultant summarized the work program and schedule, noting that the Committee will be meeting regularly for approximately 12 months. There will also be several opportunities for public involvement, including: key person interviews, a community survey, an open house, and a public hearing. Planning Resources will distribute an agenda and

minutes before each meeting and will limit the meetings to a maximum of two hours; and

- b. A handout summarizing the purpose and components of comprehensive planning was distributed. The consultant explained that a comprehensive plan serves as a public policy statement, documenting the desired future land use pattern of a community, used primarily as a tool for reviewing annexation requests, new development and subdivision proposals, and the allocation of resources for capital budgeting. It was further stated that regular attendance at Planning Advisory Committee meetings is important to the evolution of the Plan and its desired outcomes.

2. **Community Profile of Lake in the Hills:**

- a. Planning Resources prepared several tables providing demographic information for the Village of Lake in the Hills, including population estimates and projections, housing values and conditions, and employment statistics. It was noted that the most current census data is from 1990, which is out of date, and 2000 Census data should be released sometime during the Spring/Summer of 2001, at which time tables will be updated. Based on available census data and current projections, the following conclusions were reached:
 - According to a 1998 special census, the Village's population increased by 13,773 persons between 1990 and 1998;
 - Population growth is expected to continue through the year 2020 to a total estimated population of 35,560;
 - According to the Village's 1998 special census, 5,075 housing units were constructed between 1990 and 1998;
 - Single-family detached, owner occupied housing units are expected to remain the majority of total housing units in the Village;
 - The total number of school aged children in the community is expected to increase; and
 - It is expected that the number of persons employed in professional-type jobs will increase, as new residents in the Village are commuting to large employment centers in the northwest suburbs.
- b. An existing land use map and table, illustrating a percentage breakdown of each land use in the community, were presented to the Committee. In addition, a planning factors graphic was presented, highlighting the location of vacant property, mined lands, parks and recreation areas, bike trails, major transportation corridors, and community gateways within the Village. The tables and graphics give insights into the make-up of the community, and help the consultant team identify needs that can be met through the planning process.

3. **Assets, Strengths, Opportunities, Needs and Problems** – The consultant led the members of the Committee in an exercise that led to a consensus on elements of the plan considered to be

most important (see summary, below). This exercise was divided into three (3) parts:

(1) ***Discussion of Assets, Strengths, and Unique Characteristics*** – Those characteristics that are unique to Lake in the Hills, which are considered assets that should be taken into account as part of the comprehensive plan update were identified as:

- a. Environmental features (topography, mature trees & vegetation, lakes, and waterways);
- b. Affordable housing for young families;
- c. Parks and open space;
- d. Rural atmosphere (low density development, abundance of natural features, no sidewalks in some areas);
- e. Community is not too large (people know each other);
- f. Growth potential (undeveloped land);
- g. Presence of rooftops, income, and traffic to support new commercial development;
- h. Diversity in race and income;
- i. Quality schools;
- j. Lower taxes than DuPage and Cook Counties;
- k. Proximity to employment centers in Chicago and Rockford;
- l. Village services;
- m. Responsiveness of Village to citizen concerns;
- n. Proximity to I-90 and Metra train in Crystal Lake;
- o. Close to major shopping areas; and
- p. Village-owned airport.

(2) ***Discussion of Needs, Constraints, and Problems*** – Needs, constraints, and problems that should be addressed in the development of the Comprehensive Plan were identified as:

- a. Increase retail/commercial uses (i.e. more restaurants & entertainment venues);
- b. Expand office and industrial uses (people have to travel outside community to work);
- c. Traffic solutions to alleviate congestion;
- d. Lack of identity, sense of place;
- e. More parks, open space, and opportunities for active recreation;
- f. Overcrowded school districts;
- g. Multiple jurisdictions within the community (school, park, and fire districts);
- h. Less residential growth;
- i. Lack of senior housing;
- j. Expansion of Village services/facilities to meet needs of growing population;
- k. Town Center;
- l. Diversity of housing options (i.e. lack of “move-up” housing);
- m. Preservation of historic buildings and resources;
- n. Medical facilities;
- o. Lack of churches;

- p. Double taxation (parks & recreation);
- q. Rapidly decreasing natural resources; and
- r. Lack of infrastructure to serve mined lands.

(3) **Opportunities** – Opportunities that should be focused on as part of the Plan update:

- a. Redevelopment of mined lands;
 - b. Specialized retail beyond the chain store or “big box”;
 - c. Entertainment venues (i.e. Streets of Woodfield);
 - d. Expansion of the bike path;
 - e. New development along Route 47;
 - f. Airport;
 - g. Ability to grow up (vertically) rather than sprawl; and
 - h. Waterways.
4. **Discussion of Community Survey** – The consultant explained that one component of the work program is the preparation of a community survey to be mailed to a random sample of residents. Members of the Committee agreed the focus of the survey should include: attitudes about growth (residential vs. commercial); future land uses for vacant property (including mined lands); maintenance of rural character; taxes; and quality of life. The consultant will prepare a draft survey for review at the next meeting.

Next Meeting

The next meeting of the Planning Advisory Committee is scheduled for Monday, April 9, 2001, from 7:00 - 9:00 PM at Village Hall. Members of the Committee agreed that the second Monday of the month would work as an established meeting time.

Respectfully submitted,

Nathan J. Parch
Project Planner

Appendix B

VILLAGE OF LAKE IN THE HILLS PUBLIC OPINION SURVEY FOR 2001 COMPREHENSIVE PLAN

Please fill out this questionnaire if you are the adult (age 18 or older) in the household who most recently had his or her birthday, regardless of the year of birth.

Follow the directions that are included with each question, providing a response that best represents your opinion. Please spend the few minutes needed to answer all the questions and return the form in the enclosed postage-paid envelope by **May 31, 2001**. Be sure that all of your answers are given anonymously.

Your opinions count! If you have questions, please feel free to contact Dan Olson, Director of Community Development, at 847-658-7939.

I. COMMUNITY

1. What most attracted you to live in the Village of Lake in the Hills? *(Please select three and prioritize, giving 3 the highest value)*

- | | |
|--|--|
| <input type="checkbox"/> Recreation/lakes | <input type="checkbox"/> Family/friends |
| <input type="checkbox"/> Home variety | <input type="checkbox"/> Schools |
| <input type="checkbox"/> Affordable housing | <input type="checkbox"/> Taxes |
| <input type="checkbox"/> Community | <input type="checkbox"/> Proximity to work |
| <input type="checkbox"/> Rural atmosphere | |
| <input type="checkbox"/> Other <i>(Please specify)</i> _____ | |

2. Do you feel there is a strong sense of community where you live?

Yes No

3. Do you think the Village of Lake in the Hills lacks an identity or "sense of place"?

Yes No

4. If yes, which of the following would create identity? *(Please select three and prioritize, giving 3 the highest value)*

- Specialty shopping district/restaurants
- Retail/service in a "downtown-like" setting
- New municipal campus
- Community center (multi-use facility)
- Expansion and promotion of natural areas
- Developed parks and recreation areas
- Beautification/identification of boundaries
- Annual community events

- Community organizations
- Other *(Please specify)* _____

5. Overall, how would you rate the quality of public services provided to the Village? *(Assign a value to each: (1) good; (2) fair; (3) poor; and (4) no opinion)*

- Administration
- Fire
- Police
- Parks and recreation
- Roads
- Sewer/water

II. GROWTH

6. What is your opinion about the rate of growth in Lake in the Hills over the past five years? *(Please select one)*

- | | |
|--------------------------------------|-------------------------------------|
| <input type="checkbox"/> Too rapid | <input type="checkbox"/> Too slow |
| <input type="checkbox"/> About right | <input type="checkbox"/> No opinion |

7. Do you feel there are full-time employment opportunities in or close to Lake in the Hills?

Yes No

8. Is rural character important to you?

Yes No

9. Should open space and environmentally sensitive lands be protected from development?

Yes No

10. What kind of development should be promoted in the Village? *(Please select three and prioritize, giving 3 the highest value)*

- Single-family homes
- Multiple-family homes
- Retail/commercial
- Light industrial
- Office
- Parks/rec.
- Open space
- Other *(Please specify)* _____

11. How do you think the tax burden on the property owner should be reduced? *(Please select one)*

- Add retail commercial
- Add office uses
- Add light manufacturing/industrial uses
- No need to reduce the tax burden
- Other *(Please specify)* _____

III. HOUSING

12. Is the cost of housing in Lake in the Hills affordable?

Yes No

13. What type of housing do you think Lake in the Hills needs? *(Please select three and prioritize, giving 3 the highest value)*

- Affordably priced single-family (\$0-\$149,999)
- Moderately priced single-family (\$150,000-\$250,000)
- Upscale/luxury single family (more than \$250,000)
- Townhomes/duplexes
- Condominiums
- Multiple-family apartments
- Senior housing
- None needed

14. Are you planning to move from Lake in the Hills in the next year?

Yes No

15. If yes, why? *(Select one)*

- Going from renter to owner
- Going from owner to renter
- Need a larger house
- Need to downsize
- Job relocation
- Need a single-story home
- Other *(Please specify)* _____

IV. COMMERCIAL DEVELOPMENT

16. Where do you do most of your shopping? *(Select one)*

- Lake in the Hills Crystal Lake
- Algonquin West Dundee
- Other *(Please specify)* _____

17. How would you rate the variety and quality of retail commercial, business and personal services in Lake in the Hills?

- Good Poor
- Fair No comment

18. Would you like to see more commercial development in Lake in the Hills?

Yes No

19. If yes, where should future commercial development be concentrated? *(Please select three and prioritize, giving 3 the highest value)*

- Route 31 Pyott Road
- Route 47 Randall Road
- Algonquin Road Lakewood Road
- Miller Road
- Other *(Please specify)* _____

20. What types of commercial uses would you most like to see added to those already in the Village? *(Please select three and prioritize, giving 3 the highest value)*

- Department/discount stores
- Specialty retail
- Convenience food or drug stores

- Quality sit-down restaurants
- Personal services (i.e., dry cleaner, hair salon)
- Day care facilities
- Professional services
- Corporate/office
- Health care facilities
- Entertainment (i.e. theatre, bowling, etc.)
- Other *(Please specify)* _____

26. Which of the following describes the type of housing you currently live in?
- Single-family residential
 - Single-family attached (townhome)
 - Condominium
 - Rental apartment

V. TRAFFIC/TRANSPORTATION

21. How do members of your household travel to work?

- Automobile
- Public transportation (includes Metra)
- Walk or bicycle
- Work at home

27. Where in the Village do you live?

- East of Randall Road
- West of Randall Road

22. What is the farthest distance members of your household travel to work

- Less than 5 miles
- 5 to 20 miles
- 21 to 40 miles
- 41 to 60 miles
- Over 60 miles

28. How old are you?

- 18 to 21
- 22 to 30
- 31 to 44
- 45 to 59
- 60 to 74
- 75 and over

23. Do you feel traffic is a problem?

- Yes
- No

29. What is your annual household income?

- Less than \$15,000
- \$15,000 to \$30,000
- \$31,000 to \$50,000
- \$51,000 to \$70,000
- \$71,000 to \$100,000
- Over \$100,000

24. If yes, which of the following roads should be given the highest priority for future improvements?
(Please select three and prioritize, giving 3 the highest value)

- Route 31
- Route 47
- Algonquin Road
- Lakewood Road
- Pyott Road
- Randall Road
- Miller Road
- Other *(Please specify)* _____

30. How many children under 18 years of age live in your household?

- None
- One
- Two
- Three
- Four or more

Comments: _____

VI. DEMOGRAPHIC DATA

25. How long have you lived in the Village of Lake in the Hills?

- Less than 1 year
- 1 to 5 years
- 6 to 10 years
- More than 10 years

THANK YOU FOR YOUR RESPONSES.

THEY WILL SERVE AN IMPORTANT ROLE IN DRAFTING LAKE IN THE HILLS' NEW COMPREHENSIVE PLAN.

Summary Comments #1 of Community Survey, 2002 LITH Plan Update

Introduction

A 31-question community survey was sent to 1500 households in Lake in the Hills during the month of May 2001. The purpose of the survey was to identify preferences related to growth and development in Lake in the Hills, as part of the 2001 Comprehensive Plan Update. The selection of these households was at random. Five hundred and seventy-eight (578) or 39% of the 1500 surveys were returned.

Summary of Results

Demographics:

- 45% of those responding ranged in age from 31 to 44 years
- 64% have lived in Lake in the Hills for six or more years
- 32% live east of Randall Road
- 90% live in a single-family detached home
- 37% have an annual household income of \$71,000 or more
- 56% have children living in the household that are under the age of 18

Why Respondents Moved to LITH:

- Affordable housing: 66%
- Rural Atmosphere; 58%
- Recreation/Lakes: 31%
- Proximity to Work: 21%
- Family and Friends: 20%
- Community: 20%
- Home Variety: 15%
- Schools 13%
- Taxes: 13%

Opinion of Public Services:

- Fire, Police and Parks and Recreation were rated good (highest rating)
- There is a desire to improve administrative services, roads and sewer and water (rated as “fair”)

Community Identity:

- Residents continue to value rural character, open space and environmentally-sensitive resources
- Most respondents have a strong sense of community, but believe LITH lacks identity
- The top three ideas for creating identity included (in order of priority)
 - Annual community events
 - Natural area expansion and promotion
 - Parks and Recreation

- These top three ideas were followed by:
 - Community Center (multi-use facility)
 - Retail services in a “downtown” setting
 - Beautification and identification of boundaries

Economic Development:

- Residents want more commercial in LITH. Most (47%) shop in neighboring Crystal Lake
- Types of commercial desired included quality restaurants, discount stores and entertainment
- New commercial should be located along Randall Road, Algonquin Road and Pyott Road
- Respondents also expressed a preference for open space and parks and recreation development, noting that employment opportunities in or near LITH are needed

Housing:

- Most respondents believe that residential development should not be the highest planning priority in the Village, since there is a good supply of affordable and moderately-priced housing
- Where housing is proposed, it should consist of single-family, detached homes that meet markets that range from \$150K to \$250K and higher. This is because there is already an ample supply of affordable (less than \$150K) housing in LITH
- Few expressed a preference for senior housing, townhomes, condominiums or multiple-family dwellings

Growth and Future Development:

- Respondents indicated that the pace of growth over the past five years was “too rapid”
- They also indicated that open space and sensitive lands should be protected
- Those responding to the survey prioritized development as follows:
 - Open Space
 - Parks and Recreation
 - Retail Commercial
 - Light Industrial
 - Office
 - Single-Family Homes
 - Multiple-Family Homes

Traffic and Transportation:

- 93% of the respondents drive to work. More than 20% drive more than 40 miles to work
- 90% indicated that traffic is a problem, and indicated that Algonquin Road, Illinois Route 31 and Randall Road should be improved

Summary Comments #2 of Community Survey for Residents East of Randall Road, 2002 LITH Plan Update

Introduction

An analysis of results associated with respondents living east and west of Randall Road was carried out to determine differences in residents' point of view with respect to problems, needs, opportunities and community identity. Using Randall Road as the geographic division in the community is based on the growth patterns of the community:

- The area east of Randall Road is part of the original geographical center of Lake in the Hills; and
- Lands to the west represent the more recent subdivision activity that has occurred over the past two decades.

Summary of Results, East of Randall Road

Demographics:

- 45% of those responding ranged in age from 31 to 44 years
- 64% have lived in Lake in the Hills for six or more years
- 32% live east of Randall Road
- 90% live in a single-family detached home
- 37% have an annual household income of \$71,000 or more
- 56% have children living in the household that are under the age of 18

Why Respondents Moved to LITH:

- Affordable housing: 66%
- Rural Atmosphere; 58%
- Recreation/Lakes: 31%
- Proximity to Work: 21%
- Family and Friends: 20%
- Community: 20%
- Home Variety: 15%
- Schools 13%
- Taxes: 13%

Opinion of Public Services:

- Fire, Police and Parks and Recreation were rated good (highest rating)
- There is a desire to improve administrative services, roads and sewer and water (rated as "fair")

Community Identity:

- Residents continue to value rural character, open space and environmentally-sensitive resources
- Most respondents have a strong sense of community, but believe LITH lacks identity
- The top three ideas for creating identity included (in order of priority)

— Annual community events

- Natural area expansion and promotion
- Parks and Recreation

➤ These top three ideas were followed by:

- Community Center (multi-use facility)
- Retail services in a “downtown” setting
- Beautification and identification of boundaries

Economic Development:

- Residents want more commercial in LITH. Most (47%) shop in neighboring Crystal Lake
- Types of commercial desired included quality restaurants, discount stores and entertainment
- New commercial should be located along Randall Road, Algonquin Road and Pyott Road
- Respondents also expressed a preference for open space and parks and recreation development, noting that employment opportunities in or near LITH are needed

Housing:

- Most respondents believe that residential development should not be the highest planning priority in the Village, since there is a good supply of affordable and moderately-priced housing
- Where housing is proposed, it should consist of single-family, detached homes that meet markets that range from \$150K to \$250K and higher. This is because there is already an ample supply of affordable (less than \$150K) housing in LITH
- Few expressed a preference for senior housing, townhomes, condominiums or multiple-family dwellings

Growth and Future Development:

- Respondents indicated that the pace of growth over the past five years was “too rapid”
- They also indicated that open space and sensitive lands should be protected
- Those responding to the survey prioritized development as follows:
 - Open Space
 - Parks and Recreation
 - Retail Commercial
 - Light Industrial
 - Office
 - Single-Family Homes
 - Multiple-Family Homes

Traffic and Transportation:

- 93% of the respondents drive to work. More than 20% drive more than 40 miles to work
- 90% indicated that traffic is a problem, and indicated that Algonquin Road, Illinois Route 31 and Randall Road should be improved

Summary Comments #3 of Community Survey for Residents West of Randall Road, 2002 LITH Plan Update

Introduction

A 31-question community survey was sent to 1500 households in Lake in the Hills during the month of May 2001. The purpose of the survey was to identify preferences related to growth and development in Lake in the Hills, as part of the 2001 Comprehensive Plan Update. The selection of these households was at random. Five hundred and seventy-eight (578) or 39% of the 1500 surveys were returned, of those 66% live West of Randall road.

Summary of Results

Demographics:

- 61% of those responding ranged in age from 31 to 44 years
- 31% have lived in Lake in the Hills for six or more years
- 66% live east of Randall Road
- 87% live in a single-family detached home
- 59% have an annual household income of \$71,000 or more
- 62% have children living in the household that are under the age of 18

Why Respondents Moved to LITH:

- Affordable housing: 69%
- Rural Atmosphere; 51%
- Recreation/Lakes: 30%
- Proximity to Work: 20%
- Family and Friends: 25%
- Community: 22%
- Home Variety: 18%
- Schools 11%
- Taxes: 5%

Opinion of Public Services:

- Fire, Police and Parks and Recreation were rated good (highest rating)
- There is a desire to improve administrative services, roads and sewer and water (rated as “fair”)

Community Identity:

- Residents continue to value rural character, open space and environmentally-sensitive resources
- Most respondents have a strong sense of community, but believe LITH lacks identity
- The top three ideas for creating identity included (in order of priority)
 - Retail services in a “downtown” setting
 - Specialty Shopping district/restaurants
 - Annual community events

- These top three ideas were followed by:
 - Beautification and identification of boundaries
 - New municipal campus
 - Community organizations

Economic Development:

- Residents want more commercial in LITH. Most (53%) shop in neighboring Crystal Lake
- Types of commercial desired included quality restaurants, discount stores and specialty retail
- New commercial should be located along Randall Road, Algonquin Road and Illinois Route 47
- Respondents also expressed a preference for retail/commercial and open space development, noting that employment opportunities in or near LITH are needed

Housing:

- Most respondents believe that residential development should not be the highest planning priority in the Village, since there is a good supply of affordable and moderately-priced housing
- Where housing is proposed, it should consist of single-family, detached homes that meet markets that range from \$150K to \$250K and higher. This is because there is already an ample supply of affordable (less than \$150K) housing in LITH
- Few expressed a preference for senior housing, townhomes, condominiums or multiple-family dwellings

Growth and Future Development:

- Respondents indicated that the pace of growth over the past five years was “too rapid”
- They also indicated that open space and sensitive lands should be protected
- Those responding to the survey prioritized development as follows:
 - Retail Commercial
 - Open Space
 - Parks and Recreation
 - Single-Family Homes
 - Light Industrial
 - Multiple-Family Homes
 - Office

Traffic and Transportation:

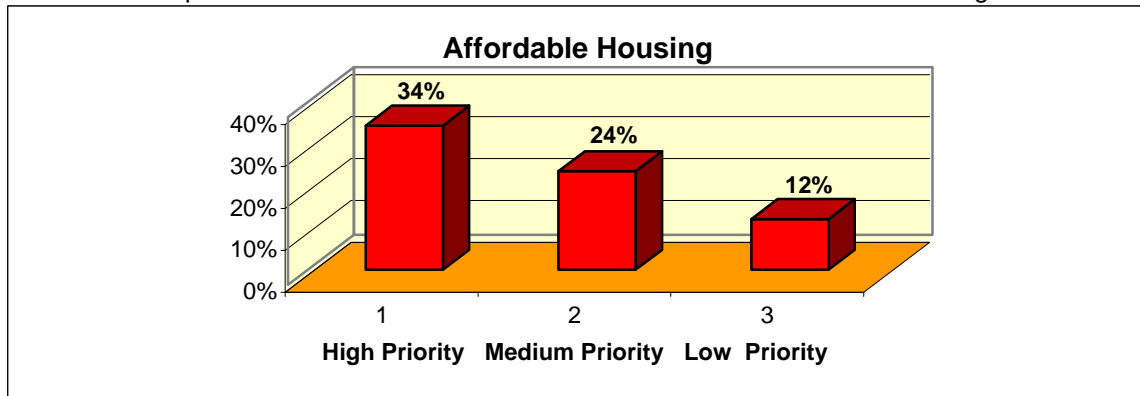
- 93% of the respondents drive to work. More than 22% drive more than 40 miles to work
- 90% indicated that traffic is a problem, and indicated that Algonquin Road, Randall Road, and Illinois Route 31 should be improved

Summary of Community Survey Responses 2001 Comprehensive Plan Update, Lake in the Hills

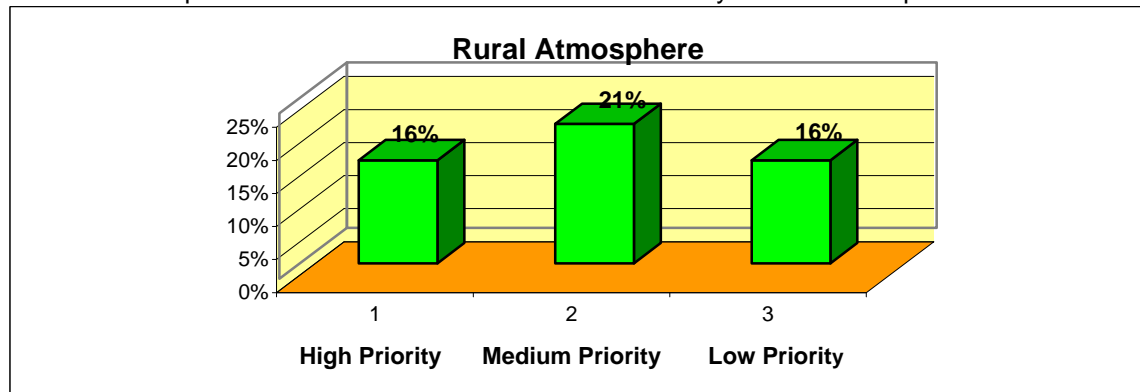
I. Community

1 What most attracted you to live in the Village of Lake in the Hills?

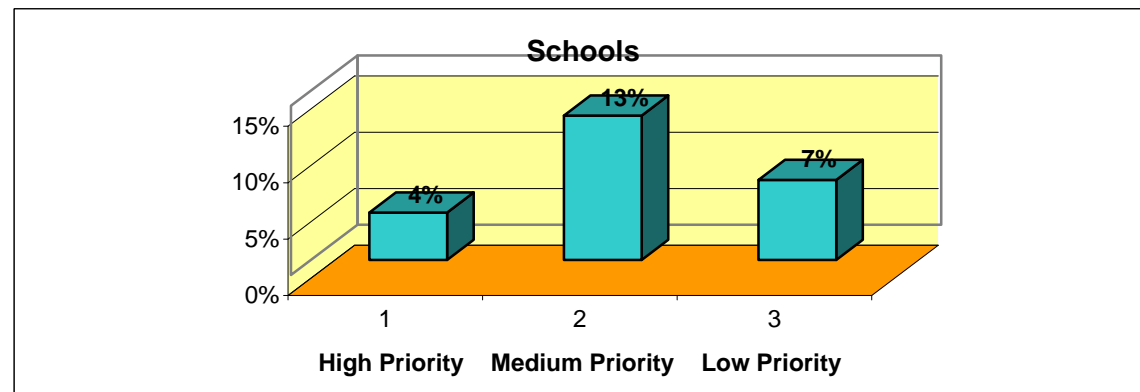
70% of the respondents came to Lake in the Hills because of its affordable housing



53% of the respondents were attracted to Lake in the Hills by its rural atmosphere



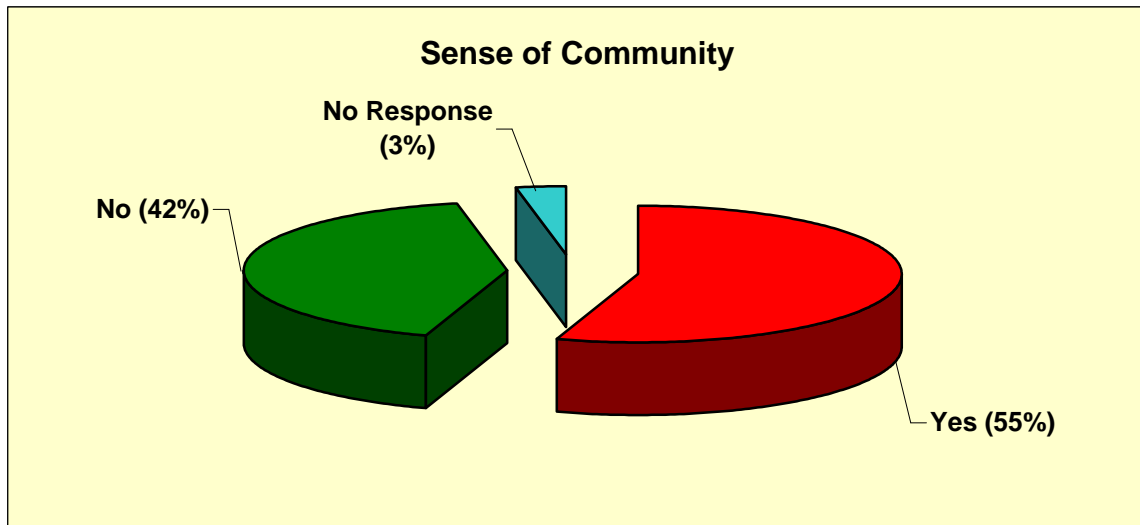
24% of those surveyed indicated that the schools were an attraction



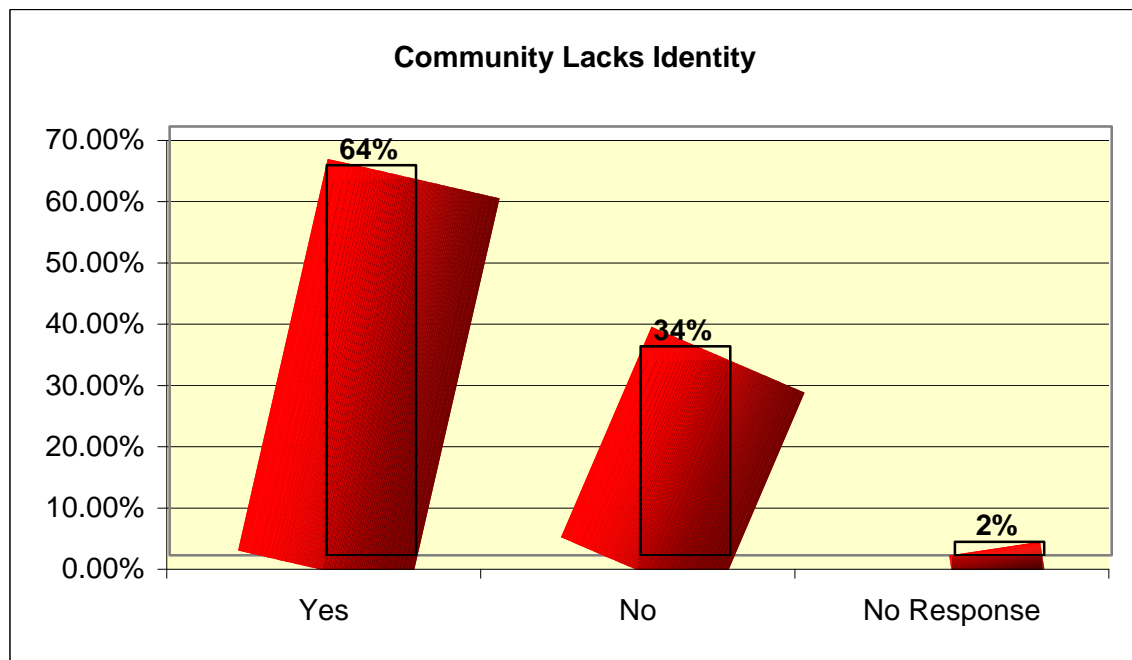
Summary of Survey Results

I. Community, Continued

2 Do you feel there is a strong sense of community where you live?



3 Do you think the Village of Lake in the Hills lacks an identity or sense of place?

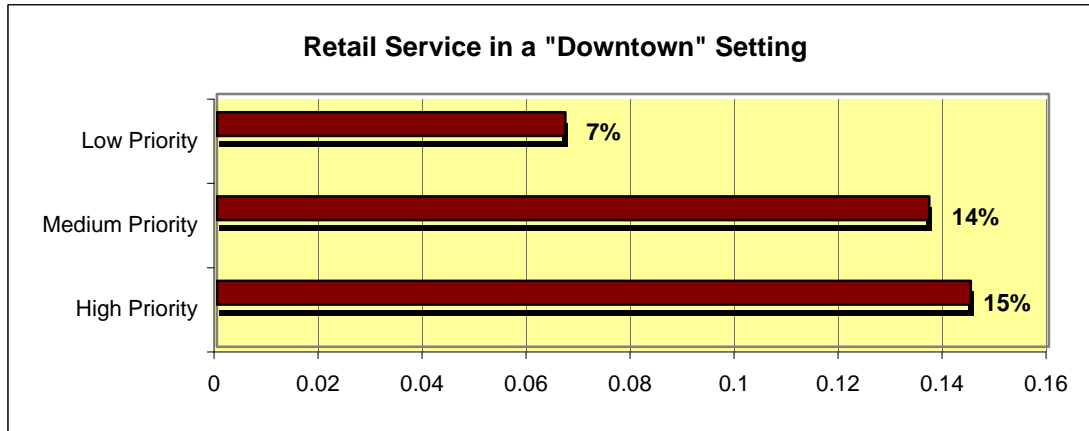


Summary of Survey Results

I. Community, Continued

4 If yes, which would create identity?

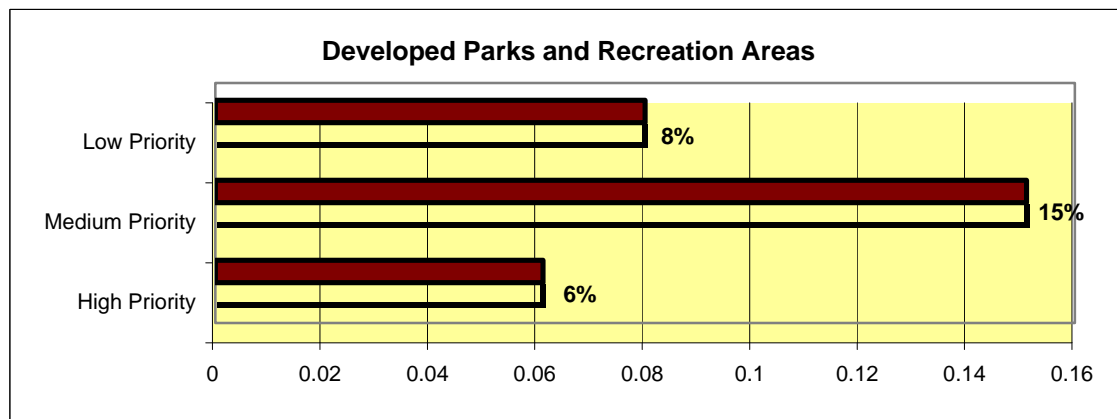
35% of the respondents indicated retail/service in a "downtown"-like setting would create identity



33% said specialty shopping districts and restaurants would create identity



29% chose developed parks and recreation areas as their preference for identity building

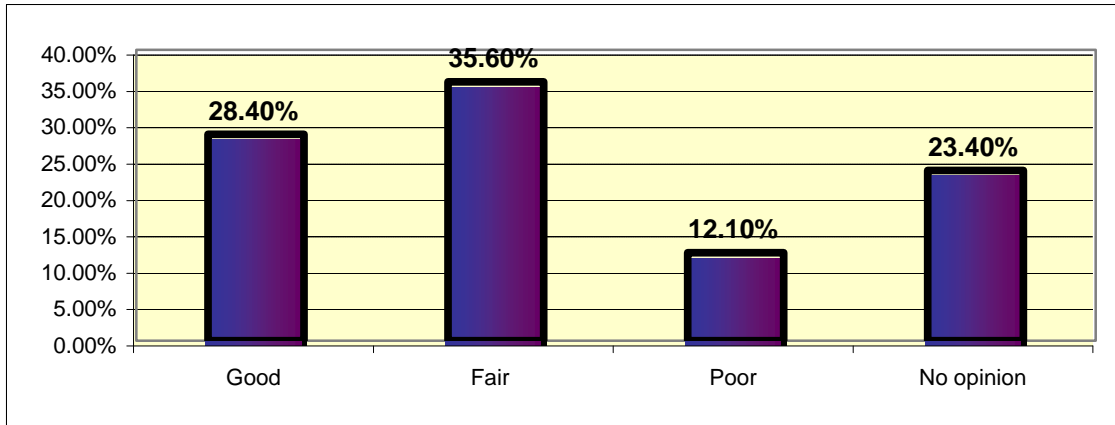


Summary of Survey Results

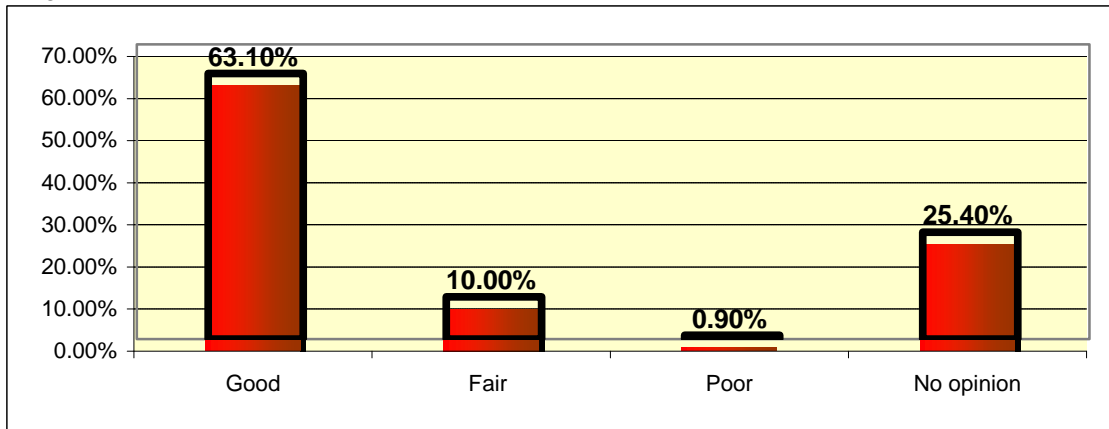
I. Community, Continued

5 Overall, how would you rate the quality of public services provided by the Village?

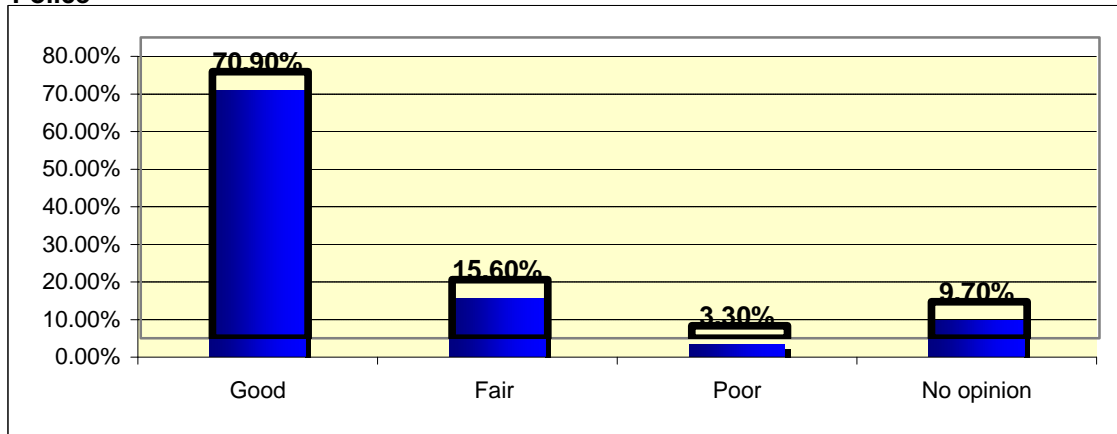
Administration



Fire



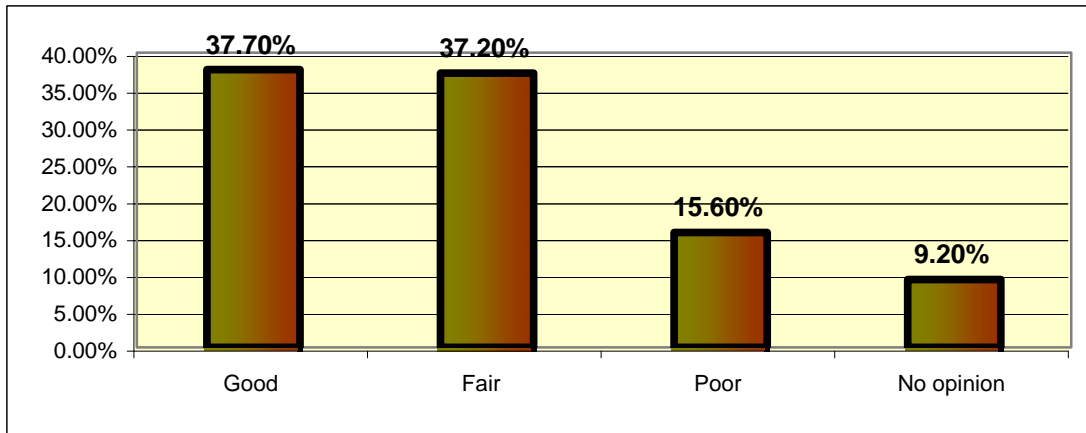
Police



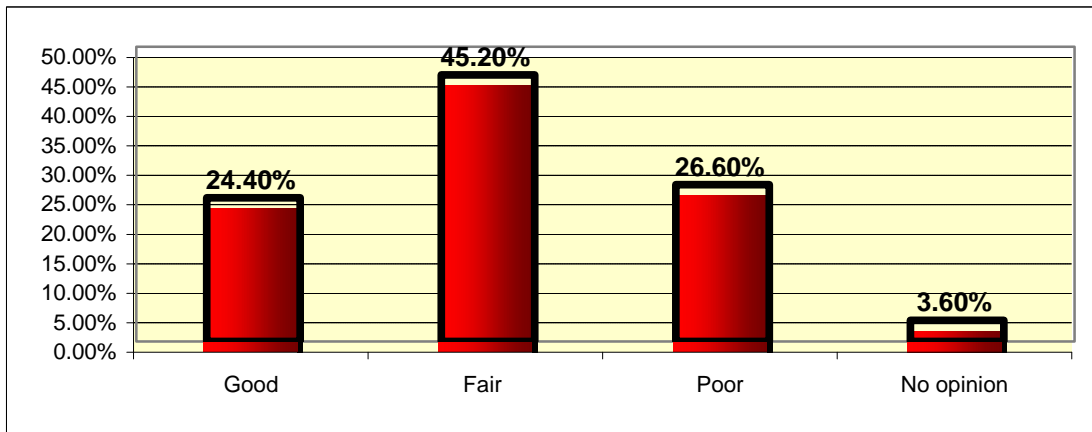
Summary of Survey Results

I. Community, Continued

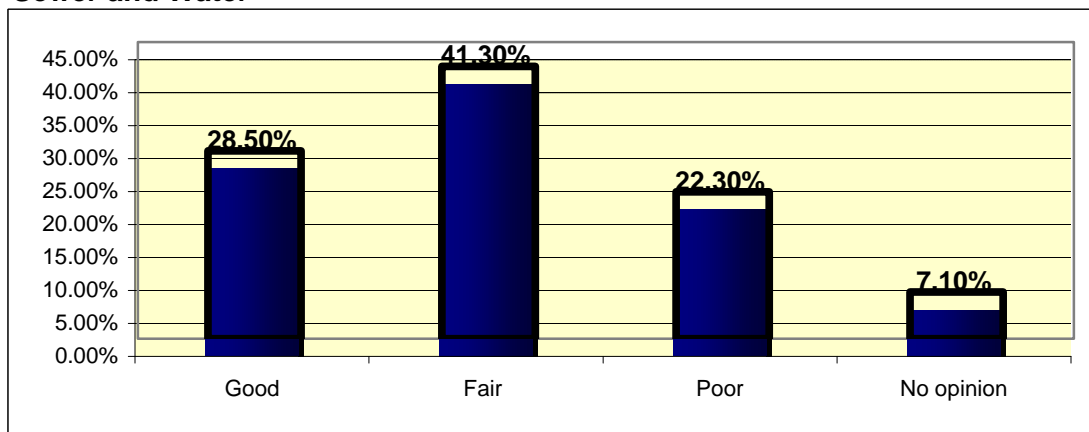
Parks and Recreation



Roads



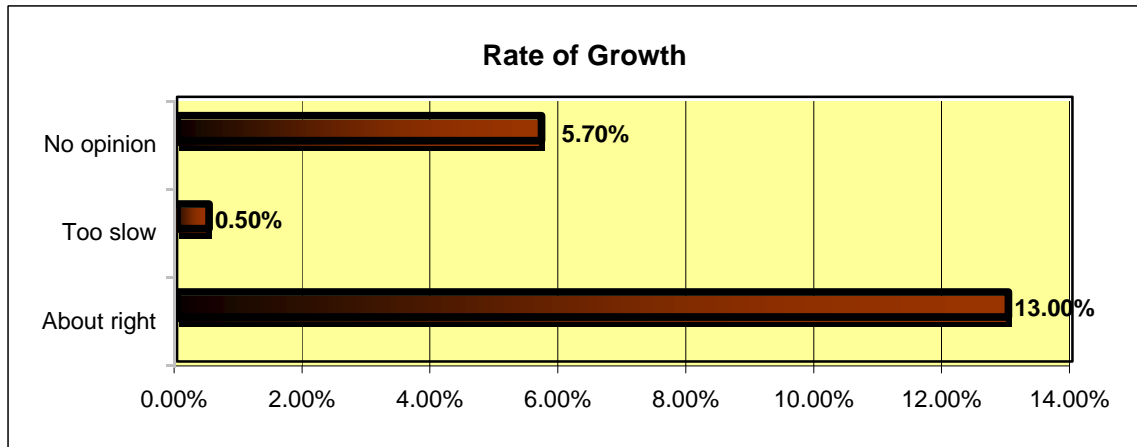
Sewer and Water



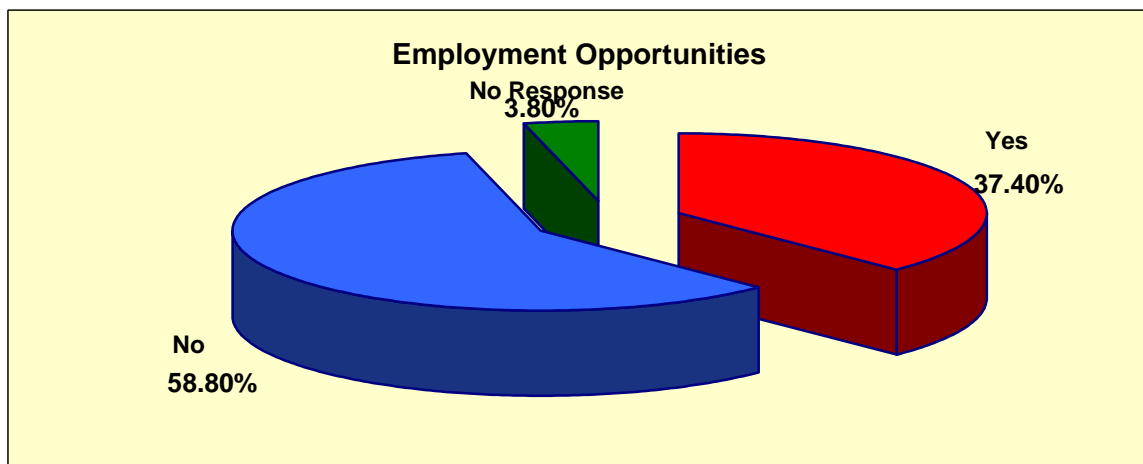
Summary of Survey Results

II. Growth

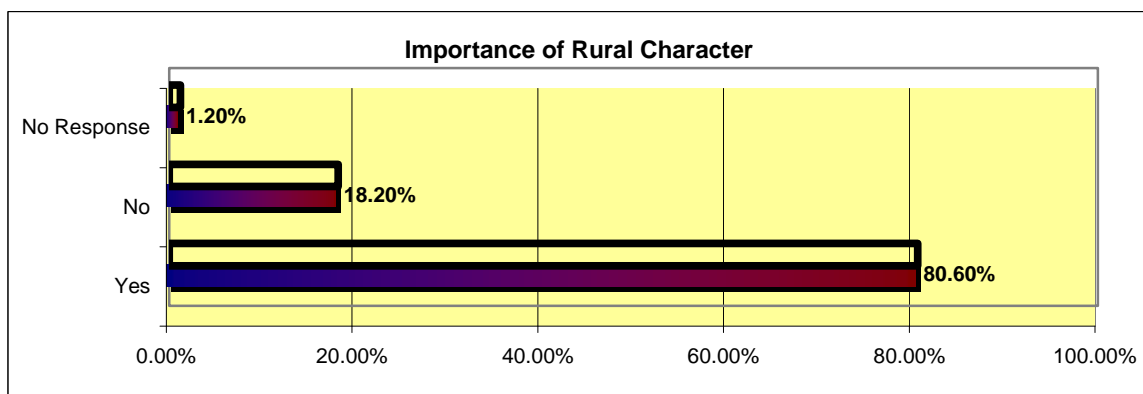
- 6 What is your opinion about the rate of growth in Lake in the Hills over the past five years?



- 7 Do you feel there are full-time employment opportunities in or close to Lake in the Hills?



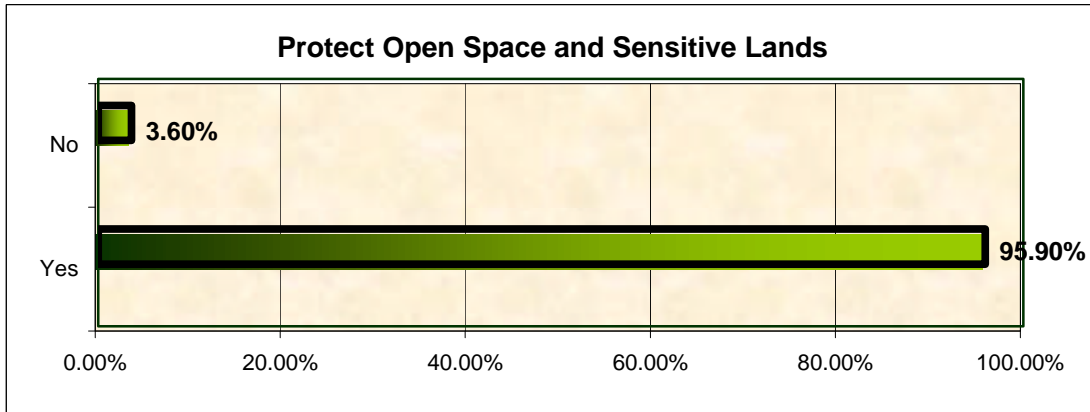
- 8 Is rural character important to you?



Summary of Survey Results

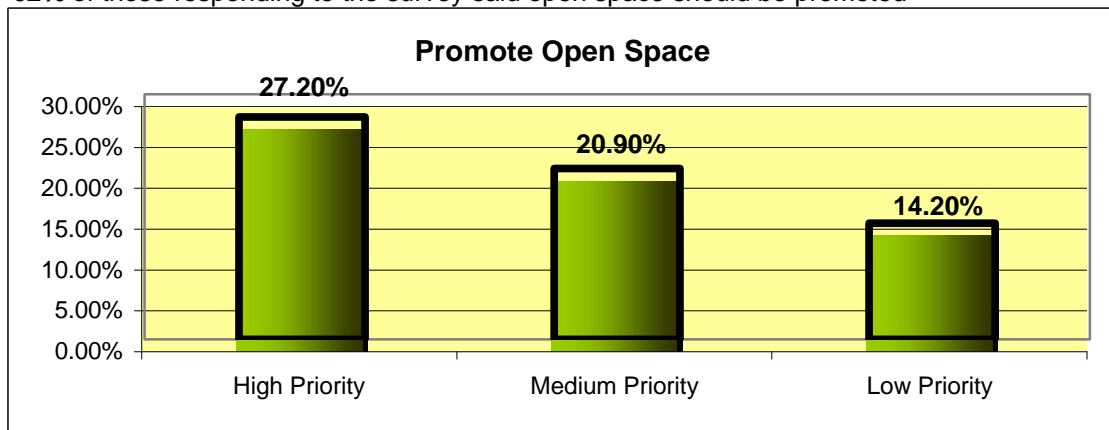
II. Growth, Continued

- 9 Should open space and environmentally sensitive lands be protected from development?

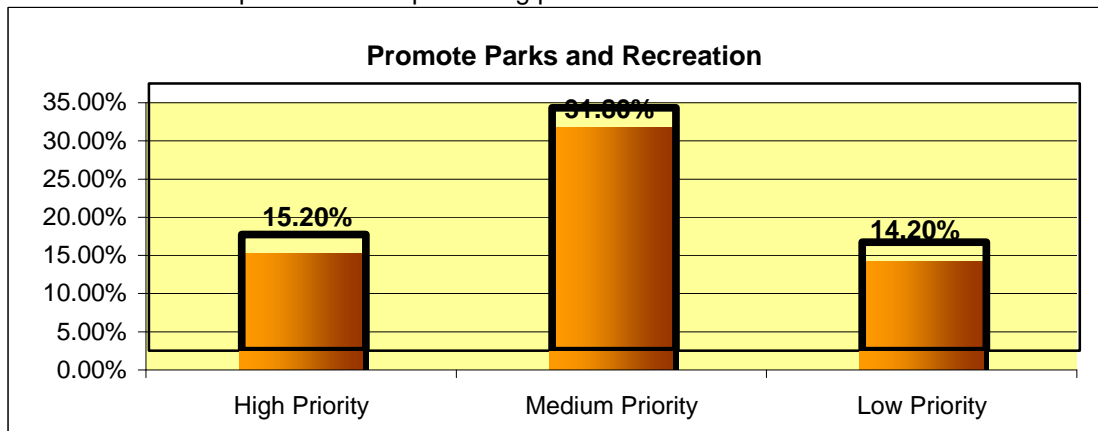


- 10 What kind of development should be promoted in the Village?

62% of these responding to the survey said open space should be promoted



61% indicated their preference for promoting parks and recreation

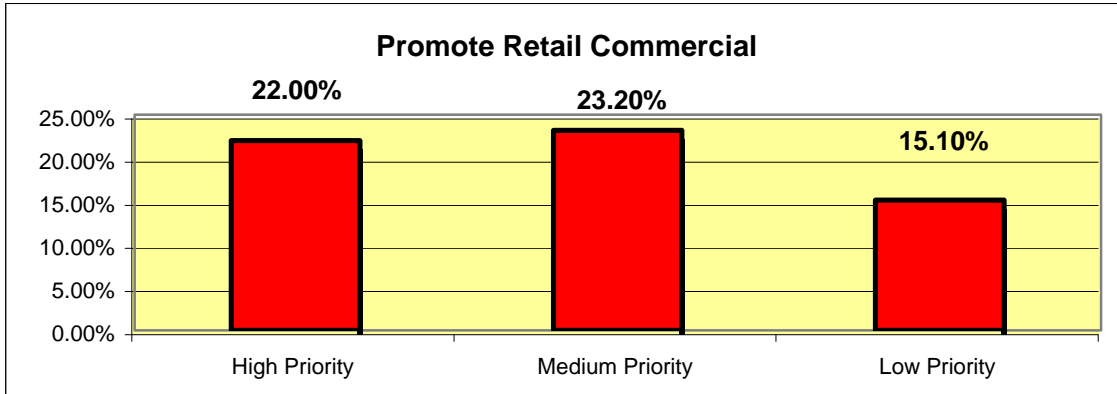


Summary of Survey Results

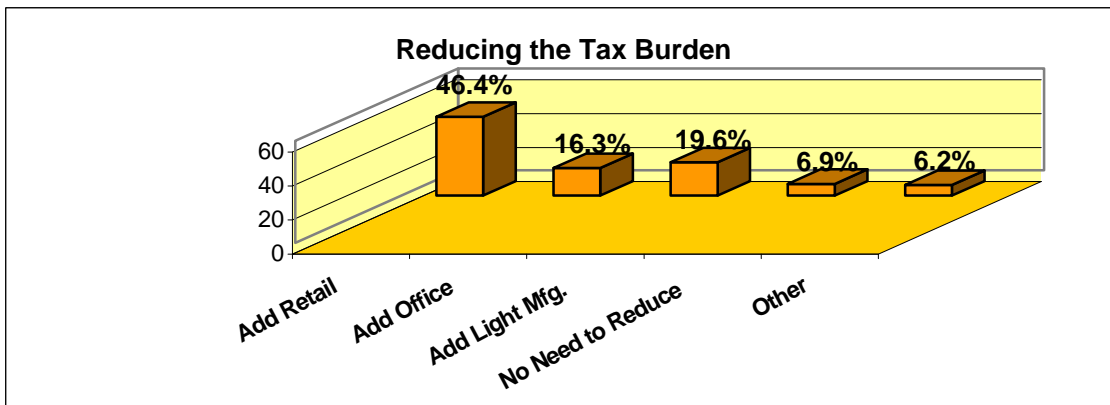
II. Growth, Continued

10 What kind of development should be promoted in the Village?

Retail Commercial

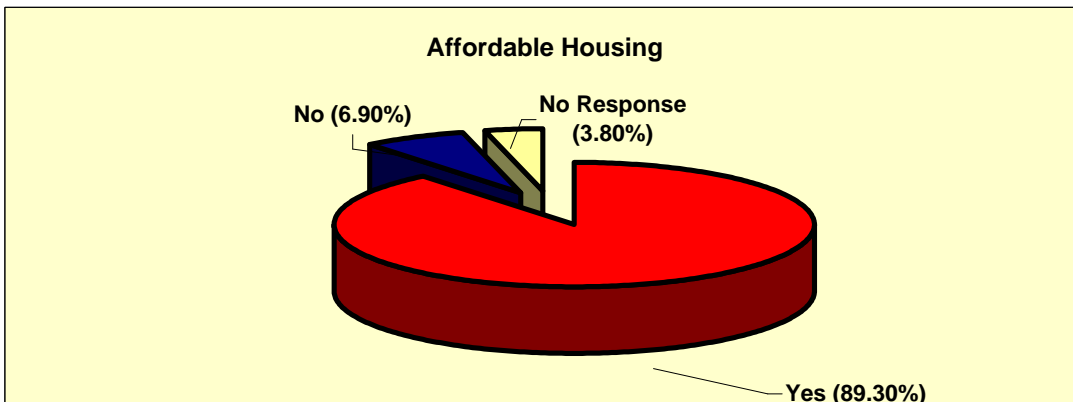


11 How do you think the tax burden on the property owner should be reduced?



III. Housing

12 Is the cost of housing in Lake in the Hills affordable?

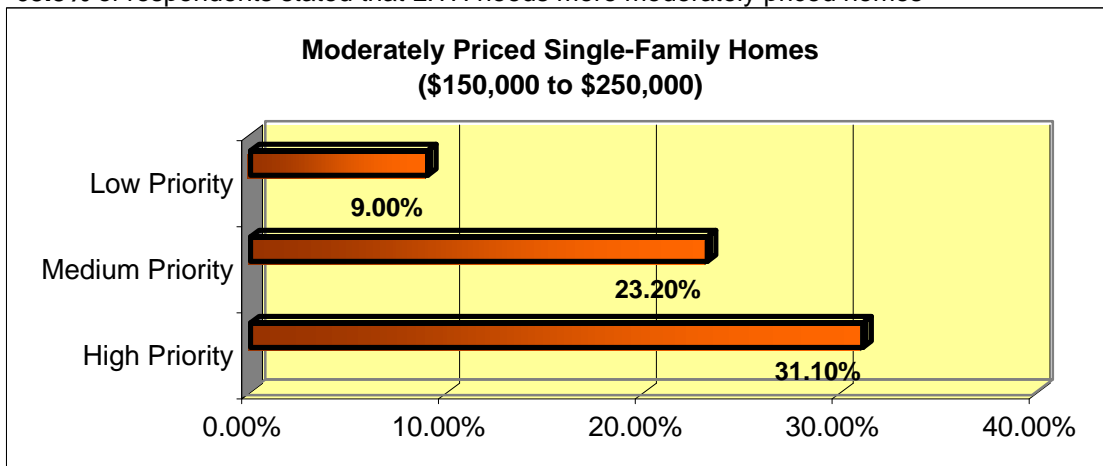


Summary of Survey Results

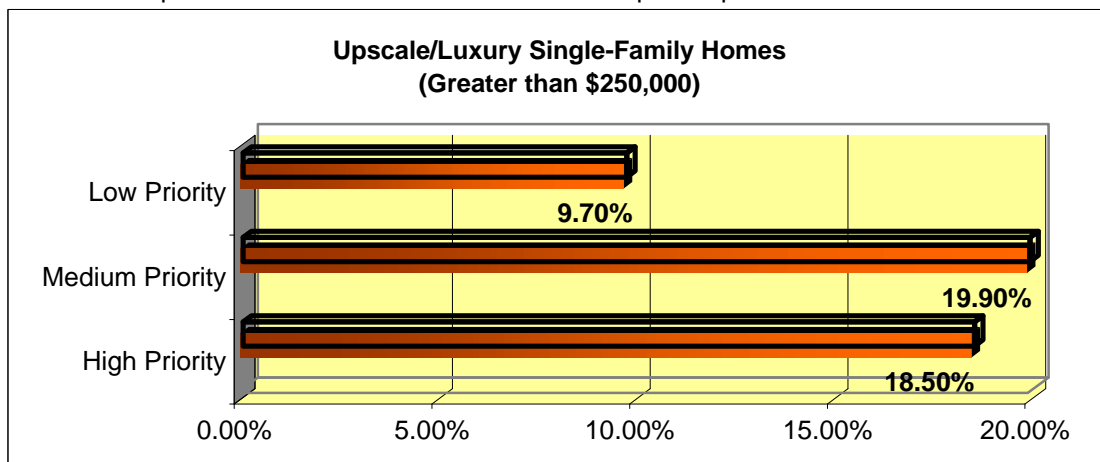
III. Housing, Continued

13 What type of housing do you think Lake in the Hills needs?

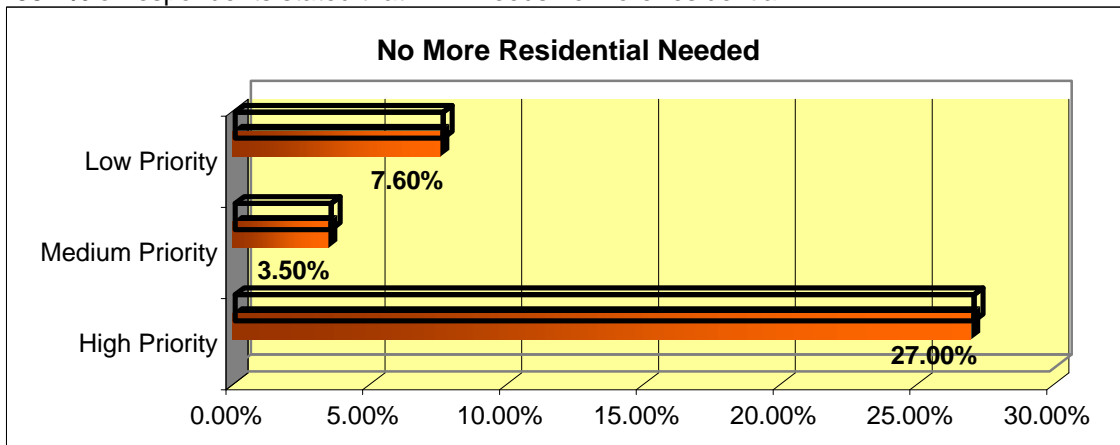
63.3% of respondents stated that LITH needs more moderately priced homes



48.1% of respondents stated that LITH needs more upscale priced homes



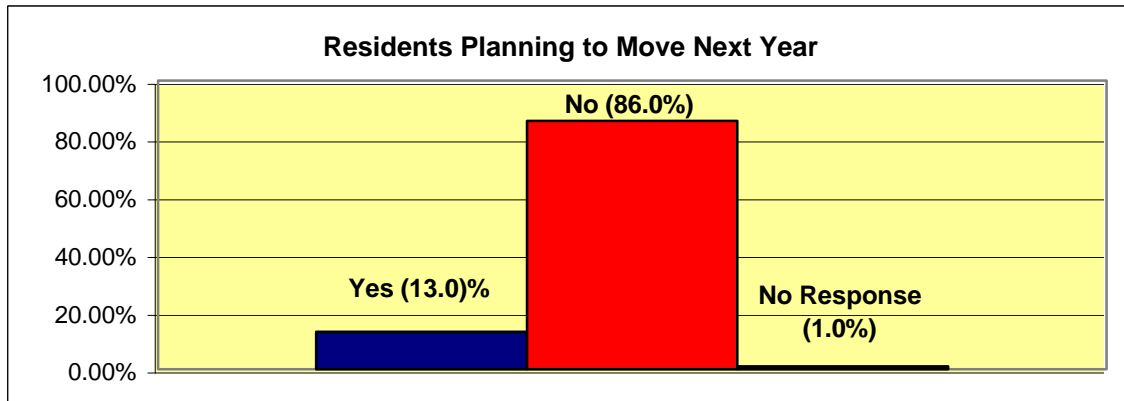
38.1% of respondents stated that LITH needs no more residential



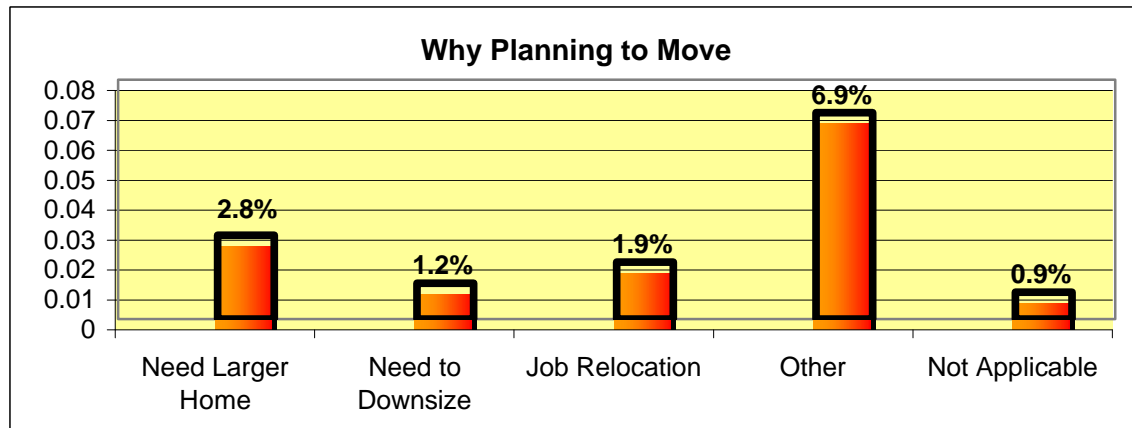
Summary of Survey Results

III. Housing, Continued

14 Are you planning to move from Lake in the Hills in the next year?

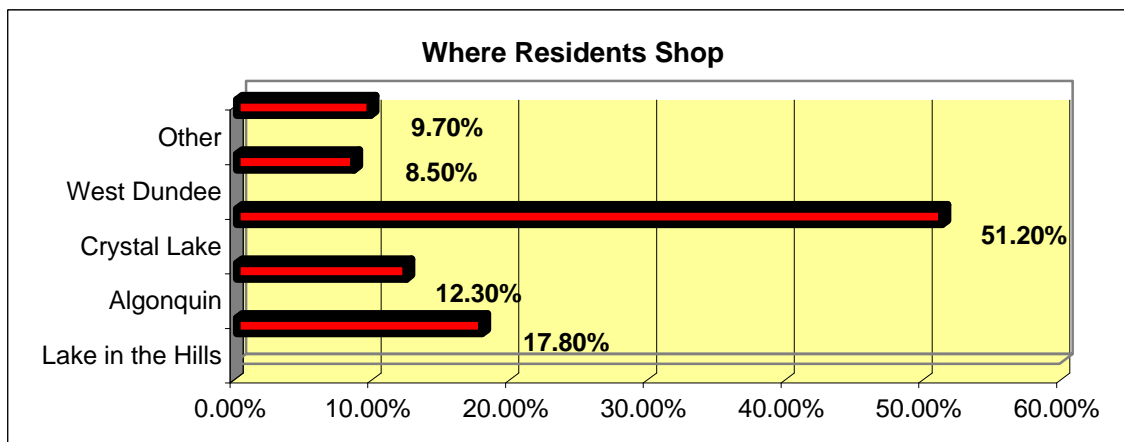


15 If yes, then why?



IV. Commercial Development

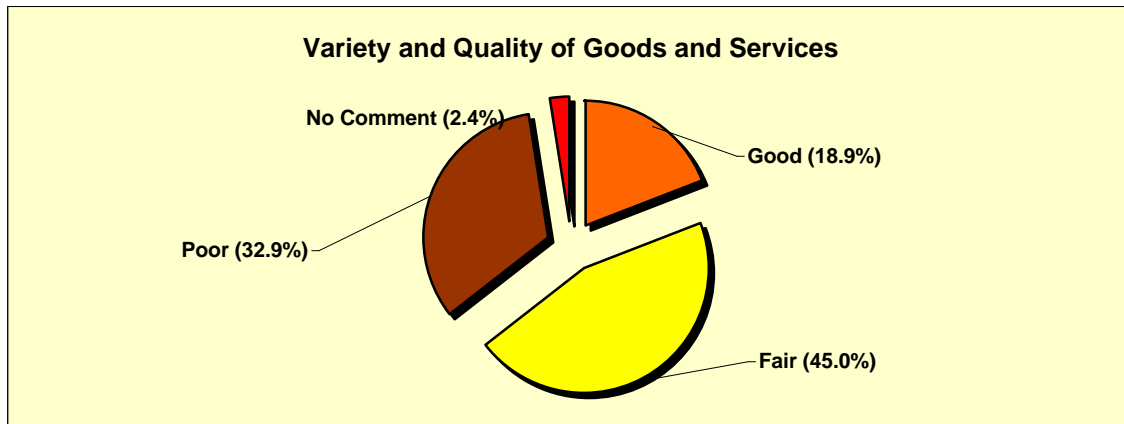
16 Where do you do most of your shopping?



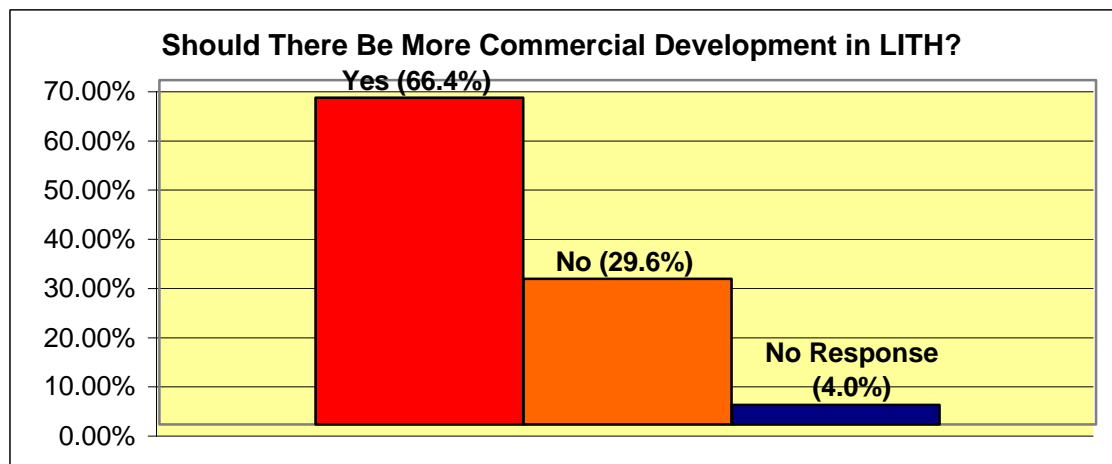
Summary of Survey Results

IV. Commercial Development, Continued

- 17 How would you rate the variety and quality of retail commercial, business, and personal services in Lake in the Hills?

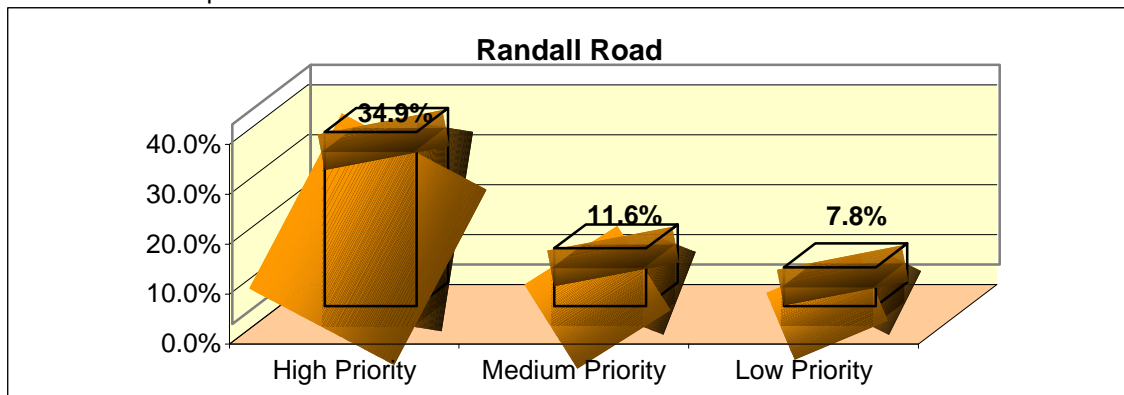


- 18 Would you like to see more commercial development in Lake in the Hills?



- 19 If yes, where should future development be concentrated?

54.3% of the respondents chose Randall Road:

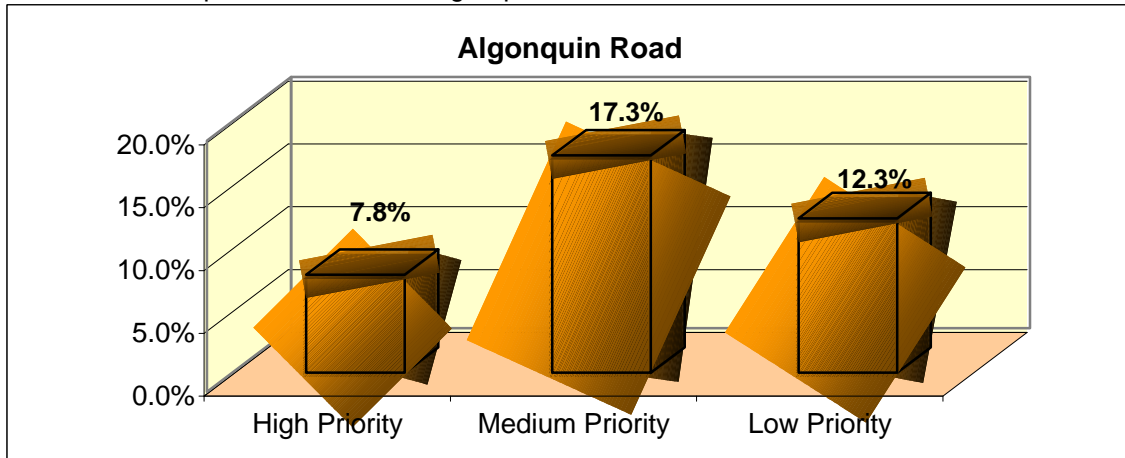


Summary of Survey Results

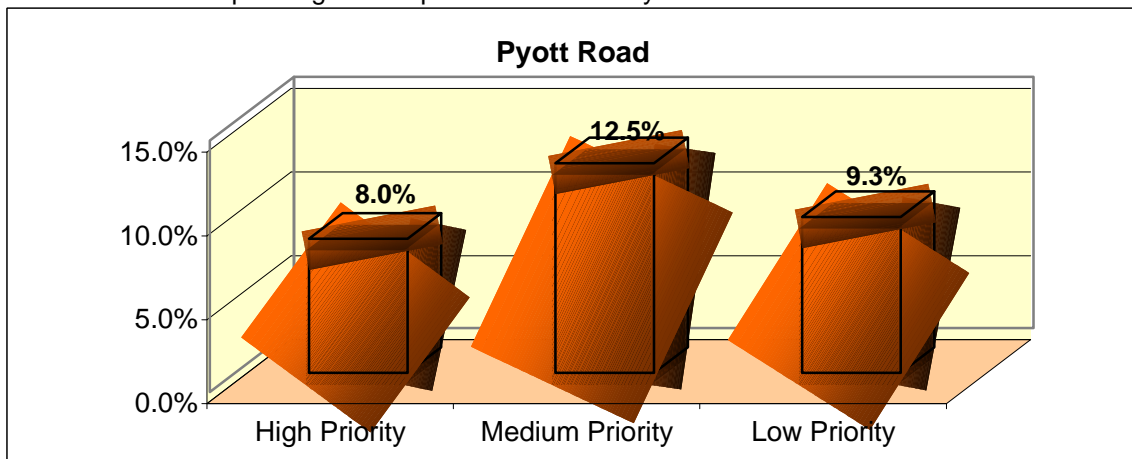
IV. Commercial Development, Continued

19 If yes, where should future development be concentrated (continued)?

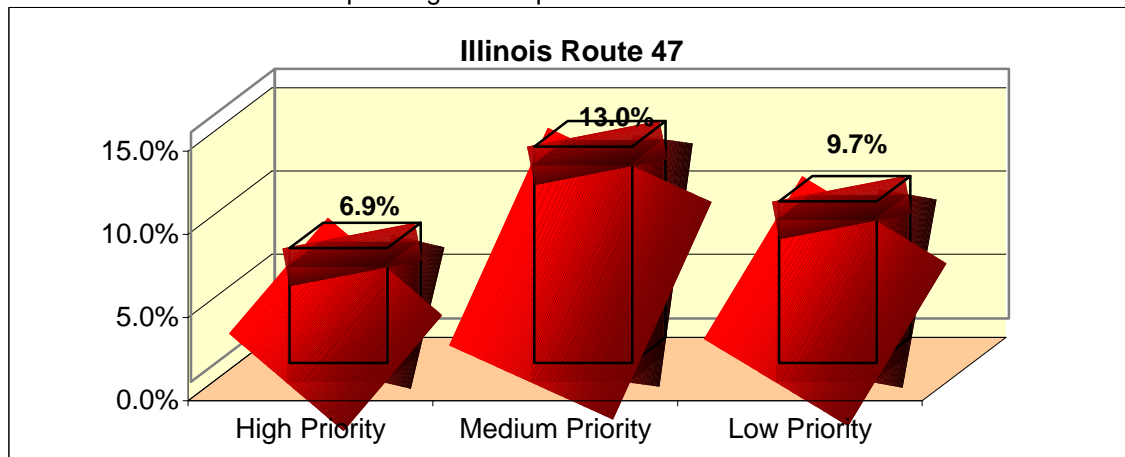
37.4% of the respondents selected Algonquin Road



29.8% of those responding to this question selected Pyott Road



29.6% of those residents responding to this question chose Illinois Route 47

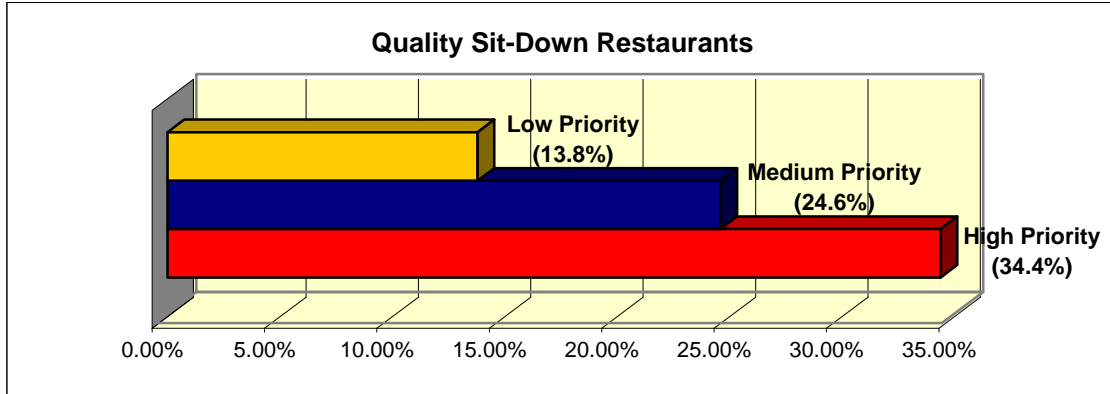


Summary of Survey Results

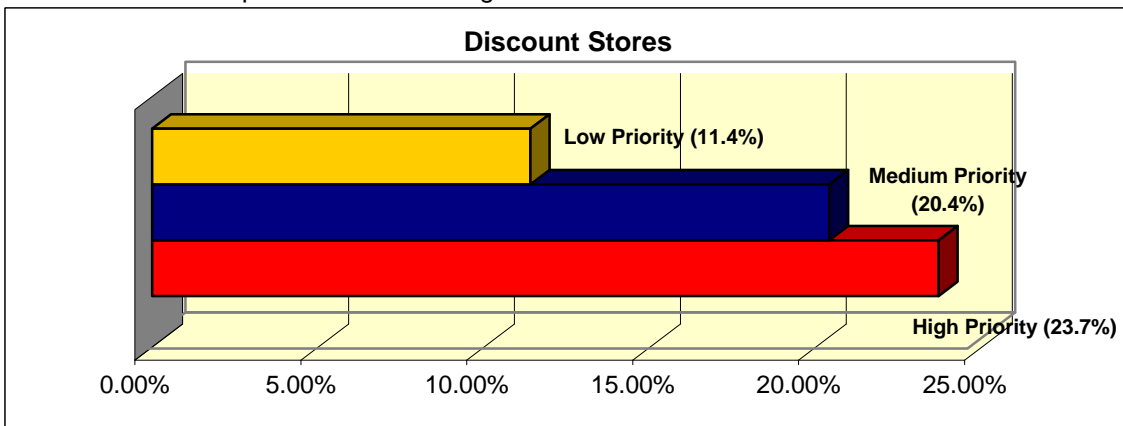
IV. Commercial Development, Continued

20 What types of commercial uses would you like to see added to those already in the Village?

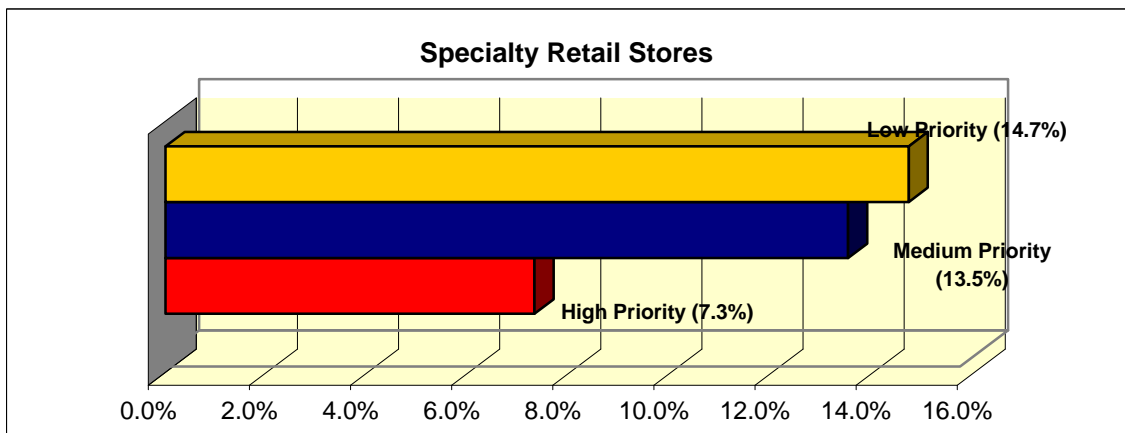
73% of those responding indicated quality sit-down restaurants should be added.



55% indicated their preference for adding discount stores.



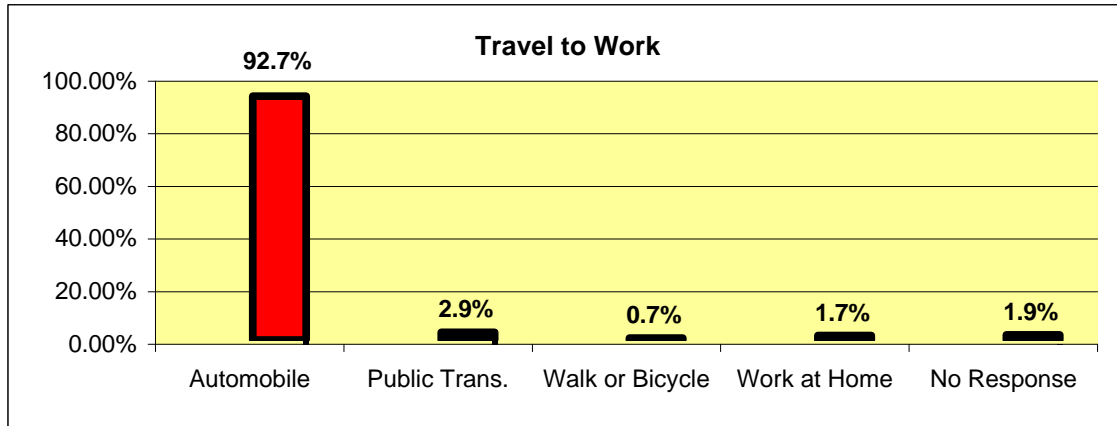
35% percent selected special retail and entertainment as uses that should be added.



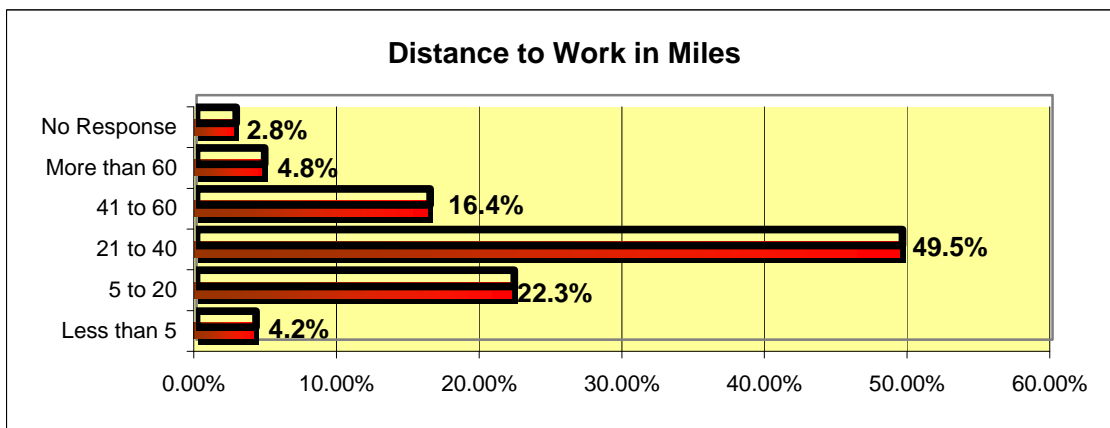
Summary of Survey Results

V. Traffic and Transportation

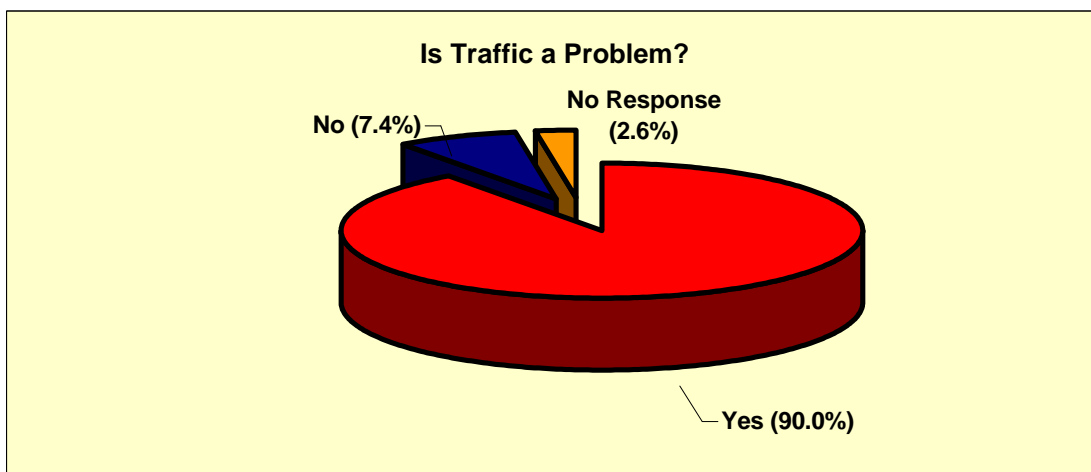
21 How do members of your household travel to work?



22 What is the farthest distance members of your household travel to work?



23 Do you feel traffic is a problem?

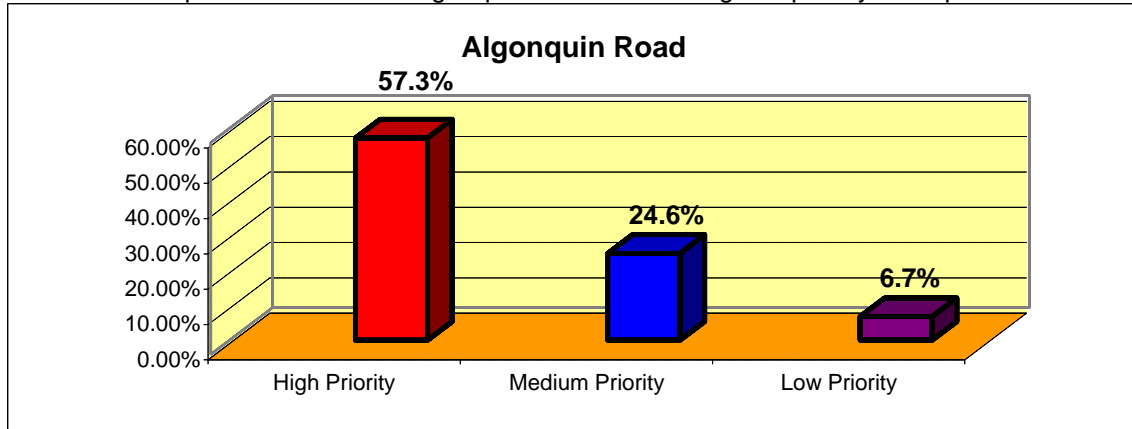


Summary of Survey Results

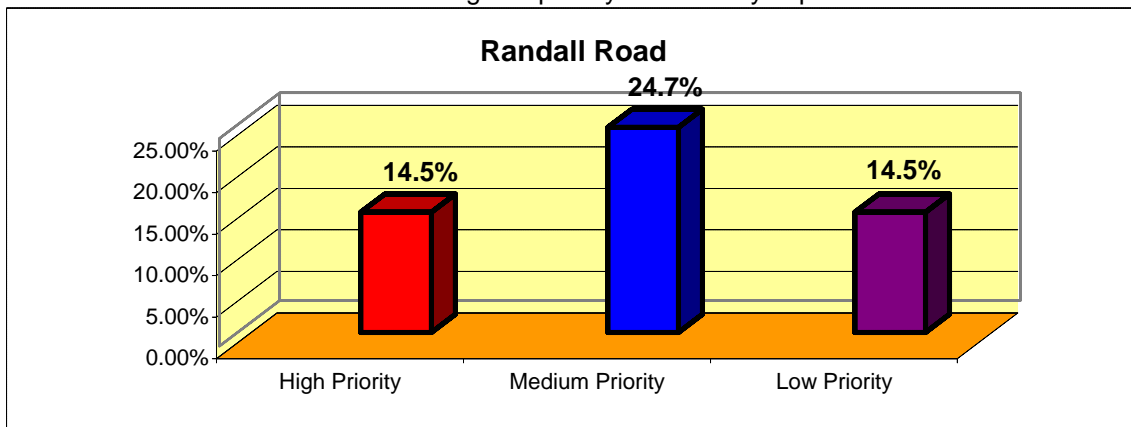
V. Traffic and Transportation, Continued

24 If yes, then which of the following roads should be given the highest priority for future improvements?

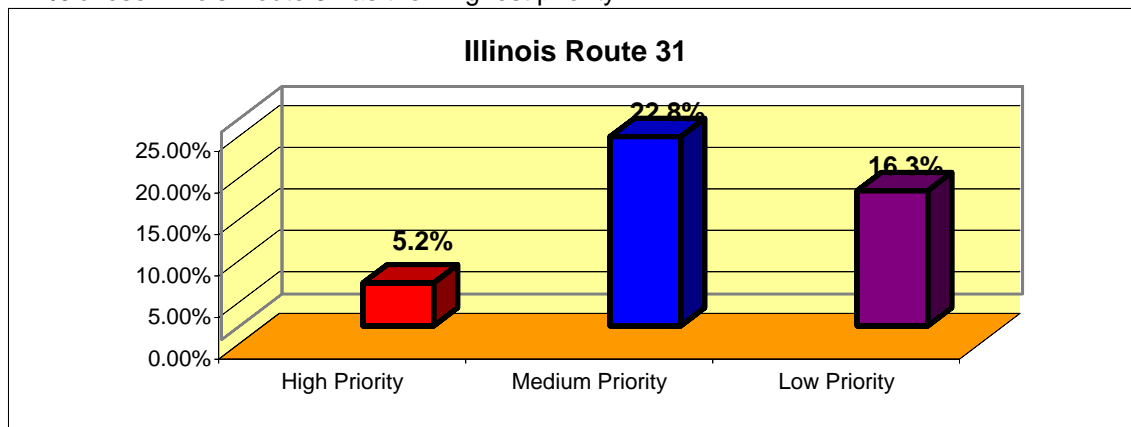
89% of the respondents selected Algonquin Road as their highest priority for improvements.



54% selected Randall Road as their highest priority for roadway improvements.



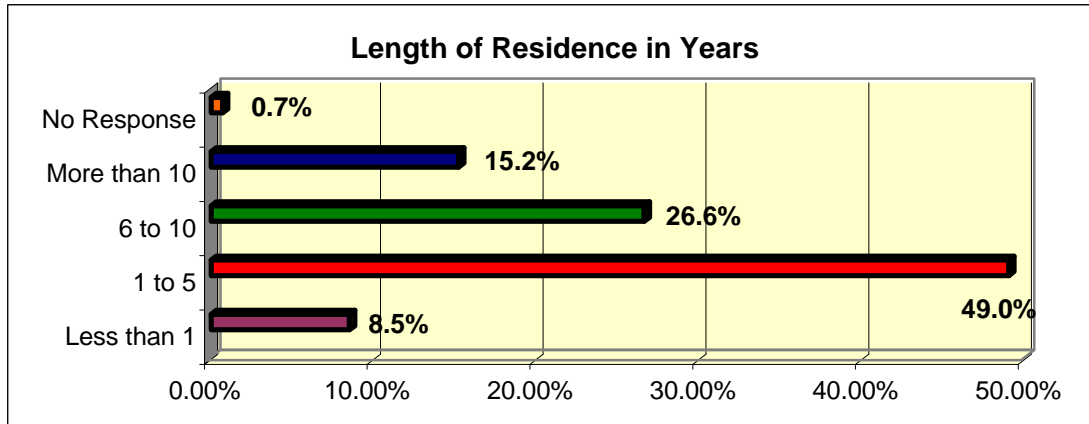
44% chose Illinois Route 31 as their highest priority.



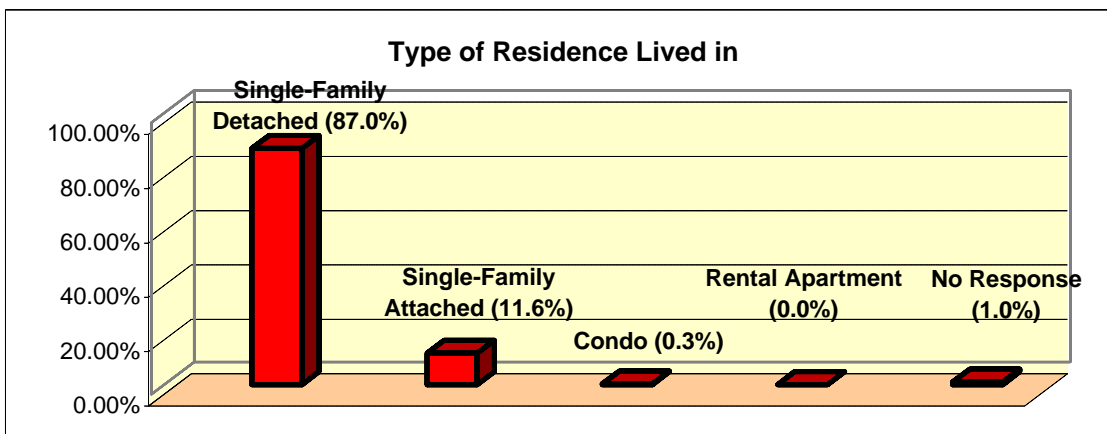
Summary of Survey Results

VI. Demographic Data

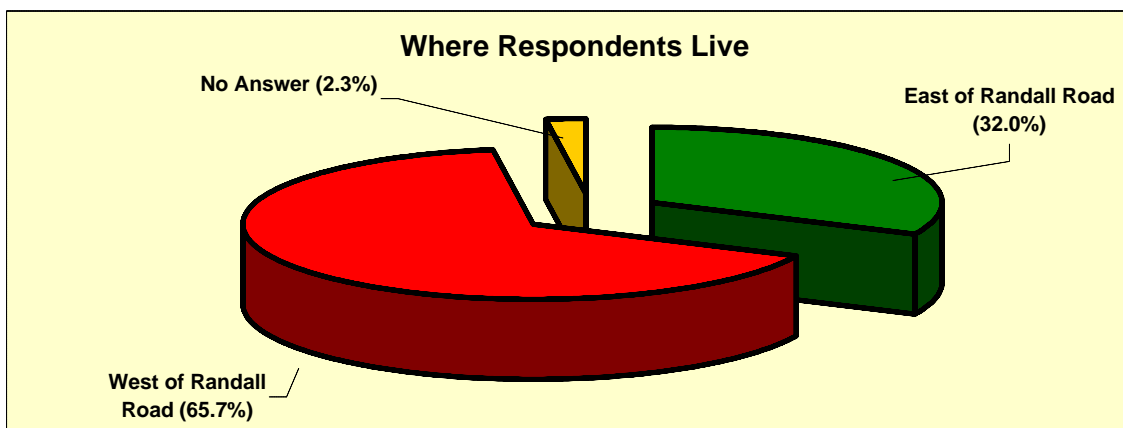
25 How long have you lived in Lake in the Hills?



26 Which of the following describes the type of housing you currently live in?



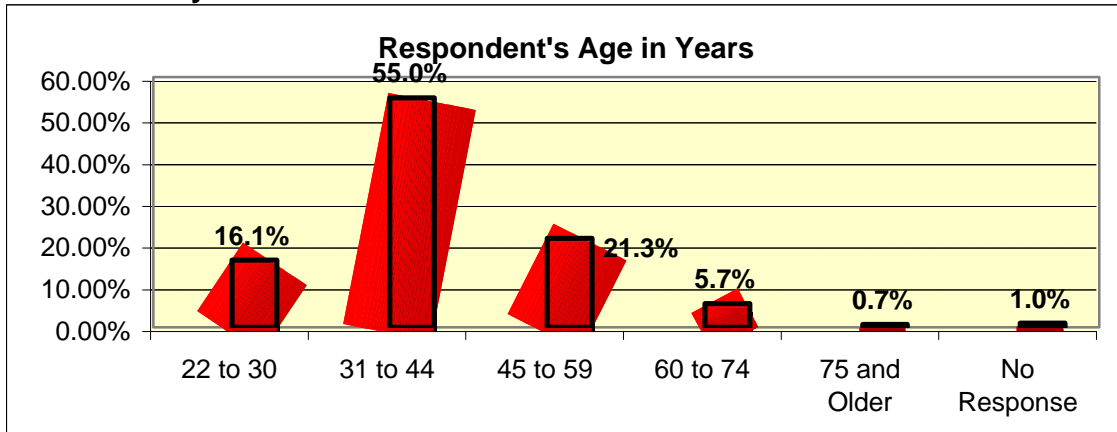
27 Where in the Village do you live?



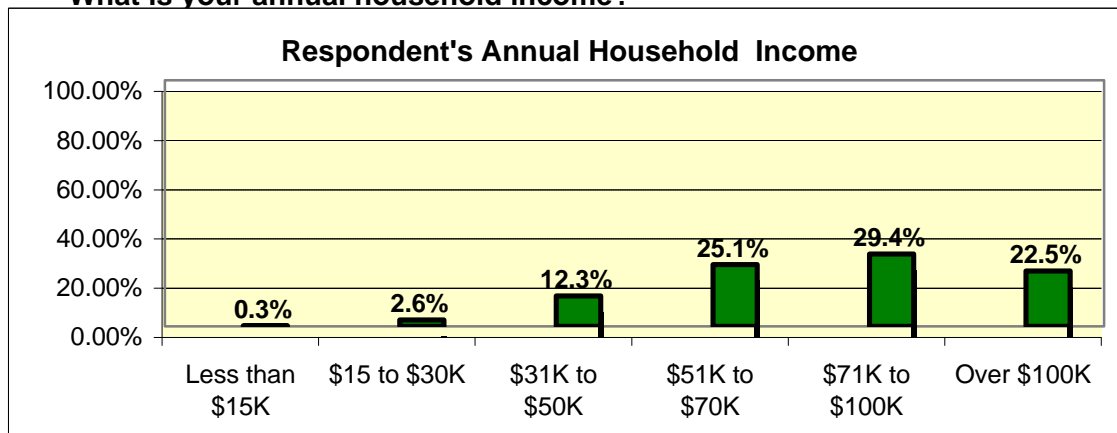
Summary of Survey Results

VI. Demographic Data, Continued

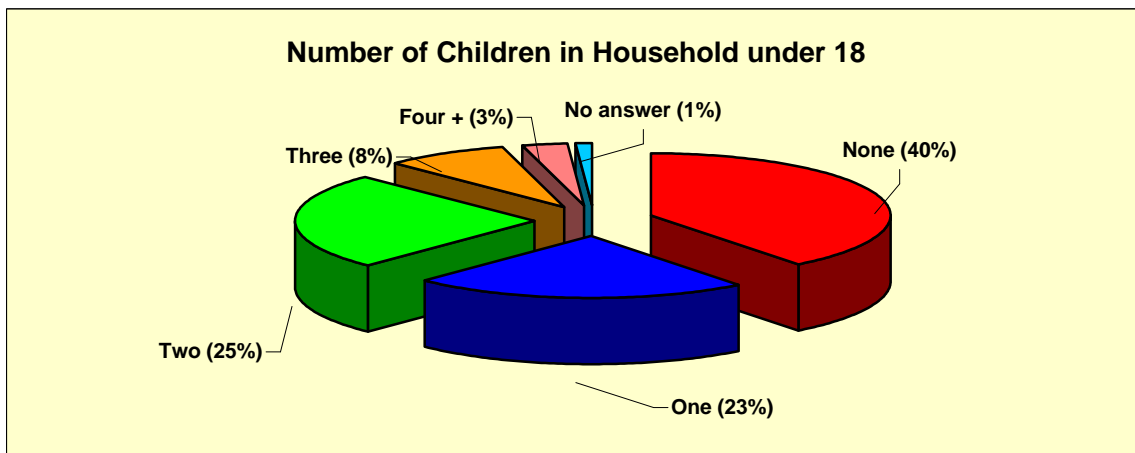
28 How old are you?



29 What is your annual household income?



30 How many children under 18 years of age live in your household?



Appendix C

Interview Summary

Comprehensive Plan Update, Village of Lake in the Hills

Name/Affiliation: Bruce White, Great Lakes Properties

Telephone No.: 630.663.0999

1. Name at least three assets, strengths, and/or characteristics that are unique to Lake in the Hills that you believe should be reinforced as part of the Comprehensive Plan update.
 - Large tracts of vacant land – good economies of scale
 - Plentiful housing that is modern, up-to-date, and affordable:
 - housing is attractive to those priced out of the market in the northwest suburbs;
 - great value (lots of house for \$); and
 - well designed housing with new features.
 - LITH has a family environment people are looking for
 - Everything is new (housing, schools, etc.)
 - Youthful community
 - LITH has invested considerable \$ to improve water quality

2. Identify any needs, constraints, and/or problems that warrant attention in the development of the Comprehensive Plan.
 - Residents have to travel to Crystal Lake, Algonquin, and West Dundee for their shopping needs
 - More “Power Centers” (i.e. pet foods, sporting goods, linens, books, discount stores)
 - More restaurants
 - Increase retail tax base to reduce tax burden of local residents
 - Lack of local employment opportunities especially for two income households

3. List any opportunities (i.e. new development) that you would like to see addressed or considered.
 - Provide an incentive program (i.e. TIF) for commercial development on east side of community, particularly on Pyott Road, in order to encourage new development and redevelopment of mined property and older, industrial sites
 - Future retail development along Route 47 (grocery store) – reserve 20 to 25-acre corners now

4. What additional comments, if any, do you have at this time?

-
- New commercial development needs to be implemented over the objections of the minority population
 - Enjoyed development time in LITH
 - Residents and staff were terrific to work with

Interviewer: Nathan Parch

Date: March 23, 2001

Interview Summary

Comprehensive Plan Update, Village of Lake in the Hills

Name/Affiliation: Chet Ward, President/CEO, Illinois State Bank

Telephone No.: 847.658.5296

1. Name at least three assets, strengths, and/or characteristics that are unique to Lake in the Hills that you believe should be reinforced as part of the Comprehensive Plan update.
 - Population growth (rooftops)
 - Development potential along Pyott Road corridor
 - Availability of affordable housing
 - Improved quality of water

2. Identify any needs, constraints, and/or problems that warrant attention in the development of the Comprehensive Plan.
 - Defined industrial/commercial area large enough to support new development (i.e. business park)
 - Increase commercial/industrial tax base
 - Need infrastructure to serve undeveloped areas

3. List any opportunities (i.e. new development) that you would like to see addressed or considered.
 - Airport (marketing tool, expansion ?)
 - LITH needs a liaison to serve as a link between the Village and development community
 - Redevelopment of mined lands for industrial development

4. What additional comments, if any, do you have at this time?
 - Bank had a market study prepared in 1995 which includes more current demographic data than 1990 Census

Interviewer: Nathan Parch

Date: March 23, 2001

Interview Summary

Comprehensive Plan Update, Village of Lake in the Hills

Name/Affiliation: Deb Framarin, Vice President Real Estate, Material Service Corporation

Telephone No.: 312.443.7096

1. Name at least three assets, strengths, and/or characteristics that are unique to Lake in the Hills that you believe should be reinforced as part of the Comprehensive Plan update.

Not discussed (*arrived late*)
2. Identify any needs, constraints, and/or problems that warrant attention in the development of the Comprehensive Plan.
 - No public sewer or water is available to serve the mined lands
 - Large portion of mined property is close to the LITH Fen – may need larger buffer area, which will reduce development potential
3. List any opportunities (i.e. new development) that you would like to see addressed or considered.
 - The entire western portion of Material Service’s property is ready for new development (that property bounded by James R. Rakow Road to the north, Pyott Road to the east, and the Lake in the Hills Fen to the west and south)
 - Mined activities have ceased at the corner of Pyott and James Rakow Road – opportunity for commercial or industrial development
 - Mined property qualifies for a TIF
 - Property may be redeveloped as a quality business park
 - New development should have quality controls (i.e. building materials, landscaping, lighting, etc.)
4. What additional comments, if any, do you have at this time?
 - The Village of LITH has plans to purchase additional land from Material Service Corp. to reconfigure the airport runway
 - Material Service Corp. is looking for flexibility from the Village regarding future land uses for the mined areas. Material Service Corp. is in the preliminary stages of planning for future development on their available property. Therefore, the comprehensive plan should not be so rigid that it prevents, or limits, future land uses on their property.
 - Material Service Corp. is in the process of hiring a firm to prepare a conceptual land development plan for their property holdings in LITH
 - Property east of Pyott Road will continue to be mined – lifespan not over yet

Interviewer: Nathan Parch

Date: March 23, 2001

Interview Summary

Comprehensive Plan Update, Village of Lake in the Hills

Name/Affiliation: Gordon Larsen, Economic Development Commission

Telephone No.: 847.658.5629

1. Name at least three assets, strengths, and/or characteristics that are unique to Lake in the Hills that you believe should be reinforced as part of the Comprehensive Plan update.
 - Rural atmosphere – located on the outskirts of Chicago metropolitan area
 - Aggressive Village Board annexed property to create a market for large-scale residential development
 - Housing has “better bang for the buck” compared to the northwest suburbs
 - Convenient location to employment centers
 - Family community

2. Identify any needs, constraints, and/or problems that warrant attention in the development of the Comprehensive Plan.
 - Greater capacity of roads to reduce congestion
 - Lack of commercial tax base
 - New commercial and industrial development is imperative
 - Redevelopment of mined lands
 - Reduce distance residents must travel to work and for shopping needs
 - LITH has a reactive approach vs. proactive approach to development
 - Mix of housing, especially for first time home buyers (\$150,000+ housing is too expensive for young couples buying their first home)

3. List any opportunities (i.e. new development) that you would like to see addressed or considered.
 - As an incentive, extend utilities to areas ripe for redevelopment (i.e. mined lands)
 - EDC public education program
 - Live and work in the same neighborhood to reduce travel time and continual maintenance of infrastructure
 - Market for senior housing

4. What additional comments, if any, do you have at this time?
 - Would love to develop a senior housing community on his property (medical, assisted care, and independent living)
 - Good example of senior housing concept in Metamora, IL (Snyder Village) on Route 116

Interviewer: Nathan Parch

Date: March 23, 2001

Interview Summary

Comprehensive Plan Update, Village of Lake in the Hills

Name/Affiliation: Dr. Jerry Hartley, Huntley School District #158

Telephone No.: 847.669.5248

1. Name at least three assets, strengths, and/or characteristics that are unique to Lake in the Hills that you believe should be reinforced as part of the Comprehensive Plan update.
 - Quality schools
 - Less expensive, affordable housing
 - Low cost of automobile transportation allows people to commute to distant employment centers
 - Proximity to I-90 tollway
 - Everything is so new – people like new things
 - Young population – young people like to be clustered together

2. Identify any needs, constraints, and/or problems that warrant attention in the development of the Comprehensive Plan.
 - Increased commercial tax base to relieve tax burden of homeowners
 - Improve capacity of roadways
 - Community is so young and new that there is not yet an established consensus on the role of public institutions
 - Various taxing districts need better coordination
 - Lack of political activism – new people on the block are afraid to have a voice
 - Multiple taxing districts create clumsy situations (i.e. the Boulder Ridge subdivision is divided into 2 separate school districts)
 - Residents identify with the school district they are located in rather than the community they are from

3. List any opportunities (i.e. new development) that you would like to see addressed or considered.
 - New people with new ideas and backgrounds create a “window of opportunity” to do things differently

4. What additional comments, if any, do you have at this time?
 - So far, District 158 has been able to keep up with the growth
 - Over half of the students in District 158 are from LITH
 - Most of the new growth in LITH will be served by District 158

Interviewer: Nathan Parch

Date: March 23, 2001

Interview Summary

Comprehensive Plan Update, Village of Lake in the Hills

Name/Affiliation: John Green, Concord Homes

Telephone No.: 847.776.0350

1. Name at least three assets, strengths, and/or characteristics that are unique to Lake in the Hills that you believe should be reinforced as part of the Comprehensive Plan update.
 - Accessible from major transportation corridors (i.e. I-90)
 - Quality schools
 - Small town atmosphere
 - Offers 1st/2nd move-up houses with prices that compare competitively with areas to the south and east
 - Existing infrastructure is an attractive incentive to developers
 - Appealing to young couples because only a half hour from parents/families in Arlington Heights, Rolling Meadows, and Palatine (or parents in Sun City)

2. Identify any needs, constraints, and/or problems that warrant attention in the development of the Comprehensive Plan.
 - LITH needs a vision – Village just coming out of a phase of rapid growth
 - Development process is inconclusive, expensive, and inefficient
 - Over-reliance on residential property taxes – need to diversify the tax base
 - Residents in the Meadowbrook subdivision are taxed twice – once by the Village of LITH and again by the Huntly Park District
 - Need for move-up housing in the community
 - Need for moderately priced and/or lower income senior housing
 - Abundance of overlapping districts and boundaries reduces identity associated with Village of LITH

3. List any opportunities (i.e. new development) that you would like to see addressed or considered.
 - Development of a sense of community/identity
 - Creation of a town center with municipal facilities, senior housing, etc.

4. What additional comments, if any, do you have at this time?
 - Some properties in the Village are best suited for residential development, and therefore all residential development should not be stopped
 - There should be a recognition that new development is needed in the Village

Interviewer: Nathan Parch

Date: March 23, 2001

Appendix D

P200108-00

January 16, 2002

Village of Lake in the Hills 2002 Comprehensive Plan Update

Comment Form Summary

Topic Version

January 10, 2002 Open House

4:00 p.m. to 7:30 p.m., Chesak Elementary School

Bike Path, Recreation, and Open Space

- The Village needs to set aside land on the west side of the Village for passive open space. Perhaps funds can be allocated over the next 10-20 years to purchase park land. The east side has the Fen, but the west side has little besides the Exner Marsh.
(Phil Robertson, 8 Joseph Court, Lake in the Hills)
- The “existing” bike path is shown going up Sycamore. It does not. It is also shown on Oak. Any “new” bike path is also shown on Sycamore. Any discrepancies between the approved Parks and Recreation Department bike path and what is indicated on the Comprehensive Plan should be reconciled.
(Libby Shulz, 1213 Sycamore, Lake in the Hills)
- A bike path is proposed for approximately three blocks that is adjacent to Oak Street. A similar bike path was proposed in this area in 1994. At that time, residents opposed the location and voiced their opposition. It was shown that a bike path alongside Oak (and any other street in this area) is a significant safety hazard for children and adults riding bikes. Cars would pull into and back out of their driveways, thus crossing the bike path. Countless cars use Oak as a short cut and the speed limit is rarely obeyed. This area is not suitable for children to ride bikes. Putting a bike path here is clearly willful neglect for the safety of our children. One suggestion would be to use the area behind the homes on Ryder Park property for the bike path.
(Darlene Warner, 1117 Sycamore Street, Lake in the Hills)
- A pool for kids would be great in the community.
(Donna and Jim Gorney, 5413 Sullivan Pass, Lake in the Hills)
- Additional parks with playground equipment should be placed at the southwest area at Miller and Lakewood. This area has a lot of houses with children but no place for them to play.
(John Spankroy, 5433 Rolling Hills Drive, Lake in the Hills)

Residential Areas

- Re-allocate portions of the medium density housing and 10,000 square foot low density housing to 12,000 to 20,000 square foot low density housing.
(Phil Robertson, 8 Joseph Court, Lake in the Hills)
- Sub Area #1 should include some multi-family along the east side of Route 47 near Conley Road.
(Robert A. Veugelent, 8901 Boidwell Lane Court, Lake in the Hills, IL 60014)
- The low-density residential plan bounded by commercial in Sub Area #2 does not lend itself to best use of the land at that location. Rather a medium/high density town home community incorporating independent living for seniors to accent the managed care parcel might be very attractive to buyers who in turn would support the commercial sites and be drawn by the public golf course and walking paths of the open space areas south of the site.
(Gerald Shea, 991 Barlina Road, Crystal Lake; Real Estate agent for 18.8 acres at Ackman and Lakewood Roads)
- Since townhouses represent affordable housing for many consumer, developing townhouses should be a priority in the Comprehensive Plan
(Gerald Shea, 991 Barlina Road, Crystal Lake; Real Estate agent for 18.8 acres at Ackman and Lakewood Roads)
- The area marked “low density single family” is not a good idea for Sub Area #2. The Ackman Road portion of this land use should be in line with the other commercial property to its east and west, thus targeting it for “mixed commercial use”. More commercial uses should be developed surrounding these residences. These commercial improvements to the area would be much more convenient for nearby homeowners, not to mention the travel/traffic benefits.
(Gerald J. Collins, 217 Circleview Drive, Lexington SC 29072)
- The property to its south side should be considered for high to medium density making the best use of the land there also.
(Gerald J. Collins, 217 Circleview Drive, Lexington SC 29072)

Commercial Areas

- Develop more commercial property to keep taxes in check.
(Donna and Jim Gorney, 5413 Sullivan Pass, Lake in the Hills)
- No more restaurants are needed in our community.
(Donna and Jim Gorney, 5413 Sullivan Pass, Lake in the Hills)

- Commercial by Ackman and Lakewood would not be good near the expensive homes and the golf course.
(Robert A. Veugelent, 8901 Boidwell Lane Court, Lake in the Hills, IL 60014)
- Commercial should not be located directly across from low density housing at Route 47 and Conley Road. Developing a transition from commercial to multi-family to single-family would be the most logical.
(Robert A. Veugelent, 8901 Boidwell Lane Court, Lake in the Hills, IL 60014)
- Develop high density building on pedestrian friendly commercial in that area surrounded by all the proposed commercial area shown on the maps.
(Joe Knox, 10232 S. Pulaski, Oak Lawn, IL 60453; land owner on Ackman and Lakewood Road)

Transportation and Infrastructure

- Please ask the County to provide a stoplight at Harvest Gate and Algonquin Road.
(Darlene Warner, 1117 Sycamore Street, Lake in the Hills)
- Be aware of the treatment plant by the airport and the northwest smell.
(Robert A. Veugelent, 8901 Boidwell Lane Court, Lake in the Hills, IL 60014)

General Comments

- Thanks for giving us an opportunity to review the plans before they occur.
(Donna and Jim Gorney, 5413 Sullivan Pass, Lake in the Hills)
- Would like a set of color copies sent to us so we can use them as a reference as we complete the master planning for the new 220+ acre Square Barn Road campus for School District 158.
(Stephen Nelson, Gilfillan Callahan Architects, 515 North River Street, Batavia, 60510)
- We have a developer very interested in such a development with a fine track record of mixed use.
(Gerald Shea, 991 Barlina Road, Crystal Lake; Real Estate agent for 18.8 acres at Ackman and Lakewood Roads)
- I am a chiropractor looking at the Lake in the Hills area as a future business endeavor. Please call me so as I may speak with or get myself in contact with prominent business officials.
(Robert H. Priebe, 345 Division Street, South Elgin, IL 60177)