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 subarea 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 exiting 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.
Chapter IV, Subarea Plans

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: 232.8 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

Date: Revised 08.07.15
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;
Chapter IV, Subarea Plans

- 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
- Existing Bike Path
- Landscape Buffer

Date: 3.6.13
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
Chapter IV, Subarea Plans

- 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

Legend
- - - - - - Proposed Land Use
- - - - - - Municipal Boundary
- - - - - - Proposed Trail
- - - - - - Landscape Buffer
- - - - - - Potential Access

Date: 3.6.13
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.


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.