

**VILLAGE OF HUNTLEY
PLAN COMMISSION
March 11, 2013
6:30 PM**



AGENDA

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Public Comments
5. Approval of Minutes
 - A. Approval of the February 14, 2013 Joint Committee of the Whole / Plan Commission Meeting Minutes
 - B. Approval of the February 25, 2013 Plan Commission Meeting Minutes
6. Discussion
 - A. Comprehensive Plan Update
7. Adjournment

MEETING LOCATION
Village Board Room
10987 Main Street
Huntley, IL 60142

The Village of Huntley is subject to the requirements of the Americans with Disabilities Act of 1990. Individuals with disabilities who plan to attend this meeting and who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding accessibility of the meeting or the facilities, please contact David Johnson, Village Manager at (847) 515-5200. The Village Board Room is handicap accessible.

VILLAGE OF HUNTLEY
JOINT VILLAGE BOARD AND PLAN COMMISSION MEETING
February 14, 2013
MINUTES

CALL TO ORDER:

A meeting of the Village Board of the Village of Huntley was called to order on Thursday, February 14, 2013 at 7:21 p.m. in the Municipal Complex, Village Board Room, 10987 Main St., Huntley, Illinois 60142.

ATTENDANCE:

PRESENT: Mayor Charles Sass; Trustees: Pam Fender, Ron Hahn, Nick Hanson, Niko Kanakaris, Harry Leopold and John Piwko.

Chairman Tom Kibort; Members: Dawn Ellison, Ruby Hornig, Lori Nichols and J.R. Westberg

ABSENT: Plan Commissioners: Robert Chandler and Len Stensing

IN ATTENDANCE: Village Manager David Johnson, Senior Assistant to the Village Manager Lisa Armour, Management Assistant Barbara Read, Director of Development Services Charles Nordman and Village Attorney Mike Coppedge.

PLEDGE OF ALLEGIANCE: Mayor Sass led the Pledge of Allegiance.

PUBLIC COMMENTS: None

SPECIAL PRESENTATION: None

ITEMS FOR DISCUSSION AND CONSIDERATION:

- a) Centegra Hospital Huntley – Referral to begin the formal development review and approval process

Village Manager David Johnson reviewed a Power Point Presentation and reported that in July 2007, the Village annexed 112 acres purchased by Centegra at the northeast corner of Haligus and Algonquin Roads. As part of the annexation process, the Village also adopted a text amendment to the zoning code and created the Health Care Zoning District and rezoned the property to this designation. The Health Care Zoning District specifically addresses the more unique needs of a large medical campus site, including a hospital. In 2008, Centegra completed construction of a 60,000 square foot ambulatory care mall (ACM), including an immediate care center, and the 120,000 square foot Health Bridge Fitness Center. These two facilities comprise approximately 35 acres. In December 2010, Centegra submitted their application for a Certificate of Need (CON) for a hospital to the Illinois Health Facilities and Review Board. The CON was approved by the Review Board in July, 2012.

The project is being introduced to the Village Board and Plan Commission to provide preliminary information on the proposed scope of the project, the required approvals, and the approach for working with Centegra through the approval process. Centegra does not have any architectural elevations to present at this time. Centegra officials have expressed their intent to blend the architectural design of the hospital with that of the ACM and Health Bridge. Centegra is currently planning to break ground in October.

Staff Analysis

Centegra is proposing a 5-story, 128-bed facility of approximately 375,000 square feet, with the ability to expand in the future. The hospital will include 100 medical surgical beds, an eight-bed intensive care unit, a full-service emergency department with a Level II trauma center, Level II special care nursery, non-invasive cardiology services, a helipad for transporting critical need patients, and a dedicated women's center. In addition to the hospital, Centegra is also considering the addition of another medical office building (MOB) east of the ACM. Per the site layout, the main entrance to the hospital would face Haligus Road. The emergency department (ED) would face south towards Health Bridge.

When originally announced in 2010, the conceptual layout for the site placed the hospital on the north end of the property. As Centegra officials have continued the planning process and evaluated options for placement on the site, they are now proposing to locate the hospital on the east side of the property between the ACM and Health Bridge to take advantage of existing site improvements (i.e. parking and stormwater detention). They believe this location will also enable them to provide better connectivity from the existing buildings and the hospital, creating a more centralized campus. This location is expected to have less impact on nearby residential neighborhoods.

A hospital is an allowed use under the site's Health Care Zoning District designation. The helipad will require a special use permit. The following review and approvals will be required from the Plan Commission and Village Board:

- Preliminary and Final Plat of Subdivision (existing lots will need to be re-subdivided)
- Preliminary and Final Planned Unit Development (PUD)
- Special Use Permit for a helipad

Due to the unique nature and size of this project, staff will be working with a team of consultants specializing in transportation, engineering, architecture, and landscape design. In addition, staff will be utilizing the services of a building plan reviewer who has previous experience reviewing new hospital construction plans. To facilitate the site plan and building plan review process, staff will meet regularly with the Centegra design team to address traffic and access, parking, engineering and drainage, architectural design, and site landscaping. A key element of the review process will be a traffic impact study that will be completed by Centegra and reviewed by the Village and our transportation consultant to determine road improvements that may be required to accommodate the hospital.

As indicated on the conceptual layout, Centegra is proposing access to Algonquin Road, which is under the jurisdiction of the McHenry County Division of Transportation (McDOT). Staff has met with McDOT staff to review the proposed layout and to discuss possible access at this location. At this time, it is undetermined as to what extent access may be allowed (i.e. full access or more restricted access). The traffic study will address this issue, as well as other access issues.

While not indicated on the conceptual layout, Centegra is proposing to provide an area for practice fields for various sports on the north side of the parking area shown north of the ACM. The fields would serve as an interim use until future development. At this time, Centegra has not identified any other plans for this portion of the site.

The conceptual layout also illustrates a potential site layout for another type of health-care related facility. However, this is only conceptual. Centegra has no plans for this portion of the property at this time.

Financial Impact

Centegra expects the hospital to create approximately 800 construction jobs, 1,100 permanent jobs, and have an overall project value of approximately \$233 million.

Village Manager Johnson reported that representatives from Centegra Hospital were in attendance to answer questions.

Mayor Sass invited Centegra to address the Village Board and Plan Commission.

Chief Executive Officer, Mike Eesley, thanked the Village Board and Plan Commission and said that other representatives were also in attendance to answer questions. Mr. Eesley also reported that the new proposed location of the hospital on the site makes it a more viable campus and allows for future expansion.

Mayor Sass asked if the Board or the Commission had any questions.

Trustee Leopold asked that for the benefit of those in attendance if Mr. Eesley would explain the Medical Office Building in more detail. Mr. Eesley reported that the new building to the east of the existing ambulatory care building will be 68,000 square feet and four (4) stories and will be connected directly to the hospital. Trustee Leopold also asked for details regarding the helipad; Mr. Eesley reported that the helipad will be located near the Emergency Room for easy access. Mr. Eesley also reported that they would like to have a dedicated entrance for emergency vehicles off of Algonquin Road.

Trustee Hahn asked if the medical office building and the hospital will be built at the same time. Mr. Eesley reported that they currently have a contract with Power Construction Company for the hospital but hopes that the medical office building will be completed before the hospital as the hospital has a 24 to 26 month construction process.

Trustee Fender noted the connectivity of the buildings and asked if they will be having an underground passage way between the buildings; Mr. Eesley reported that to transport patients from the medical buildings to the hospital in an emergency they would be required to use EMS but the passage between the buildings would be by the medical staff. Trustee Fender asked if a private vehicle would be bringing someone to the Emergency Room would they use the access from Algonquin Road; Mr. Eesley said that the access from Algonquin Road would be used by EMS vehicles only and that private vehicles would use the main entrance. Trustee Fender asked if the County has given approval for the entrance off of Algonquin Road; Village Manager Johnson reported that it is too early in the process for those details but that Staff has met with the County and they understand the importance.

Trustee Hanson asked about improvements to the main entrance at Haligus and Faiths Way; Mr. Eesley reported that they are doing traffic studies to determine the needs.

Plan Commissioner Ellison asked if there would be an entrance off of Reed Road; Mayor Sass reported that it will be discussed during the engineering review of the project.

Mr. Eesley asked that Susan Milford, Senior Vice President for Centegra, give an update on upcoming informational meetings. Ms. Milford reported that post cards have gone out and that Centegra will be having some open house sessions for the neighbors and the entire community on Tuesday February 19th and Wednesday March 6th from 6:30 p.m. to 7:30 p.m. in the Village Board Room. They would like to get feedback from the community. Ms. Milford reported that they had already had a session in Sun City which 55

individuals attended and they also have a website that people can go to and give feedback. Ms. Milford reported that they will also be meeting with several Fire Department EMS teams to discuss the site and hospital.

Centegra's Senior Vice President and General Counsel Mr. Aaron Shepley reported that the Advocate Health System, Sherman Health System and Mercy Health Care have partnered and filed a lawsuit against the Illinois Health Facilities Services and Review Board seeking to overturn the approval of the Centegra Hospital project. Mr. Shepley reported that this type of lawsuit is an administrative review and set for a hearing in early March.

Mayor Sass asked if there were any other questions or comments; there were none. Mayor Sass thanked the representatives from Centegra.

b) Discussion Only – Downtown / TIF – Planning Process

Director of Development Services Charles Nordman reviewed a Power Point Presentation and reported that a priority of the Downtown Revitalization Plan is to implement a comprehensive and consistent streetscape improvement system within the Downtown. Based on this priority, a goal for the Development Services Department in 2013 is to prepare a master streetscape plan that will achieve the following:

1. Develop clear consensus on an overall design.
2. Obtain consensus for specific design elements including, but not limited to, streets, sidewalks, utilities, site amenities, and wayfinding signage.
3. Prepare engineering plans to construct improvements in manageable pieces.

The ultimate goal is to have engineering plans prepared and ready for construction when funding first becomes available from either the new Downtown/Route 47 Corridor TIF or grant opportunities.

To assist in the preparation of the master streetscape plan staff has contacted the planning firm that prepared the Downtown Revitalization Plan to request a proposal for their services. Staff is currently awaiting this proposal. Prior to entering into a professional services agreement with any firm, Staff will return to the Village Board for approval.

Mayor Sass asked if the Village Board or the Plan Commission members had any comments or questions; there were none.

This item is presented for discussion purposes only; therefore, no action is required of the Village Board at this time.

c) Discussion Only – Status Update for Updating the Text of the Comprehensive Plan

Director of Development Services Charles Nordman reported that one of the goals established for the Development Services Department in 2013 is to update the text of the Comprehensive Plan. The Land Use Plan and Transportation Plan of the Comprehensive Plan were updated within the past two years; however, the remaining portions of the Plan date back to 2002.

Staff Analysis

The update to the Land Use Plan, approved by the Village Board in November of 2011, incorporated the recommendations of the Transit Oriented Development Guidelines and Downtown Revitalization Plan. The Land Use Plan was also updated to accurately reflect existing and proposed land uses, such as Centegra's Health Care Campus and boundary agreements between the Village and surrounding municipalities. The update to the Transportation Plan was approved by the Village Board in October of 2012 and reflected

significant improvements to the transportation system that had been completed since the previous Plan was initially adopted. The Transportation Plan was also updated to include the most current plans for future transportation projects.

In the first half of 2013 the Planning and Zoning Division will be working with the Plan Commission and Village Board to update the remaining chapters of the Comprehensive Plan. This includes the incorporation of the Transit Orientated Development Guidelines and Downtown Revitalization Plan as well as incorporating the Strategic Plan's Mission Statement, Values and Vision for the Future which shall serve as a guide for updating the Plan. The Plan Commission started reviewing the document at their last meeting and will continue to review and amend the document chapter by chapter. As chapters are revised, Staff will provide regular updates to the Village Board to allow for review and comment. When complete, the Plan Commission will forward the document to the Village Board for final review and approval.

Mayor Sass asked if the Village Board or the Plan Commission members had any comments or questions.

Trustee Leopold asked that the street maps be updated to include all the streets and made larger for ease of use.

Plan Commission Chairman Kibort asked that the Plan Commission receive a copy of everything put together in a binder.

Trustee Piwko suggested that an analysis be done on the Land Use Plan for the unincorporated properties surrounded by the Village to determine if they would generate revenue for the Village if they were incorporated into the Village.

Mayor Sass asked if there were any other comments or questions; there were none.

This item is presented for discussion purposes only; therefore, no action is required of the Village Board at this time.

UNFINISHED BUSINESS: None

NEW BUSINESS: None

ADJOURNMENT:

There being no further items to discuss, a MOTION was made to adjourn the meeting at 7:53 p.m.

MOTION: Trustee Piwko

SECOND: Trustee Fender

The Voice Vote noted all ayes and the motion carried.

Respectfully submitted,

Barbara Read
Recording Secretary

VILLAGE OF HUNTLEY
PLAN COMMISSION MEETING
Monday, February 25, 2013
MINUTES

DRAFT

5

CALL TO ORDER

Chairman Tom Kibort called to order the Village of Huntley Plan Commission meeting for February 25, 2013 at 6:30 pm in Village Hall Conference Room C107, located at 10987 Main Street, Huntley, Illinois 60142. The room is handicap accessible.

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PLEDGE OF ALLEGIANCE

Commissioner Westberg led the Pledge of Allegiance

ATTENDANCE

15

PLAN

COMMISSIONERS: Commissioners J. R. Westberg, Len Stensing, Ruby Hornig, Lori Nichols and Chairman Tom Kibort

COMMISSIONERS

20

ABSENT:

Commissioners Dawn Ellison and Robert Chandler

ALSO PRESENT:

Director of Development Services Charles Nordman and Planner James Williams

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4. Public Comments

There were no Public Comments offered.

30

5. Approval of Minutes

A. Approval of the January 28, 2013 Plan Commission Public Hearing Minutes

A MOTION was made to approve the January 28, 2013 Plan Commission Public Hearing Minutes with the following corrections:

35

Page 4, Line 16, revised to read “Chairman suggested portions of detention ponds be as deep as fifteen (15) feet to accommodate fish habitats.”

Page 4, Line 32, add “handicapped” before “accessible”

40

Page 6, Line 3, add “Additionally, Chairman Kibort requested a binder of various Village maps, including the zoning maps, to include the pathway map.”

MOVED:

Commissioner Westberg

SECONDED:

Commissioner Nichols

AYES:

Commissioners Nichols, Hornig, Westberg, and Chairman Kibort

45

NAYS:

None

ABSTAIN:

Commissioner Stensing

MOTION CARRIED

4:0:1

50

6. Discussion

A. Comprehensive Plan Update

55

Director Nordman reviewed the materials distributed to the Plan Commission in preparation for this evening’s meeting including the Transit Oriented Development (TOD) Guidelines, Downtown Revitalization Plan, and

Boundary Agreement Map. The Boundary Agreement Map, Director Nordman pointed out, showed that the areas north and northwest of the Village offered the greatest potential for expansion.

5 Planner Williams reviewed the proposed revisions to the Comprehensive Plan – Chapter I – Preface section including: 1.1 Introduction; 1.2 Statement of Purpose; 1.3 The Relationship of the Plan to Previous Plans; 1.4 The Plan Preparation Process; 1.5 Planning Boundaries and 1.6 Historical Overview.

10 Commissioner Stensing asked if the intergovernmental agreement to accommodate an east-west roadway project was still active.

Director Nordman stated the proposed Longmeadow Parkway extension project and associated intergovernmental agreements remain as an integral element of the Transportation Plan portion of the Village's Comprehensive Plan.

15 Director Nordman pointed out that the Comprehensive Plan, update in 2002, utilized a special survey to gauge residents' preferences for planning and development at that time, while the current Plan update will utilize responses from the residential survey performed as part of the Village Board Strategic Plan.

20 Commissioner Westberg suggested placing the Historical Overview section immediately after 1.2 Statement of Purpose and the other Plan Commission members agreed the proposed reordering of the sections in Chapter I was appropriate.

25 Referring to the Boundary Agreement map, Chairman Kibort stated he was curious about the "gap" areas to the west and north of Huntley where respective agreement boundary lines do not meet.

Director Nordman offered to investigate whether a boundary agreement between Union and Hampshire may address the "gap" to the west of Huntley and investigate the status of any "gap" between the northern boundaries as well.

30 Director Nordman stated the proposed revisions to the Comprehensive Plan discussed this evening, along with future changes throughout the entire update process will be addressed at the Public Hearing required to finalize a draft of the Plan.

35 Chairman Kibort asked the attendee at the meeting had any questions or comments.

Darci Chandler, 10760 Rushmore Lane, introduced herself, stated she has been a resident of Huntley for nine (9) years and, while she had no specific comments regarding the Comprehensive Plan, she was interested in learning more about the Comprehensive Plan update process and about development within Huntley in general.

40 Discussion continued with review of the recent history of the annexation and proposed development of properties adjacent to Kreutzer Road including future development on the south side of Kreutzer Road, just west of the Union Pacific railroad tracks.

45 Director Nordman pointed out the next step to the Comprehensive Plan update process entailed reviewing Chapter II – Community Goals and Objectives. This portion of the update, Director Nordman continued, will serve to incorporate the Chicago Metropolitan Agency for Planning (CMAP) Go To 2040 Plan vision statements as well as update the Huntley's Goals and Objectives based on the Village Board Strategic Plan.

50 Commissioner Nichols asked if future plans still include a Metra station and Director Nordman stated that although a Huntley Metra station may not be imminent in the short-term, long-term planning will continue to include a rail station. Director Nordman added that transit planning includes alternatives such as park-and-drive facilities, bus service /feeder routes to existing Metra stations which may be more achievable in the short-term.

Chairman Kibort asked how Village Board Strategic Plan residential survey was promoted and Director Nordman stated the survey was available on the Village's website and the Village's on-line newsletter which was used to direct citizens to the survey site.

5 7. Adjournment

At 7:30 pm, a MOTION was made to adjourn the February 25, 2013 Plan Commission meeting.

10	MOVED:	Commissioner Hornig
	SECONDED:	Commissioner Westberg
	AYES:	Commissioners Hornig, Stensing, Westberg, Nichols and Chairman Kibort
	NAYS:	None
	ABSTAIN:	None
	MOTION CARRIED	6:0:0

15 Respectfully submitted,
James Williams
Planner
Village of Huntley

20 *Subject to approval at the next meeting.*

MEMORANDUM



TO: Tom Kibort, Chairman
Members of the Plan Commission

FROM: Charles Nordman, Director of Development Services
James Williams, Planner

RE: **Comprehensive Plan Update**

DATE: March 8, 2013

To continue the discussion of updating the Comprehensive Plan, staff is providing the Plan Commission with proposed revisions to Chapter II: COMMUNITY GOALS AND OBJECTIVES. As discussed on February 25, Chapter II was updated to include a summary of the Chicago Metropolitan Agency for Planning “*Go To 2040 Comprehensive Regional Plan*” and elements of the Village’s Strategic Plan. Attached to this memorandum, you will find a draft of Chapter II with proposed revisions **highlighted** or otherwise noted.

In follow-up to last month’s meeting staff has also revised Chapter I based on the Commission’s recommendation to relocate the HISTORICAL OVERVIEW section to immediately follow the INTRODUCTION.

Please bring all of the materials previously distributed (*Comprehensive Plan, Downtown Revitalization Plan, and Transit Oriented Development Plan*) along with the attached draft of Chapter II to Monday’s (3/11/13) meeting. Staff will review the proposed changes to Chapter II and begin discussion for Chapter III.

CHAPTER II COMMUNITY GOALS AND OBJECTIVES

2.1 INTRODUCTION

Goals are long range ideals the community continuously strives to achieve. They set the framework for public policy, the enactment of land development ordinances, and the appropriation of public funds. Objectives are more specific than goals and represent opportunities for achieving goals.

The Comprehensive Plan is a guide for the establishment of compatible land uses, efficient streets and adequate community facilities needed for existing and future Village residents. This statement of goals and objectives is intended to guide the implementation of the Comprehensive Plan as well as to direct any proposed changes to the Plan. Future recommendations of the Plan Commission and Zoning Board of Appeals, and future decisions undertaken by the President and Village Board of Trustees and other governmental units should be measured against the community goals.

2.2 QUALITY OF LIFE GOAL

The number one, overall goal to which all other goals are subordinate, is to improve the quality of life in the Village.

2.3 REGIONAL GROWTH GOAL

The GO TO 2040 Regional Vision approved by the Chicago Metropolitan Agency for Planning (CMAP) on June 11, 2008 describes the desired future in terms of the region's quality of life, natural environment, social systems, economy, infrastructure, and governance. Throughout all of these vision themes, three other cross-cutting issues recur: sustainability, equity, and innovation. Each is critical to CMAP's work on the GO TO 2040 plan. In addition the overarching need to foster a sustainable, equitable, and innovative region, the vision statements include:

- In 2040, the northeastern Illinois region will be a magnet attracting new, diverse residents, businesses, and investments from around the world. The region will be known for a high quality of life, based on its sustainable, equitable, innovative, and inclusive approaches to planning.
- In 2040, decision making in northeastern Illinois will be informed by considerations of environmental health, energy use, and water supply.
- In 2040, our region will have equitable and inclusive housing, and social systems that foster an educated, healthy, safe, and involved populace.
- In 2040, the economy of northeastern Illinois will enjoy a global status that ensures superior job opportunities throughout the region for all socio-economic groups.

- In 2040, governance systems in northeastern Illinois will feature a high degree of coordination and civic involvement.

~~2.3 REGIONAL GROWTH GOAL~~

~~The Policy Statement on the Regional Growth Strategy endorsed by the Northeastern Illinois Planning Commission on June 30 1998 states: “Our Vision is of a region which is equitable, competitive, livable, sustainable, and cooperative. The strategy is intended to contribute to forming a region that is:~~

- ~~• equitable, with access for all to the cultural, social, environmental and economic resources of the region;~~
- ~~• competitive, maintaining or increasing its share of national economic growth and providing expanded economic opportunities in all parts of the region;~~
- ~~• livable, with enhanced quality of personal and community life;~~
- ~~• sustainable, with balanced development patterns responsive to the limitations of the region’s natural resources and the need to preserve and improve environmental quality for our time and for future generations;~~
- ~~• cooperative, with increasing emphasis on intergovernmental cooperation and public-private partnership in the guidance of the region’s growth.”~~

2.4 RESIDENTIAL GOAL

To perpetuate a high quality residential environment suitable for enjoying life in a rural atmosphere that takes into consideration design standards intended to conserve open space and encourage developers to be creative in proposing residential development projects.

Objectives

- Promote high standards for residential development within the Village and in the unincorporated areas outside the Village within 1-½ miles of its boundary. Monitor areas within the Village’s planning jurisdiction and encourage high standards for unincorporated developments.
- Encourage proper landscape screening between residential development and differing land uses, new residential construction and along arterial streets.
- Promote deeper lots with greater setbacks for residential developments with frontage along major collector streets, arterials, and highways.
- Encourage land developers to submit specific guidelines for Village consideration for the installation of lighting, landscaping, street signage, and other amenities that create a sense of neighborhood identity and are consistent with an overall Village plan.

- Encourage site plan review procedures for single family residential developments and multiple family developments to assure that Village regulations and policies are effectively implemented.
- Provide parks or open space areas of useable size throughout residential developments, with bicycle and pedestrian links to other neighborhoods, parks and nearby service areas such as schools, and convenience shopping. Parks meeting the needs of future residents should be provided within a short and safe walking distance of all dwelling units in a proposed development.
- Encourage architectural designs for single-family and other development wherein the garage does not dominate the street. The unique architectural elements of a home, such as front doors, windows, etc. should be emphasized at the street while garages should be located at the back or side or their impacts minimized by facing garage doors away from the street.
- Encourage residential developments that are aesthetically pleasing. Avoid box designs with little architectural distinction. Encourage the use of natural materials such as wood and brick.
- Integrate natural features, such as natural swales or wetlands, into site plans so these features become site amenities.
- Provide retention ponds that can provide attractive open space features. Design restrictions for these facilities should require that they be constructed with natural shapes, slopes and landscaped with appropriate plant materials. Avoid designs that are conducive to geese habitats.
- Encourage “open space design” for lower density (maximum of 1 unit per acre) residential areas to preserve open space, scenic views, and rural character.
- Provide for a variety of housing options for all ages and income groups.

2.5 TRAFFIC AND TRANSPORTATION GOAL

Facilitate the movement of vehicular traffic, persons and goods within the Village in a safe and environmentally acceptable manner. Serve a broad range of social environmental, aesthetic, and transportation objectives in order to create comfortable environments for people and not just automobiles.

Objectives

- Maintain and develop roads, streets and highways, in proper scale with their intended uses and adjacent land uses so that they are capable of accommodating present and future traffic volumes safely.

- Encourage roadway designs and improvements that offer pedestrian and bicyclists a safe and viable alternative to driving, to the extent possible.
- Provide for street extensions and connections where inter-neighborhood or through-traffic needs exist and reserve adequate rights-of-way for each connection.
- Encourage the maintenance and development of low-volume residential roadways which permit privacy and maintain the strong rural character of the Village in low density residential neighborhoods.
- Encourage the preservation and development of scenic roadway easements or setbacks along rural roads and establish 100 foot scenic corridors along Route 47.
- Provide for the passage of vehicular traffic through the Village on major arterials at a minimum inconvenience to Huntley residents.
- Cooperate with the Counties, IDOT and the Tollway in order to construct the major improvements required for the regional highway network in a manner that takes into account the needs of the Village.
- Improve intersection and traffic control devices and measures to provide optimum safety.
- Encourage METRA to construct a commuter rail line extension and at least one passenger station in the Village to provide public transportation options for Village residents and reduce automobile traffic and associated negative environmental consequences.
- Encourage businesses to partake in employee ride-sharing in order to reduce the number of vehicles on the road and to reduce atmospheric pollution.

2.6 OPEN SPACE AND RECREATION GOAL

To provide the maximum amount of active and passive open space for the enjoyment of all Huntley residents.

Objectives

- Encourage the preservation of open space in the community to provide at least 10 acres of parks and other recreational areas per 1,000 population in addition to regional facilities.

- Establish a trail system that links all neighborhoods and major recreational resources in the Village and create connections to existing and planned regional greenways and trails.
- Provide each neighborhood of the Village with reasonable pedestrian access to open space, parks and playgrounds.
- Consistent with the Park District's long-range planning strategy, encourage the establishment of additional recreational facilities and programs for the enjoyment of all age groups.
- Work with neighboring communities, agencies and associations to plan active and passive recreational activities consistent with the Park District's long range planning strategy.
- Coordinate with County, regional and State agencies in the protection of woodlands, wetlands and floodplains within the Village's jurisdictional planning area.
- Consider the concept of acquiring or accepting development rights and easements when desirable, to preserve agricultural lands, open space, scenic views, woodlands, wetlands and floodplains.
- Establish and maintain a tree program that encourages the planting of trees on public property in order to add to the character and beautification of the Village.
- Update the Village's tree and landscape ordinance, as required to maintain and enhance the Village's character.

2.7 COMMUNITY SERVICE GOAL

Provide the services and facilities essential for the protection, operation and use of property within the Village's planning area.

Objectives

- Improve the storm drainage system and **continue expansion of** ~~expand~~ the Wastewater Treatment Facilities **as needed.** ~~as recommended in the Village of Huntley 1999 Wastewater Treatment Facilities Plan Amendment, dated January, 1999.~~
- Construct new Village facilities in locations that maximize their utility and efficiency yet are also convenient for Village residents.
- **Set the standard for managing and providing quality municipal services while maintaining a commitment to preserving our history, environment, and unique demographic makeup.**

- Build partnerships and collaborating with the private sector, community organizations, local taxing bodies and other communities to meet challenges and create opportunities for the future.
- Work with area and regional colleges and universities to establish local facilities offering a wide range of educational and employment training opportunities, including degree programs at all levels.

2.8 BUSINESS AND ECONOMIC GROWTH GOAL

Provide sufficient areas for business related developments to occur which can be served by the regional and local roadway network, and which are compatible with proposed residential development in order to provide a sound and diverse tax base and employment opportunities.

Objectives

- Improve real property values and promote a sound economic base for the Village.
- Assure that retail and service commercial areas are of sufficient size to provide for adequate setbacks, pedestrian walkways, ample parking, bicycle parking, and landscaping.
- Require new commercial developments to provide decorative lighting, landscaping and other amenities that are consistent with an overall Village plan and contribute to Village identity.
- Require new signage to be appropriate to the character of the business area and consistent with the architecture of the buildings and consistent with the character of the Village.
- Require site plan review procedures to assure that Village regulations and policies are effectively implemented.
- Blank, windowless walls should be avoided on the front of the building or on any side that is visible from a public right-of-way. Where blank walls cannot be avoided, changes in building planes, building materials, color or additional landscaping should be provided to minimize the visual effect of the blank wall.
- Building materials should be solid, long-lasting natural materials, such as masonry, brick, brick veneer, wood or stucco (non-synthetic). Generally, structural steel buildings are acceptable, if finished with a veneer or siding that is not steel.

- The architectural finish and dominant building materials should be applied to all highly visible sides of the building. Dominant building colors should be applied to all sides of the building.
- Accessory buildings, structures and equipment should be constructed of similar or complementary materials, and the colors should match that of the principal building. Durable materials should also be preferred for such structures. For example, trash enclosures for restaurants are preferred to be masonry on three sides, with iron or steel access gates appropriately painted or finished to match the main building.
- Encourage the screening of parking lots with berms and landscaping as much as possible.
- Minimize the visual impact of parking areas between major streets and the building by use of landscaping. Provide landscaped buffers of 10 to 50 feet in depth (100 feet along Route 47 where designated on the Land Use Plan) depending on the street character. Provide landscaping within parking rows, not just at the end of parking rows. Landscaping should be distributed throughout the parking lot.
- Provide safe pedestrian links between parking areas and the entrances to buildings that may include the following methods:
 1. Provide textured pedestrian crossing areas of colored concrete or differing pavement surface, to warn drivers of pedestrian crossing areas.
 2. Provide island and crossing areas near the centers of long aisles to allow pedestrians to cross traffic lanes.
- Minimize the “sea of asphalt” impact of large parking lots located between the street and the building by:
 1. Allowing only the minimum required parking to be provided in front of the building and require excess parking to be located in the side or rear yard.
 2. Increasing interior parking lot landscaping.
 3. Where feasible, locate parking in less visible side or rear locations.
- Provide cross access easements throughout commercial clusters to create easy access between adjacent parcels and minimize the number of curb cuts required.
- Landscaping should be designed to provide interest in each of the four seasons, using plant materials that are tolerant of site conditions. Layouts should provide areas that accommodate snowplowing and snow stockpiling.

- Maintain and enhancing the business environment to attract quality commercial, office, service, and business park development, creating more opportunities for residents to work and shop in Huntley.
- Attract new dining, entertainment, and lodging facilities that serve not only Huntley residents, but serve to draw visitors to the community.
- Preserve and revitalize Downtown Huntley, as well as fostering redevelopment along the Route 47 corridor and infill development in other areas.

2.9 ENVIRONMENT AND APPEARANCE GOAL

Preserve and enhance the natural beauty, unique qualities and attractive appearance of the Village.

Objectives

- Ensure the protection of wetland habitats.
- Require quality materials and designs in public and private buildings and site landscape design.
- Require screening and buffering of off-street parking lots while giving due consideration to the safety of pedestrians and vehicle users.
- Encourage and assist organizations, schools, businesses and citizens in their efforts to beautify the Village.
- Maintain strict enforcement of the Village’s sign ordinance to protect citizens and visitors from visual pollution.
- Cooperate with McHenry and Kane Counties and IDOT in the beautification of all major roadways and entrances to the Village.
- Control light pollution by the design, location and type of artificial lighting in order to prevent “spill-over” onto adjacent properties.
- Require 100 foot wide landscaped buffer along Route 47 and require landscaping where practical in developed areas and areas that redevelop.
- Provide buffers at the developing perimeters of the Village to separate the Village from its neighbors and help to create an aesthetic and distinctive image for the Huntley.
- Protect and enhance the quality of life and preserve resources for future generations.

2.10 HISTORIC PRESERVATION GOAL

Preserve and enhance those essential elements of the Village which significantly contribute to the historic character of the community.

Objectives

- Preserve and enhance the long established rural character and integrity of the Village, particularly in and around the original downtown and along Woodstock Street.
- Preserve agricultural uses in the northwestern and southwestern quadrants
- Preserve low density single family neighborhoods in the northerly portions of the Village.
- Establish a “historic downtown” zoning classification and implement a more careful land use and design review process for redeveloped sites in this area.