THE VILLAGE OF ALGONQUIN COMPREHENSIVE PLAN

"The Gem of the Fox River Valley"

ORDINANCE NO. 2008 - 0 - 08

An Ordinance Approving The Parks, Trails and Open Space Master Plan and the 2008 Amendments to the Comprehensive Plan for the Village of Algonquin

WHEREAS, the Village of Algonquin, McHenry and Kane Counties, Illinois, is a home rule municipality as contemplated under Article VII, Section 6, of the Constitution of the State of Illinois, and the passage of this Ordinance constitutes an exercise of the Village's home rule powers and functions as granted in the Constitution of the State of Illinois; and

NOW, THEREFORE, BE IT ordained by the President and Board of Trustees of the Village of Algonquin, McHenry and Kane Counties, Illinois, as follows:

SECTION 1: That the Parks, Trails and Open Space Master Plan, as prepared by Village Staff and dated February 2008, is hereby approved.

SECTION 2: That the 2008 revisions to the Algonquin Comprehensive Plan, which recognizes the following: updated maps and text that reflect new subdivisions, new streets, new commercial developments, new parks, new schools, new utility infrastructure; the adoption of the Parks, Trails and Open Space Plan; the adoption of the Natural Areas Protection Ordinance; the adoption of conservation design strategies; along with other minor text and map amendments, as presented at a meeting of the President and Board of Trustees after a public hearing before the Algonquin Planning and Zoning Commission on January 14, 2008 are hereby approved.

SECTION 3: If any section, paragraph, subdivision, clause, sentence or provision of this Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate or nullify the remainder thereof, which remainder shall remain and continue in full force and effect.

SECTION 4: All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

Voting Aye: STEIGERT, SMITH, GLOGOWSKI, SOSINE, DIANIS, SPELLA.

Voting Nay: NONE

Abstain: NONE

Absent: NONE

APPROVED:

Village President John C. Schmitt

(SEAL)

ATTEST:

Village Clerk Gerald S. Kautz

Passed: MARCH 4 2008

Approved: MARCH 4 2008

Published: MARCH 5 2008

Effective 10 days after the recording of this ordinance.

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March 2008

The Village of Algonquin

COMPREHENSIVE PLAN

Update
March 2008

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■ INTRODUCTION

The Village of Algonquin has had a rich history of planning and development. The Village's first Comprehensive Plan was adopted in November of 1959. The plan was revised in 1974 and again in 1980. A major update to the Comprehensive Plan was adopted in 1993 and updated in 2002. These plans have served the Village well, and, along with thoughtful input of elected and appointed officials and the Village staff and consultants, the Village has used the Comprehensive Plan as the guide for community development.

As the community has developed, each new change makes the Comprehensive Plan less capable of guiding the next. Between 1980 and 1990, the Community's population grew nearly 100%, from a 1980 population of 5,934 to a 1990 population of 11,663. A special census conducted in 1993 resulted in a population of 14,737. In 1996, another special census reported a population of 19,007. A 1998 special census indicated a population of 21,415. The 2000 census counted 23,276 and the 2003 special census reported a population of 27,885. The 2007 special census counted 30,482 people. The Chicago Metropolitan Agency for Planning has projected a 2030 population of approximately 41,333 for Algonquin.

The Village Board, having recognized the need for an up-to-date plan on which to base decisions, has directed the Planning and Zoning Commission to prepare a comprehensive update to the plan. This document, The Village of Algonquin Comprehensive Plan, is the result of that work.

The Plan covers the area within the existing Village boundaries. It also covers property between the existing corporate limits and ultimate jurisdictional boundaries established with the communities of Lake in the Hills, Huntley, Gilberts, Barrington Hills, Cary and Carpentersville. These ultimate boundaries have been adopted through boundary agreements approved by each municipality.

In addition to the update of the Future Land Use Plan, the Plan includes a policy framework which provides the basic ground rules for development of the plan. The policy framework thus forms the basis for future decisions necessary to implement the plan. Such a framework provides policy direction when change would make a map alone obsolete.

The Comprehensive Plan of the Village must be considered a living document that can evolve and stay fresh by making additions and refinements as new information becomes available. It is reasonable to expect amendments to the Comprehensive Plan which give further refinement to developing and redeveloping areas such as the Old Town District, the Randall Road Corridor, and the East Algonquin Road Corridor.

The Comprehensive Plan is divided into six principal sections. Section One, **History**, identifies the rich traditions which have established the nature of the community. Section Two, **Policy Framework**, provides the basis for land use and growth management decision-making within the community. Section Three, **Public Facilities** includes guidelines for the development of parks, open space, fire, police, municipal buildings, and schools. Section Four, **Thoroughfare Plan**, identifies standards for the network of roads which serve property within the Village. Section Five, **Future Land Use Plan**, indicates how the land use plan fits into the planning process. Section Six, **Planning Areas**, summarizes the characteristics of each planning area within the extraterritorial jurisdiction of the Village, and includes specific recommendations and land uses for each area. Additional sections will be added as necessary. The final figure is the Future Land Use Plan for the Village and its extraterritorial jurisdiction.

On January 14, 2008, the Village of Algonquin Planning and Zoning Commission held a duly noticed public hearing under 65 ILCS 5/11-12-7 for the purpose of hearing all public comments on this proposed Comprehensive Plan update. Upon closing the public hearing, the Commission

recommended approval of the Future Land Use Plan and this accompanying text and exhibits. After review and minor modification, the Village Board voted on February 5, 2008 to adopt this Comprehensive Plan.

The Comprehensive Plan should be used in combination with several other planning tools developed by the Village. In particular, the Village has developed comprehensive water and wastewater facilities plans to address future extension of utilities; a Parks, Trails, and Open Space plan to address land preservation and trail connection; a Downtown Revitalization Plan to address the redevelopment of the Old Town District; and an Algonquin Corporate Campus Study to address the development of a business park. These and other future planning documents should be viewed as extensions of this Comprehensive Plan. These plans are described in more detail in the Implementation section along with other plans and documents that guide the development of the Village.

■ HISTORY

The once small Village of Algonquin is nestled in the beautiful Fox River Valley. The river valley first took its shape when the Wisconsin Glacier stopped for a time in this area during the last ice age.

The first settler in McHenry County was Samuel Gillilan who brought his family from West Virginia in 1834. They built their cabin near the present site of the Algonquin Cemetery, just north of the Village. Eli Henderson and Alex Dawson first planned the town of Algonquin in 1837. Alex Dawson saw the Village's potential and built a sawmill.

More farmers came to the area finding that the rich soil from the prairies yielded good crops. The 1840's saw the town officially surveyed by the U.S. government, and land was being sold for $1.25 an acre.

Education was important to the settlers. County records indicate that school was first held in 1841 in the home of Jesse Miller. Three years later, the people west of town built the first log cabin school called Ford School.

During these beginning years, the Village had difficulty finding a name. Mail was first sent to Dr. Cornish in 1836, who became the first postmaster for McHenry County. In 1839 some of the area mail was addressed to Denny's Ferry (Haeger's Bend area). A year later the local mail was addressed to Cornish Ferry, which was changed to Cornishville in 1842. In 1843 the town fathers met and the name Algonquin was chosen on the suggestion of Mr. Samuel Edwards after the name of a ship he once owned. The name Algonquin became official on December 23, 1847.

With the construction of the Fox Valley Railroad in 1855, new growth came to the Village. Farmers started shipping milk to Chicago. By the early 1870's Algonquin shipped 50,000 gallons of milk each month. A cheese factory was also built next to the present intersection of South Main Street (Route 31) and Huntington Drive. The railroad enabled the town to prosper with the large milk shipping industry.

When the Civil War came to an end in 1865, the contract to build a brick two-room schoolhouse was awarded for $5,000. A new wave of settlers came to Algonquin. The town grew and expanded on every level, especially in regards to churches, schools and stores.

In 1876, along with the first newspaper, The Citizen, the town could boast of an insurance company, four churches, school, hotel, four mercantile stores, drugstore, three flour mills, two wagon shops, three blacksmiths and a factory for making milk cans.

The 1880's, perhaps more than any other decade, was marked with change and development, changes that would bring Algonquin from its pioneer past and prepare it for the day when it would incorporate as an official Village. With the business, religious and educational necessities of a rural agricultural town having been established in the decades preceding, the 1880's were a time for enhancement, expansion and cultural development. The business sector continued to grow during this period. Whereas new business ventures in the prior decades were largely providers of the basic needs of a farming community, (i.e., mills, feed stores, blacksmiths, hardware and dry good stores), the second generation of shops seemed more focused on amenities, social and leisure activities. The year 1884 witnessed the installation of the first public telephone exchange in town. A variety of "social organizations" were established. This former pioneer town was beginning to take the shape of quite a little "city."

In 1887, the townspeople started talking about incorporating the Village. On February 25, 1890, an election was held to decide whether or not the town should incorporate as a village under law. A total of 39 votes were cast, all in favor of incorporation. The first set of handwritten Ordinances was adopted. The Ordinances were revised in 1898, 1914, 1934, 1972 and 1991 as the Algonquin Municipal Code. The Municipal Code is updated yearly as rules and regulations are changed or added.

The transformation of Algonquin from a "farm support town" to a prosperous, growing, picturesque community was found to be very appealing to more than just the local residents. "Tourism" found its way to Algonquin. The introduction of summer visitors to the Village brought about many profound changes to Village life. The natural setting of the Village, nestled amongst the rolling hills and the lure of the Fox River proved to be an irresistible combination to the people from Chicago who were hungry for an escape from city life. Eight passenger trains stopped daily in the Village. In 1890 a picnic drew a crowd of 1,500 people, at a time when the Village population was under 500.

In 1895, a disastrous fire caused the town to look toward getting bids on the first Village Water Works, and an organized volunteer fire department was established and equipment purchased. The year 1898 witnessed the installation of the first private telephone in town. There were 115 children enrolled in school. The gravel mining industry was also well underway.

By the turn of the century, gas lights, electricity, new sewer systems, and an ever growing summer tourist trade helped the Village to grow.

The town's largest employer was Peter Brothers Manufacturing Company, producers of ironing machines.

With the advent of the 1900's, the Census stood at 550 residents. A Village Hall was erected in 1906 at a cost of $6,848.

We cannot allow this period to pass without commenting upon the Algonquin Hill Climbs from 1906 to 1913. In those days, if an automobile could successfully climb the hills of Algonquin, that machine immediately met with the stamp of public approval. Nothing in Village history brought so much fame and prestige as the nationally known "Algonquin Hill Climbs." This event was one of the earliest organized auto racing events held in the entire United States. It had national participation and coverage, with the eyes and ears of the nation focused on Algonquin! The "Algonquin Cup" was a very prestigious and coveted award.

The affordability and availability of automobile travel had a great impact on this era of Algonquin's history. Although tourism was still in evidence, the nature and volume of the tourist industry changed. The automobile gave people the ability to travel outside the established limits of places where trains went.

Along with the arrival of the auto came the need for road improvements and traffic control measures. In 1923 came the first Village licensing of motor vehicles. In the late 1920's Algonquin had a population of 850. By 1940 the population was 926. In the 1940's Community Unit School District Number 300 was established and the one-room country schoolhouses were closed. By 1943 the last blacksmith shop was closed. Chlorinated water and new street lights were not far behind.

The major activities from 1933 to 1935 were the construction of a new concrete dam on the Fox River and a new concrete and steel bridge across the river. By 1935 passenger railroad service had declined to one train a day. Socially, the biggest event in Algonquin during the Depression era was the 1935 Algonquin Centennial Celebration.

The 1930's revealed citizens becoming more organization conscious, as evidenced by the establishment of local chapters of civic groups. In 1932, the first P.T.A. was formed. In 1936 the first Girl Scout Troop and Boy Scout Troop were formed, and the Algonquin Lions Club was founded in 1939.

After World War II, with the population increase came new churches, schools, businesses and homes. New government buildings, swimming pool plans and progress coincided with the decline of the old established businesses. By 1950, the Algonquin Businessmen's Association was formed to promote Algonquin merchants and to bring shoppers back to Algonquin.

The decade of the 1950's witnessed another "building boom." During this period most of the town's summer homes were converted to year-round living. The first of the largest postwar subdivisions were being built. Hence, Algonquin became "discovered" for yet another time in its history as a new wave of people "settled" in town.

By 1960, the population of the Village reached 2,014. The main changes during this period involved the Police Department, which started offering 24-hour police coverage and which purchased the department's first radar units in 1965. In 1967 a referendum was passed to remodel the Village Hall at a cost of $80,000. In 1969 Zoning Ordinances adopted in 1951 were amended.

Leisure and social activities during this period were family-oriented. In 1964 the Algonquin Jaycees were organized. Unquestionably, the single biggest event of the period was the establishment of the "Algonquin Founders' Days Festival." By combining the Businessmen's picnic, the Lions Club annual steer roast, the Legion's annual carnival, and adding a parade and other activities, the festival was born and the first official Founders' Days Festival took place in 1961.

In 1967 the McHenry County Historical Society honored the Village as the oldest settlement in the county by placing a marker at the southwest corner of the cemetery. During the mid 1960's, the stop signs at Routes 31 and 62 were replaced with the first stoplights to appear in the Village.

By the 1970's the Village population had reached 3,515. The next few decades would witness unprecedented expansion of the Village. The population was 5,684 in 1980 and reached 11,663 by 1990. A special census conducted in 1993 put the population at 14,737. From 1970 to 1993, 44-plus subdivisions dotted the countryside. Schools continued to expand and a new library was built. The old Victorian homes along Main Street were converted to business use. Golf courses and the Prairie Trail Bike Path added to the leisure activities available in the Village.

Due to the dramatic increase in population, a strain once again was placed on schools and services, and other types of "expansion" were soon necessary. To help meet these demands, a new high school was built. Harry D. Jacobs High School was opened in 1976. That same year, Algonquin and our nation celebrated the country's Bicentennial. Lasting tributes of the occasion include Riverfront Park, dedicated in 1976. Other events of the decade which focused on "History" included the creation of a local Historic Plaquing program in 1972. Algonquin was the first community in McHenry County to institute plaquing of its historic structures. In 1972 Governor Richard Ogilvie came to Algonquin to present the first plaque. In 1979 Neubert Elementary School opened its doors and has since undergone a major expansion, as has the high school.

In 1982 a new maintenance building was constructed adjacent to the sewage treatment plant. That same year, the Algonquin/Lake in the Hills Emergency Ambulance Service received recognition from the State for its "superior performance."

In 1986 the first fast food franchise, McDonald's, opened its doors, followed by the Algonquin Town Center on Route 62, anchored by Piggly Wiggly Foods, the first full service grocery store.

The 1993 grand openings of the first stores (Jewel & Eagle) along the Randall Road Business Corridor made it very clear that "big business" had finally found Algonquin. A new post office was built on West Algonquin Road. In order to improve communications with residents, the Village started to publish a new Village Newsletter, The Citizen, in 1993.

Certainly the most exciting of any of the building projects which took place in Algonquin during the decade was the construction of a new Village Hall on Harnish Drive in 1996. This large new modern facility will enable the Village government and Police Department to serve the needs of today as well as prepare for the demands of future Algonquin residents. The original 90-year old Village Hall, which is unquestionably the most significant landmark in Algonquin, continues its long service to the town as home to some of the Village commissions, as well as a community center for groups and organizations to hold meetings.

The 2000's have seen a shift from residential growth to commercial and industrial growth. Algonquin Commons, the largest lifestyle shopping center in Illinois, opened in 2004. The Village Board set aside 1,000 acres for the Algonquin Corporate Campus to develop over time. This provides the opportunity for people to live and work in the same community. In addition to growth, the focus has expanded on protecting our natural environment through conservation design and promoting naturalized storm water methods. Algonquin continually strives to distinguish itself from other communities; a prime example is with the Public Art Program, which started in 2005.

As Village expansion begins to approach its final boundaries, residents have started to "take stock" of what the Village has. Spearheaded by the restoration of many of the vintage buildings and homes around town, a new interest in preserving our roots has emerged in the Village. The Victorian "Painted Ladies" have once again returned to Main Street and the Village has embarked on a downtown revitalization project to enhance and preserve the character and flavor of Algonquin's older areas. The older sections of the Village nestled along the banks of the Fox River are indeed the one unique element which continues to draw people into the Village. It is what separates Algonquin from the dozens of other "boom towns" in the western suburbs. Just as people in the 1890's flocked to Algonquin to escape the hectic life, so it is today in the 2000's as thousands relocate to Algonquin from other areas to enjoy the quality of life here. Indeed - History does repeat itself!

■ POLICY FRAMEWORK

MISSION STATEMENT

In November of 1995, the Village conducted a workshop with a professional facilitator for the purpose of developing a Mission Statement. Workshop participants included members of the Village Board, the Plan Commission, the Zoning Board of Appeals, the Economic Development Commission, the Historic Commission, and Village staff. The result of this workshop is the following Mission Statement:

The Mission of the people of Algonquin is to foster a harmonious, distinctive community with a strong sense of place, preserving its ecological and historical richness, providing a safe and comfortable environment through a responsible use of community resources, and developing ownership and pride in the community through significant citizen involvement in all civic, social, and cultural affairs.

To this end, we will provide for the needs of today, prepare for the demands of tomorrow, and remain mindful and respectful of the past.

The Mission Statement is designed to be an overriding directive which applies to all areas of municipal government. The general nature of this statement suggests a need for additional goals and objectives to provide a clearer direction to issues addressed in the mission. The following section outlines specific planning-related goals and objectives in support of the Mission Statement.

GOALS AND OBJECTIVES

The planning process is based on a continuum of personal and collective decision-making, beginning with values and culminating with programs. The components of the process can be described as follows:

Value

Something perceived to be intrinsically desirable by an individual or group, often evidenced by feelings and actions rather than words.

Goal

The stated end toward which effort is to be directed; the expression of values.

Objective

A specific target established by which to achieve a goal.

Policy

A definite course of action selected from among alternatives and in light of given conditions to guide and determine present and future decisions.

Program

A set of actions designed to implement policies, funded and directed by the Village.

The Comprehensive Plan is a declaration of intent. It is advisory and does not by itself constitute a regulation. The exercise of legislative discretion regarding specific land use decisions and specific properties is reserved for such proceedings as are authorized by the State Statutes governing annexation, zoning, subdivision, building, acquisition, and other similar techniques. At the time of adoption of this Plan by ordinance by the Village Board, all goals, objectives, and standards herein become policy.

Goals and objectives for the following categories are presented below: Transportation; Land Use; Housing; Economic Development; Utilities; Community Facilities; and Parks, Open Space and Environment. Goals are listed in bold type, with objectives for each goal listed as bullet points.

TRANSPORTATION

A transportation system serving the land uses within Algonquin which allows reliable, safe, efficient, and economical movement of people and goods, both within the community and the surrounding region, and which anticipates the demands of growth.

- The planning and construction of a transportation framework based on the character, function and standards established in the Thoroughfare Plan, which is coordinated with land use development patterns anticipated by the Future Land Use Plan.

- Pursue cooperative planning with adjacent communities, Kane and McHenry Counties, and the Illinois Department of Transportation to ensure safe and convenient travel through Algonquin.

- A street, arterial and bridge system which works within the regional transportation system to provide reasonable access to, from and through Algonquin without unnecessary or detrimental impacts on Algonquin neighborhoods and businesses.

- A balance between accessibility and traffic carrying capacity appropriate to the needs of the properties which the road serves.

- Interconnection of streets wherever possible to promote public safety, neighborhood cohesion, and reduce traffic.

- The construction of streets within neighborhoods, funded by the property owners who will benefit from those streets, at a standard which assures minimal maintenance and operating costs for the long term.

- Staged construction of local streets and improvement to collector streets providing critical linkages according to a capital improvements plan which coincides with demands of growth and system conditions.

- Minimum conflicts between vehicular, pedestrian, bicycle and recreational traffic.

- Promote alternative modes of transportation through linking of trail systems and providing bike racks at destinations, and explore pedestrian bridges over high traffic volume roads, like Randall Road.

- Maximum use of available regional transit systems through effective and appropriate linkages.

LAND USE

A range and balance of land use activities which are respectful of their natural environment, are compatible with surrounding land uses, and which provide community members opportunities to pursue all essential aspects of contemporary life within the Village.

- A contiguous, compatible development process, staged to avoid sprawling and scattered development, maximizing use of existing and presently programmed community facilities, and minimizing public service costs.

- A pattern, character, and intensity of land uses organized around accessibility, environmental conditions, community facilities, neighborhood environment, public safety, traffic impact and public utility capacity.

- Development using conservation design techniques to preserve, restore, and enhance the natural environment.

- A visually pleasing and efficiently organized community, with proper regard for economic practicality, convenience, historic richness and aesthetics.

- Land use transitions in density of development which avoids abrupt changes in character and living environment between existing and new developments.

- Encourage mixed use in transition areas between commercial and single family uses.

- An effective visual or physical separation between incompatible land uses.

HOUSING

A high quality residential character, with a wide range of housing opportunities supporting a variety of lifestyles and community vitality.

- The development of residential neighborhoods in locations which can be served with public facilities efficiently and economically in proximity to neighborhood-oriented business.
- Diversity in the housing stock which provides for a balanced range of housing opportunities within the existing character of the community.
- The distribution of multiple-family dwellings in small clusters and groups in appropriate locations throughout the Village in order to avoid excessive population densities in any single area.
- Continued maintenance of housing and neighborhoods so as to prevent neighborhood decay and ensure community health and safety.
- Control of density and intensity of new housing development areas in a manner that the visual appearance and the character of public and private living environments ensure continuity in the value of property.
- New housing areas which do not significantly alter the natural topography and environmental conditions of the property or its surroundings.
- Promote green building techniques and natural landscaping to reduce the impact on natural resources.

ECONOMIC DEVELOPMENT

A healthy, sustainable base of industry and commerce which provides jobs, tax base, and goods and services meeting the needs of Algonquin residents and the surrounding region.

- Compatible and related commercial and industrial uses in appropriate locations based on fundamental linkages in support of those uses (e.g., truck routes, commercial suppliers, adequate infrastructure, regional accessibility).
- Industrial, office and research parks which provide good environments for new and expanded businesses.
- The promotion, retention and attraction of businesses that provide viable employment opportunities for Algonquin residents, and that strengthen the Village's economic base.
- Local regulatory actions and public policies, adopted after they have been evaluated and considered with regard to their effect on the ability to promote, attract and retain businesses.
- State and federal assistance which supports the location or enhancement of business developments; use of available public investments to leverage private investment in businesses.

OLD TOWN

A key economic, social, and cultural center for the community.

- Strengthen and enhance the downtown area in harmony with the existing elements of this area.

- Enhance and beautify the Fox River, views of the River and access to the River.

- Utilize State and Federal assistance where feasible and offer local incentives to promote the redevelopment of this area.

- Encourage mixed use development and mixed use buildings.

UTILITY, WATER AND WASTEWATER SYSTEMS

High quality public services and utilities provided in a cost-effective manner, and staged and sized to meet the demands of rational growth.

- The protection of the natural environment and human health by serving all land uses with adequate stormwater control, sanitary sewer and wastewater treatment facilities.

- An enhanced public water system which assures the highest quality of water, supplied at a rate, volume and location which meets the needs of both residential and non-residential land uses.

- A capital improvement program and funding system which equitably distributes the costs of providing public services to those persons and properties which benefit by those services, now and in the future.

- Explore new technologies for treatment of water and wastewater.

- Cooperative planning, engineering and public decision making between the Village of Algonquin, neighboring municipalities, counties, and regional agencies with regard to the extension of public services supporting rational public service areas.

- Create naturalized stormwater facilities, such as naturalized detention basins, bioswales and rain gardens, to filter and clean water and promote infiltration.

- Promote water conservation through education and enforcement of regulations.

COMMUNITY FACILITIES

Accessible community facilities, distributed throughout the Village, and provided on a fair and equitable basis which contribute to a high quality living environment.

- Effective law enforcement and fire protection enhanced by the provision of adequate public safety facilities located where they provide adequate accessibility to and from the entire community.

- Communication and cooperation with School Districts 300 and 158, fire districts, library districts, Counties, park districts, and other agencies in an effort to provide accessible public facilities and spaces which serve the needs of Algonquin residents.

- Explore the addition of a community recreation center, multipurpose facility, and cultural arts center to serve the needs of the residents.

PARKS, TRAILS, OPEN SPACE, AND ENVIRONMENT

A healthy relationship between people, recreation, open space, and the environment.

- Acquisition of land for public parks and open spaces throughout Algonquin which meets or exceeds national standards (National Recreation and Parks Association), placing special emphasis on preserving and enhancing the natural and scenic environment.

- Develop public park spaces which provide adequate facilities for the active recreation needs of Algonquin residents of all ages.

- Expand the Village-offered recreation programs annually to address the needs of residents of all ages.

- Work with local youth and adult sports organizations on cooperative programming and field maintenance.

- Develop a greenbelt system, with interconnected parks located along creeks and other existing natural features.

- A bicycle path and trail network which separates pedestrian and bicycle traffic from automotive traffic and links residential areas with community parks, schools, and businesses.

- Implement the Parks, Trails and Open Space Plan, which meets the needs and desires of the residents of Algonquin.

- Development restrictions which protect environmentally-sensitive areas and conserve natural resources, especially riverfront property, ground water, woodlands, flood plains, wetlands, and steep slopes.

- Implement the Natural Areas Ordinance to ensure the preservation and continued restoration and maintenance of these natural areas.

■ COMMUNITY FACILITIES

Community facilities include both public and semi-public uses. Village facilities, schools, and parks are some of the uses classified under this category. The type of growth expected to occur within the next twenty years in and around Algonquin will quickly overburden municipal facilities without long- range planning and policy analysis. Planning for these functions is an important purpose of the Comprehensive Plan.

PARKS, TRAILS, OPEN SPACE AND ENVIRONMENT

To address park, trail and open space needs in Algonquin, a Parks, Trails, and Open Space Plan has been adopted. The Plan evaluated the existing park facilities and trail system. The four types of parks and three types of trails were defined to ensure the Village incorporated a mix of facilities to serve the residents. Each type of park serves a unique function, from provision of neighborhood facilities to specialized parks for a particular sport. Based on these park types, a needs analysis has been developed. This analysis compares Algonquin's current and projected population with accepted national park acreage standards. Trails will provide pedestrian access to existing and future parks. This trail system will also provide a linkage between parks, and promote bicycling as an alternative mode of travel to work, school and recreation. Next, sites were identified for new parks, preserving open space, or making trail connections. Then the Plan outlines a priority list for development of the parks and trails based on available funds, grants and developer donations.

The Village also has a strong commitment to preserving, protecting and appropriately managing the natural areas within the Village. The Natural Areas Ordinance outlines protections of the natural areas and defines what these areas are and where they are located. The Village of Algonquin Natural Areas map indicates areas of woodlands, stream bank stabilization, riparian corridors, wetlands, and naturalized stormwater facilities.

Park Type

Before acquisition and development of specific park sites and facilities, it is important to establish a framework for park development. Different types of parks fill different community needs. To meet the growing recreational and open space needs of residents of Algonquin, three general types of parks and open space are identified below. A general description of the purpose and use of each park type is provided, along with a listing of key location and design issues and identification of typical facilities.

When reviewing the typical facilities list, it is important to note that all parks will not have all facilities listed. For example, all community parks will not have ball diamonds, trails or a water feature. Facilities in a particular park should be based on the appropriateness of a facility to a particular site, and the need for facilities in a particular location.

Wetlands and open space areas have also been identified. These areas can be public or private. While not specifically parks, they do play an important role in fulfilling the goal of promoting a healthy relationship between people, open space and the environment.

Many of the parks and open space areas contain interpretive signage that educates site users on historical or ecological significance of the site.

1. NEIGHBORHOOD PARKS

Description:

Neighborhood parks provide residents with "close-to-home" open space and recreational facilities. Ideally, all residents would have a neighborhood park within a half mile of their home. The size of each neighborhood park will vary with the size and population of the neighborhood served, but should be between 1 and 12 acres. Some larger neighborhood parks exist, usually when an adjacent open preserve or wetland area is included as part of the park's acreage. Holder Park and Gaslight Park are good examples of neighborhood parks. The following are characteristics of an effective neighborhood park:

Location:

- Easily accessible to neighborhood residents
- Should be in residential areas for easy pedestrian access
- For safety purposes, neighborhood parks should not be located on an arterial roadway
- Generally within a ½ mile radius from all residents served by the park, and centrally located within the neighborhood area
- Should have physical and visual access from a residential street on at least one side of the park
- The majority of each park should be located out of the flood plain

Typical Facilities:

- Playground
- Informal sports fields where conditions permit
- Multipurpose court (basketball/volleyball, etc.)
- Picnic tables and/or shelters
- Landscape improvements as detailed under design considerations

Design Issues:

- Facilities should not be lighted in a neighborhood park to preserve the residential nature of the area surrounding the park. However, security lighting should be included as appropriate for safety and to reduce vandalism
- Playground areas should be located away from roadways for child safety
- Landscaping should delineate use areas and provide shade near playground and picnic areas
- Existing trees should be preserved and enhanced
- Off-street parking should be provided only if the park is to serve a large neighborhood area

POCKET PARKS

Description:

Pocket Parks, which are included under the definition of neighborhood parks, are smaller parks, generally less than five acres. They are intended to serve smaller neighborhoods or a certain section of a neighborhood, and often fill in open areas that are found off of neighborhood streets, including at intersections or near cul-de-sacs. These parks often serve to complement existing neighborhood or community parks that may serve the larger area, and may connect to open spaces as well. Tunbridge Park is a good example of a pocket park.

Location:

- In smaller developments, such as townhouse communities
- In larger neighborhoods, particularly those with lots of children, as a complement to a neighborhood or community park

Typical Facilities:

- Playground equipment geared toward a specific age or interest
- Benches
- Plants, flowers, and trees
- A small open space area
- Picnic areas

2. COMMUNITY PARKS

Description:

As the name implies, a community park provides facilities and open space for the entire municipality. This type of park serves as a community focal point, providing a site for special events, sports tournaments, and daily recreational enjoyment of Algonquin residents. Community parks are typically over 12 acres, although larger sites are common when associated with a nature preserve. Algonquin Lakes Park is a good example of a community park. Smaller parks are also classified as community parks when their function is to provide facilities to the entire community - not just to a specific neighborhood or activity. Towne Park is a good example of a small community park.

Location:

- Easily accessible from all parts of the community, preferably on a collector street
- The site should be appropriate for the facilities outlined below without the need for major earthwork
- Some flood plain area may be associated with the park, but most of the site should be located outside the flood plain

Typical Facilities:

- Lighted sports fields/complex (softball, baseball, soccer, football)
- Open space for casual active play (softball, football, frisbee, etc.)
- Picnic tables and group picnic shelters

- Hike/bike trails and boardwalks
- Landscape improvements as detailed under design considerations. Special botanical displays and/or gardens would be appropriate
- Area for staging of special events such as Founder's Day (open area and possible amphitheater)
- Playground area
- Off-street parking
- Tennis courts
- Toboggan/sledding hills
- Swimming pool/aquatic facility
- Passive open space and wooded areas
- Public restrooms in high activity areas
- Multipurpose courts for basketball and other activities requiring a paved surface
- Water features and/or lake with fishing piers/platforms

Design Issues:

- Playground areas should be located away from roadways for child safety
- Landscaping should delineate use areas and provide shade near playground and picnic areas
- Site layout should take advantage of natural site characteristics to reduce construction costs and to preserve existing vegetation whenever possible

3. SPECIAL USE PARKS

Description:

Certain facilities defy classification into one of the above park types. Special use parks can be of any size and may be included in an existing park, but they are intended for a specific purpose. The park should be accessible to the special feature or special event held there. These specific features can include a public swimming pool, river access, or major sports complex. This type of facility would provide residents with a recreational outlet that may not be appropriate in other parks. Greenbelt parks and golf courses are both examples of other special use parks. Riverfront Park is an existing special use park within the Village.

Location:

- Convenient to residents served
- On site with unusual natural amenities, regardless of location

Possible Facilities:

- Nature trails
- Jogging/bicycle trails and boardwalks
- Nature center
- Major sports complex (softball, soccer, etc.)
- Public plaza
- Farmers' market
- Golf course and/or driving range
- Aquatic facility

- Toboggan/sledding hills
- Festival grounds
- Skate park
- Community center
- Dog park
- Other desired public recreational facilities

Design Issues:

- Site design should be appropriate for the special use feature and provide appropriate access to the park

4. OPEN SPACE

Description:

Open space areas represent land that is currently used for open recreational use, land that is in a designated 100-year flood plain, retention and detention basins, riparian areas, wetlands, woodlands, steep slopes, or land which possesses some other unique natural characteristic. Open space areas are intended for preservation, restoration and passive recreational uses such as picnicking and hiking. These areas could be under private or public ownership. High Hill Nature Preserve is an example of an open space.

Location:

- Where unique natural conditions exist (groundwater recharge, wildlife habitat, stands of trees, wetland buffer, steep slopes, etc.)
- Where property provides a connection or link between open spaces, parks, or other public facilities

Typical Facilities:

- Nature trails
- Fishing station
- Hike/bike trails and boardwalks
- Nature preserve
- Picnic area
- Wildlife viewing area

Design Issues:

- Objective should be to protect existing site assets while providing public access where possible

WETLANDS

Description:

Within the Comprehensive Plan, wetlands shall include fens, marshes, bogs, riparian areas, and naturalized detention areas. Wetlands have received a great deal of attention in recent years. Wetlands perform many valuable functions, including storm water management, ground water recharge, and the provision of habitats for many types of flora and fauna. Given these environmental benefits, it is desirable to plan for the preservation of existing identified wetlands.

The generalized locations of wetlands shown on the Plan are from the National Wetlands Inventory. These areas should be protected to the fullest extent practical during the development process to preserve their many environmental benefits. Preservation of wetlands will also provide visual open spaces within developing areas of the community. Arbor Hills Preserve-Stonegate Wetland is an example of a restored wetland in the Village.

Location:

- Wherever wetlands larger than one acre exist or are of high quality

Typical Facilities:

- None, although nature trails may be provided in certain locations associated with other usable parks and facilities

Design Issues:

- Any manipulation of an existing wetland, including mitigation and use for storm water detention, should be approved by the Army Corps of Engineers and/or the Village depending on the jurisdiction of the wetland

- Ted Spella Community Park is an established wetland mitigation bank for the Village of Algonquin. Developers may pay into the bank when mitigation is required on their property. The Village should look into other opportunities for additional lands for wetland banking within the Village.

Trail Type

Description:

The Parks, Trails, and Open Space Plan outlines an extensive trail system. This system provides opportunities for recreation and for transportation to key employment centers. The trail system also links key community facilities, such as parks and schools, with residential areas of the community. Through development of the trail system, Algonquin can provide residents with safe pedestrian and bicycle access to community facilities while reducing dependency on the automobile as the only viable transportation option.

The most significant trail within the Village is the Fox River Trail/Prairie Trail operated by the McHenry County Conservation District and the Kane County Forest Preserve District. This trail runs along an abandoned railroad bed, and provides a regional link for biking and recreation.

Construction of several off-road trails occurred within the last ten years. Trails have been constructed within the Willoughby Farms subdivision along the south side of County Line Road and the west side of Sleepy Hollow Road. The Village utilized grants from the State of Illinois to construct trails within the High Hill Park and Nature Preserve, continuing west along the creek to provide a connection to Jacobs High School. The trail between Jacobs High School and the new Village Hall was realigned to permit crossing of Randall Road at Huntington Drive North, a signalized intersection. A connection has also been constructed from these trails south to County Line Road via Stonegate Road. A loop path was completed at Presidential Park, with plans to extend this trail along Highland Avenue. Perhaps one of the most prized trails recently constructed is the Woods Creek Trail, which provides a north-south link between Algonquin Road and the Algonquin Public Library. This trail also brings residents closer to the pristine natural environment

of the Woods Creek Corridor and has provided an appropriate venue for the Village's annual Conservation Community Day. In addition, several recent neighborhoods have been constructed with extensive trail systems, including Algonquin Lakes, Manchester Lakes, Canterbury Place, and Grand Reserve. Development of these trail systems has also been made in several commercial developments including the east-side Jewel, the Fountain Square center, and the Algonquin Corporate Campus. All of these developer-financed trail systems are crucial to the development of a Village-wide trail system, and make connecting the system much easier.

Wherever possible, development of Class II and Class III trails is highly encouraged. In future planning areas, developers should be encouraged to build trails and link to the existing trail system. In addition, the Village should also work to better link the system, particularly in already-built areas where trails are lacking. Progress should also be made to provide trail connections to all existing parks, schools, and major employment and recreation centers.

1. CLASS I TRAIL

Description:

A Class I trail is located on the street. It may be striped or signed as a bike lane or may be simply designated as such by signs. Harnish Drive (east of Hanson) is a good example of a Class I trail designated by a bike lane. Stonegate Road (south of Brindlewood) is a good example of a Class I trail designated by signs.

Location:

- On residential streets, typically collector roads leading to parks, schools, and other facilities
- In areas where critical trail links are needed, but there is no room available for a Class II or Class III trail

Possible Facilities:

- Dedicated bike lanes
- Navigational signage

Design Issues:

- Safety issues on streets where there is a high volume of traffic
- Balancing the need for parking with the need for bicycle lanes

2. CLASS II TRAIL

Description:

A Class II trail is located along a street, but is separated by a landscaped area or narrow strip of grass. The bike paths along Highland Avenue and Longmeadow Parkway are good examples of Class II trails.

Location:

- Alongside roadways, particularly secondary arterial roadways and collector roadways adjacent to residential areas

Possible Facilities:

- Jogging/bicycle trails
- Navigational signage

Design Issues:

- Providing safe distance from the adjacent roadway
- Maintenance of trails along roads with steep grades or drainage issues
- Ensuring safe crossings at intersections

3. CLASS III TRAILS

Description:

A Class III trail is a trail located off the street, and may go through parks and natural areas, near water, as well as through landscaped areas between houses or other buildings. The Woods Creek Trail is a good example of a Class III trail.

Location:

- Convenient to residents served
- Through parks and nature preserves
- Through residential neighborhoods
- Through office parks and other commercial developments
- Around lakes or adjacent to creeks, wooded areas and other open spaces

Possible Facilities:

- Jogging/bicycle trails
- Support facilities such as parking, benches, drinking fountains, trail signs, wildlife viewing areas, and interpretive signage

Design Issues:

- Site design should be sensitive to the natural environment, routing trails to avoid existing trees and to maximize views of adjacent natural landscapes
- Maintenance of trails along steep grades or in areas with drainage issues

NEEDS ASSESSMENT

Table 1 outlines existing park and open space areas within Algonquin. The open space areas are used for many purposes. These uses include active park space, trails, storm water detention or protected natural areas. The stormwater and protected natural areas are not suitable for active park uses. Active park acres represents the land developed for active park uses, such as, ball fields, playgrounds, sledding hills, picnic shelters, etc.

Table 1 – Existing Parks and Open Space

Facility Name	Total Acres	Active Park Acres	Stormwater Acres	Protected Natural Area Acres	Trails/ Paths Miles
NEIGHBORHOOD PARKS					
Braewood Park	8.23	2.19	2.91	5.93	
Broadsmore Park	9.3	3.78		5.53	1.28
Gaslight Park	7.04	5.24	0.19	1.8	0.42
High Hill Park and Nature Preserve	30.16	8.32	1.34	21.68	0.62
Hill Climb Park	15.65	5.79	0.45	9.41	1.78
Holder Park	8.09	8.08	0.66		
James B. Wood Park	26.05	5.47	6.74	20.58	
Lawndale Park	9.24		0.21	6.87	0.25
Merrill Pioneer Park	1.93	0.66		1.27	
Pond View Park	1.03				
Stoneybrook Park	2.81	2.4			
Tunbridge Park	1.57	1.57			
Wynnfield Park	4.57		2.15		
Yellowstone Park	9.51	2.59	2.15	6.92	
Subtotal	135.18	46.09	16.8	79.99	4.35
COMMUNITY PARKS					
Algonquin Lakes Park	81.22	14.85	18.85	51.61	3.41
Kelliher Park	28.14	14.72	6.04	13.42	6.95
Presidential Park	18.63	18.63			1.6
Ted Spella Community Park	139.59	27.39	4.02	88.3	3.21
Towne Park	10.79	10.79			
Willoughby Farms Park	12.55	10.17	1.07	2.37	2.9
Subtotal	290.92	96.55	29.98	155.7	18.07
SPECIAL USE PARKS					
Cornish Park	3.07	3.07	0.12		
Jaycees Field	3.06	1.53		1.53	
Riverfront Park	1.89	1.89			
Snapper Field/Lions-Armstrong Pool and Splashpad	5.37	5.37			
Subtotal	13.39	11.86	0.12	1.53	

OPEN SPACE					
Algonquin Bluffs Nature Preserve	41.01		0.31	41.01	
Arbor Hills Nature Preserve	15.44		4.06	15.44	
Arquilla Naturalized Stormwater Facility	1.35		0.78	1.35	
Beach Drive Open Space (Filip Beach)	1.34				
Blue Ridge Naturalized Stormwater Facility	6.3		3.39	4.34	
Countryside Naturalized Stormwater Facility	0.95		0.53	0.95	
Dawson Mill Open Space	8.04			8.04	
Falcon Ridge Nature Preserve	6.32		0.57	6.32	
Haeger's Bend Open Space	17.25				
High Hill Dam Preservation Area	11.44			11.44	
Lake Drive South Naturalized Stormwater Facility	4.15		1.14	2.58	
Rattray Triangle	0.12				
Souwanas Trail Riparian Corridor	3.28		0.16	3.12	
Stoneridge Riparian Corridor	1.79			1.79	
Surrey Lane Riparian Corridor	5.97		0.26	5.97	
Village Hall Open Space	19.79			7.65	1.72
Winding Creek Riparian Corridor	12.04		1.84	12.04	
Woods Creek Riparian Corridor	70.28		5.9	70.28	1.97
Zimmerman Park	0.06				
Subtotal	226.92	0	18.94	192.32	3.69
Total System	666.41	154.5	65.84	429.54	26.11

Since 1990, the Village has made considerable efforts to develop existing parks. Presidential Park, Algonquin Lakes Park, Cornish Park, Hill Climb Park, High Hill Park & Nature Preserve, Willoughby Farms Park, and Kelliher Park are the most significant improvements. In addition, several playgrounds have been added at various smaller parks in the community. The Village's recent acquisition of over 150 acres for Ted Spella Park was an important step in building a community park system. Now the Village must concentrate efforts on development of park facilities.

As recent experience has shown, provision of neighborhood parks can be accomplished through the Village's park dedication requirements and careful review of proposed new residential developments. Provision of Community Parks can also be accomplished through the park land/cash dedication process. However, this will require additional effort on the part of the Village to identify and acquire appropriate parcels for development as community parks.

The Parks, Trails, and Open Space Map indicates existing parks, trails, and open spaces as well as potential locations for future parks, trails, and open space. Existing Village-owned parks are indicated by green, existing Village-owned open space or undeveloped parks are indicated by yellow, existing open space owned by other governing bodies are indicated by pink, and existing or potential parks and open spaces not currently owned by the Village are indicated by light blue. Existing trails are marked in red and potential trails are drawn in blue. *Locations shown for future parks and trails are very conceptual. Specific park configurations can best be determined at the time of subdivision design and platting.*

Key features of the Parks, Trails, and Open Space Master Plan include:

- Development of four new Community Parks. These sites include:
  - Ted Spella Park, located west of Grand Reserve subdivision, east of The Coves subdivision, and south of Woods Creek Nature Preserve
  - A park with a recreational lake within the Meyer Material mining area near Route 31 and north of Klasen Road
  - Creation of a park and possibly a community center on land just north and northwest of Village Hall
  - An expansion of the existing Willoughby Farms Park along the west side of Westfield School
- Connection of most parks via a future trail system
- At least five additional neighborhood parks, plus several pocket parks
- Continued preservation of many natural areas, including the creation of ecologically-rich greenbelts
- Potential acquisition of unique natural areas in cooperation with the Kane County Forest Preserve District and the McHenry County Conservation District

PARK AND RECREATION MANAGEMENT

From public involvement and an evaluation of existing park and recreation options within the Village, the following key strategies have been created:

- Continue to acquire park land and open space
- Set aside land for active recreational facilities
- Provide recreational programming for all residents from children to seniors
- Attempt to add neighborhood parks in existing subdivisions that do not have direct access to a park
- Work to increase public access to the Fox River
- Connect parks and open space areas with trails or greenways
- Protect and preserve natural areas as outlined in the Natural Areas Ordinance

Most of Algonquin is not currently served by a park district. However, much of the area within the Kane County portion of Algonquin's planning area will be served by the Dundee Township Park District. Areas west of Fairway View Drive are in the Huntley Park District. A small area on the eastern edge of Algonquin is also within the Barrington Park District. Neither of these districts has facilities in or within close proximity to Algonquin.

A new park district that would encompass the entire Village could be formed; however, to create a new park district; voter approval is required under State Statutes. This demands the need for strong community support. The Village itself would not be involved in the creation of a park district.

To address the needs of residents, the Village created the position of Events and Recreation Coordinator in 2002. This position provided for recreational programming for all residents within the Village. In addition to programs offered by the Village, there are also several non-profit organizations such as ALITHSA (Algonquin/Lake in the Hills Soccer Association) and AAYO (Algonquin Area Youth Organization) which provide recreational programming on fields furnished by the Village. Also, the Village is encouraging private enterprise, such as local horse farms and health clubs, to provide services, possibly in partnership with the Village. Consideration should also be given to additional cooperative agreements with the Dundee Township Park District, the Huntley Park District, and School Districts 300 and 158 to promote joint use of facilities and to provide access to recreational programs.

The position of the Events and Recreation Coordinator has expanded over the years to the position of Recreation Superintendent. From 30 initial programs, now over 500 programs are offered annually to residents. The programs cover arts, sports, and events for children, adults and seniors. In addition the Village operates the Senior Bus Program providing transportation to over 300 seniors.

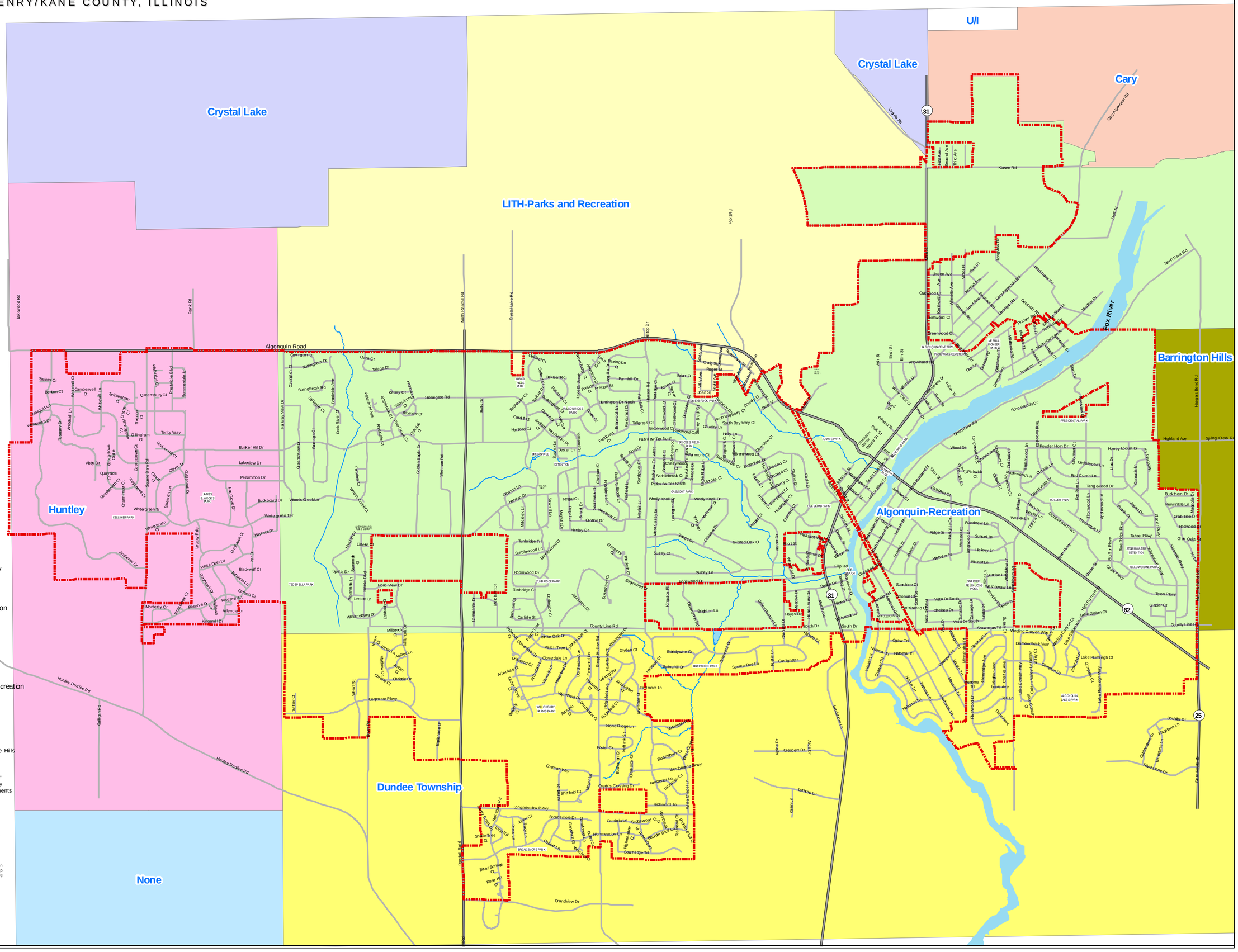
Without support to create a new park district, the Village will continue to be the provider of cost effective park and recreational opportunities in Algonquin that supplement but not replace those programs and facilities provided by existing park districts and private recreational and leisure facilities.

Several state and federal grant programs are available to assist communities such as Algonquin in the development of a local park and open space system. Algonquin has successfully obtained Illinois Open Space Land Acquisition and Development Grants (OSLAD) and Illinois Bike Path Grants, which provide local governments with up to 50% of the cost of park acquisition or development. The Village should continue to take advantage of these programs and others such as C-2000 grants to stretch limited local financial resources while providing residents with needed recreational facilities.

VILLAGE OF ALGONQUIN

McHENRY/KANE COUNTY, ILLINOIS

PARK DISTRICTS



NOTE: Algonquin and Lake in the Hills do not have actual park districts. The areas designated "Algonquin-Recreation" (green) and "LITH-Parks and Recreation" (pale yellow) on this map are only served by the recreation departments of those municipalities.

Data Source: Village of Algonquin (2006)
Kane County (2006)

Disclaimer
This map is for analysis purposes only. It is not intended for navigation or location of infrastructure. The reliability of this map depends on the accuracy of its underlying data source which has not been verified.

Map prepared by:
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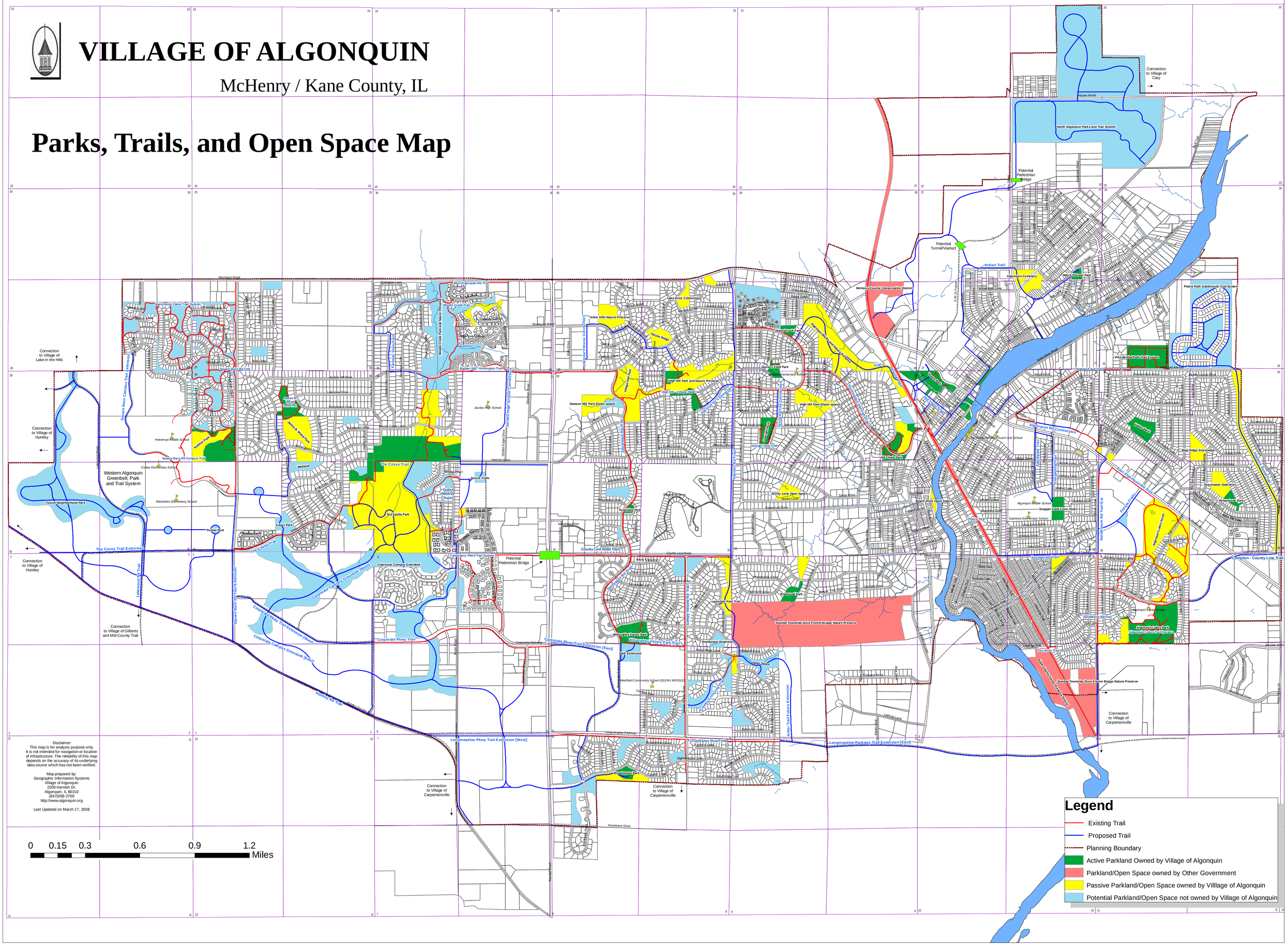
Last Update: July 2007

VILLAGE OF ALGONQUIN

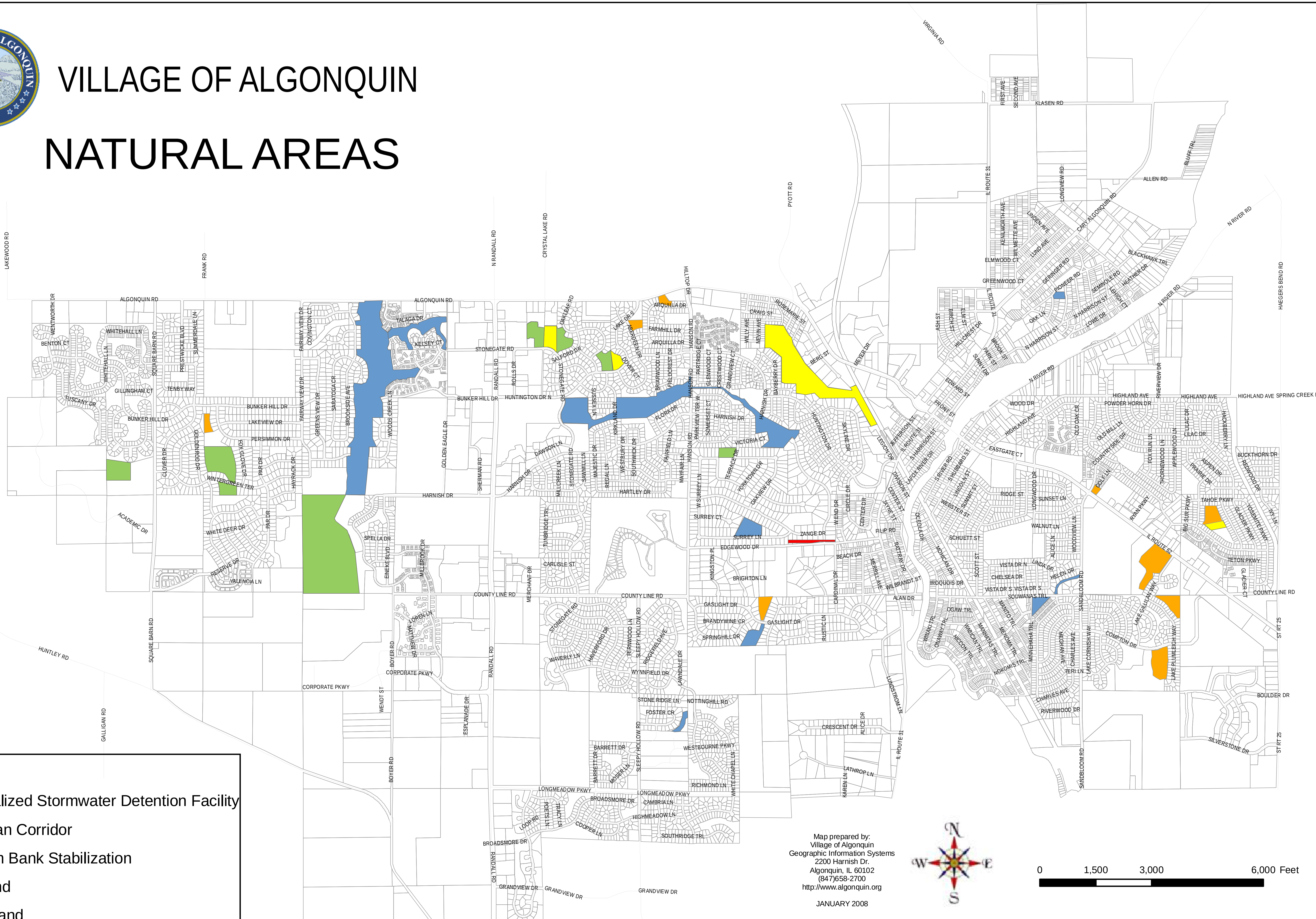
McHenry / Kane County, IL

Parks, Trails, and Open Space Map



VILLAGE OF ALGONQUIN

NATURAL AREAS



Legend

- Naturalized Stormwater Detention Facility
- Riparian Corridor
- Stream Bank Stabilization
- Wetland
- Woodland

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JANUARY 2008

SCHOOLS

Algonquin is served by two unit school districts. The majority of the Village is served by School District 300. District 300 serves all students east of a boundary line which runs north and south generally along Fairway View Drive. Students living west of this line attend school in the Huntley School District 158.

To develop a demand for future school sites, projections of total students were made for each of the twelve planning areas. Planning Areas B and C are further divided between School District 158 and School District 300. These projections were based on development as outlined on the Future Land Use Plan, and assumed approximately 90% build-out within the 20 year planning period.

Table 5 shows ultimate population projections by age category. For use by each school district, the totals have been divided between District 158 and District 300. These projections were prepared by

Table 2 – Ultimate Population Projections

Planning Area	Pre-School 0-4 Years	Elementary Grades K-5 5-11 years	Jr. High Grades 6-8 12-13 Years	Total Grades K-8 5-13 Years	High School Grades 9-12 14-17 years	Adults 18 Years and up	Total
A	490	551	345	1,386	345	2,576	4,307
B (158)	185	204	123	512	123	985	1,621
C (158)	183	202	122	506	122	974	1,602
Dist. 158 Total	858	958	590	2,405	590	4,535	7,530
B (300)	175	194	108	477	108	1,086	1.672
C (300)	185	217	93	495	93	1,626	2,215
D	431	555	274	1,259	264	3,350	4,873
E	287	348	169	803	161	2,385	3,349
F	591	714	377	1,683	364	4,237	6,284
G	521	594	347	1,463	347	2,902	4,712
H	57	64	35	157	33	425	615
I	292	365	199	855	198	1,851	2,904
J	494	614	318	1,427	306	3,712	5,445
K	472	612	311	1,395	308	3,282	4,986
L	136	168	91	394	91	844	1,329
Dist. 300 Total	3,640	4,446	2,323	10,409	2,274	25,700	38,383
VILLAGE TOTAL	4,497	5,403	2,913	12,814	2,864	30,235	45,913

Teska Associates, Inc. based on the Future Land Use Plan. These data can be used by District 300 and District 158 in capital and facility planning. It is the School District's responsibility to do actual capital facility planning.

Specific decisions with regard to actual sites and facilities to be acquired for new schools should be based on a more detailed evaluation by the school district. School District 300 is currently preparing a separate study to assess future school enrollment within their district.

The Village should work closely with both District 300 and District 158 in review of development proposals to determine when and where new school sites will be needed.

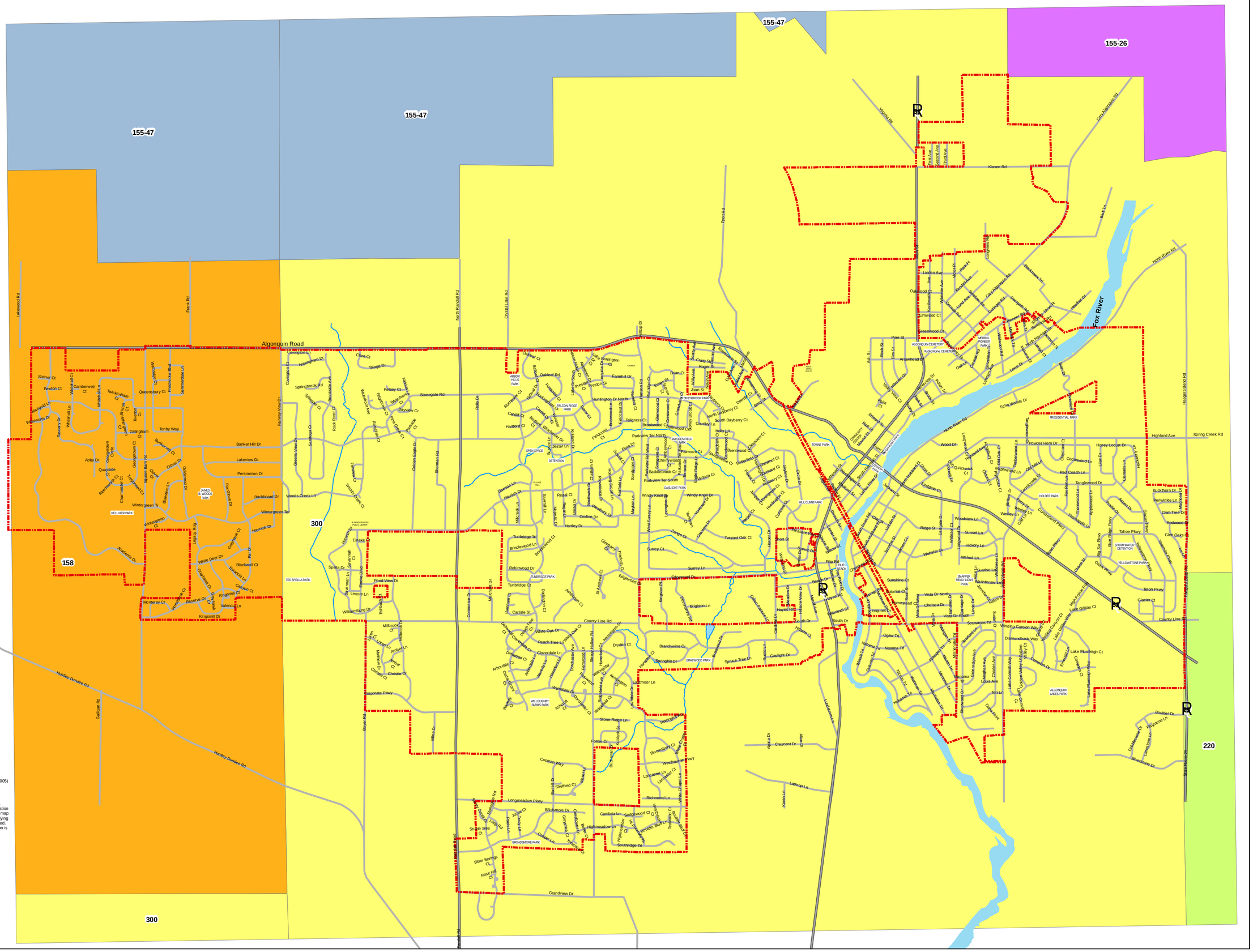
Community college districts follow a similar boundary to the unit districts. The majority of Algonquin residents are served by Elgin Community College District #509. Residents living west of Fairway View Drive are served by McHenry County Community College District #528. Consideration should be given to the development of a satellite branch of either community college in the Village.

VILLAGE OF ALGONQUIN

McHENRY/KANE COUNTY, ILLINOIS

SCHOOL DISTRICTS

0 0.25 0.5 1 Mile



Data Source: Village of Algonquin (2005)
Kane County (2005)

Disclaimer
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October 2005

MUNICIPAL BUILDINGS

The Village constructed a new Village hall at the northeast corner of Stonegate Road and Harnish Drive in 1996. This facility houses administration, finance, human resources, recreation, community development, and the police department. With the opening of the facility, the existing Village Hall location at the Route 62/Route 31 intersection will be converted to accommodate a variety of community needs for programs and meeting space.

The new Village Hall has been designed to accommodate current Village needs, and can be expanded to accommodate future demand. Its easily accessible location, in the center of the Village, just east of Randall Road and along a community greenbelt, serves Algonquin well.

The Public Works Department constructed a new facility on Meyer Drive in 2003. The old buildings at the Wilbrandt Street location have been demolished to accommodate expansions to the wastewater treatment facility. Both of these locations shall serve the Public Works Department for years to come.

PUBLIC SAFETY

Fire protection is provided primarily by the Algonquin/Lake in the Hills Fire Protection District. The District has two existing fire stations in Algonquin and one in Lake in the Hills. The main fire station (Station #1) is located at the northeast corner of Algonquin Road and Pyott Road in Lake in the Hills. The District's newest station (Station #2) is on Harnish Drive, just east of Randall Road. The other station (Station #3) is located on Cumberland Parkway near Chase Street on the east side of Algonquin.

Ambulance service is provided separately by a volunteer group under contract with the Fire District and supported by donations. Three fully equipped advance life support ambulances serve the community. The Algonquin/Lake in the Hills Ambulance Service is staffed by over forty trained Paramedics and Emergency Medical Technicians.

Residents living west of Fairway View Drive are currently served by the Huntley Fire District. Within Algonquin's planning jurisdiction, the Huntley Fire District will serve future development west of Fairway View Drive and north of the McHenry/Kane County line. The Huntley Fire District has land available for a new fire station at the southeast corner of Square Barn Road and Reserve Drive.

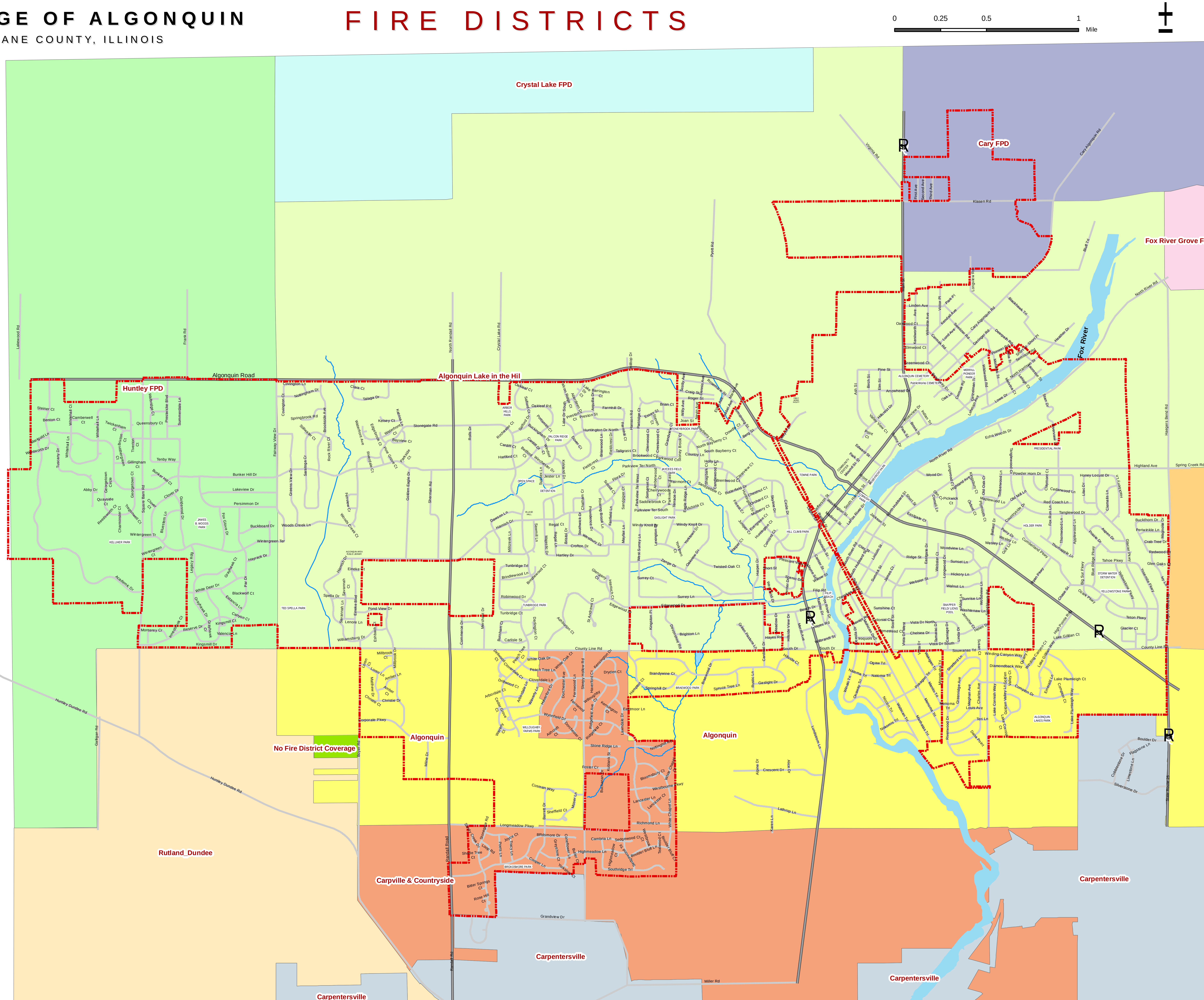
Portions of the Willoughby Farms subdivision along Sleepy Hollow Road are served by the Spring Lakes Countryside Fire Protection District, while future development west of Randall Road and south of the McHenry/Kane County line falls under the jurisdiction of the Rutland/Dundee Fire Protection District.

The Police Department is located in Village Hall on Stonegate Road. This location provides the Department with good access to all parts of the Village, and can accommodate expansion as needed in the future.

VILLAGE OF ALGONQUIN

McHENRY/KANE COUNTY, ILLINOIS

FIRE DISTRICTS



Legend

- Creek/Lake
- Municipal Boundary

FIRE DISTRICTS

- Algonquin
- Algonquin Lake in the Hil
- Barrington Countryside FP
- Carpentersville
- Carpville & Countryside
- Cary FPD
- Crystal Lake FPD
- Fox River Grove FPD
- Huntley FPD
- No Fire District Coverage
- Rutland_Dundee

Data Source: Village of Algonquin (2005)
Kane County (2005)

Disclaimer
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Map prepared by:
Village of Algonquin
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Algonquin, IL 60102
(847)658-2700
http://www.algonquin.org

October 2005

LIBRARY

Existing residents of Algonquin are served by four library districts. The Algonquin Area Library District serves the majority of the community. Portions of Algonquin within Kane County are within the Dundee Township Library District, while areas along Haegers Bend Road (Glenmoor and Glen Oaks subdivisions) are within the Barrington Area Library District. The Huntley Area Library District serves residents living west of Square Barn Road. District boundaries are illustrated by Figure 5 on the following page.

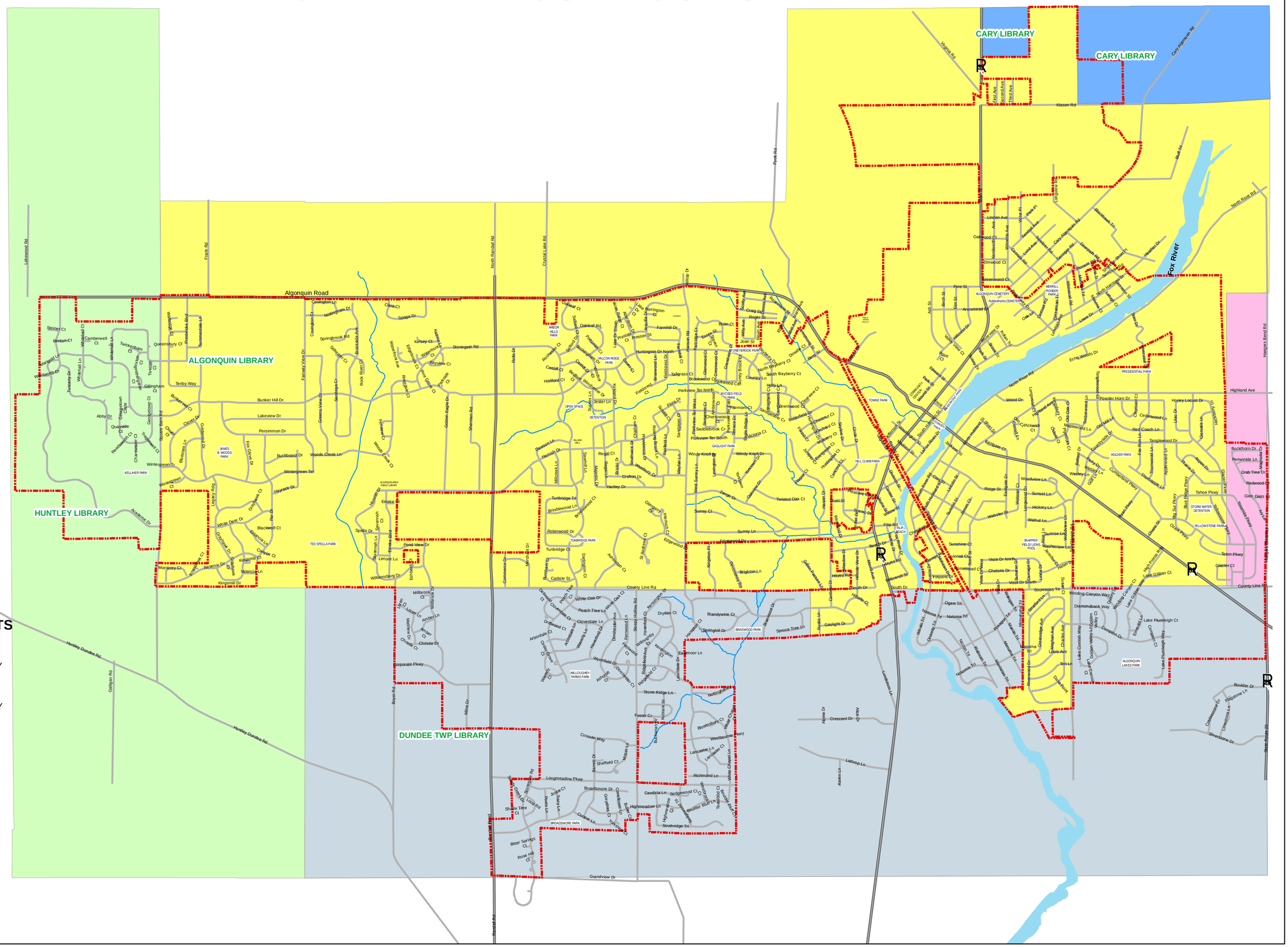
The Algonquin Area Public Library has two facilities. The main branch building is located on Harnish Drive, west of Randall Road. This new building was constructed in 2001 to allow the library to grow and better serve the residents. The existing library building has remained open as a branch facility, located near the intersection of Illinois Route 62 and Eastgate Drive. The Library contains a collection of over 107,000 books and audio-visual items. The library sponsors programs for adults and children throughout the year. There are preschool story hours, craft workshops, and parenting programs for adults, and sessions dealing with pertinent teen issues.

VILLAGE OF ALGONQUIN

McHENRY/KANE COUNTY, ILLINOIS

LIBRARY DISTRICTS

0 0.25 0.5 1 Mile



Data Source: Village of Algonquin (2005)
Kane County (2005)

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THOROUGHFARE PLAN

All roads within the Village have been classified according to their function in a circulation system. This helps ensure the safe and efficient movement of vehicles as the Village grows and develops. It also aids in capital improvements programming, and in the designation of specialized traffic routes (truck traffic, for example).

Four road classes are used in Algonquin. The Future Thoroughfare Plan Map illustrates the proposed designation of Primary Arterials, Secondary Arterials, and Collectors. The Plan also shows a commonly-used fourth class of roads: Local Roads.

The circulation system works to disburse high-speed traffic from the primary roads that lead into and through the Village to secondary roads, which in turn disburse traffic into collectors. The collectors function to gather slow-moving traffic that is further disbursed on local roads.

ROADWAY STANDARDS

Primary Arterial Street

The primary arterial is the core to the regional highway system, designed to serve as a major traffic artery for movement of vehicles through the Village or between various parts of the Village, with average daily traffic between 14,000 and 30,000 vehicles. Typically, a primary arterial would have at least four lanes, with two lanes in each direction, and a ten-foot median if desired. Parking is prohibited along primary arterial streets, with the exception of the downtown core, where the two outer lanes are sometimes used for parking.

Primary arterials consist of Federal or State highways, or heavily traveled streets that carry a high volume of regional or inter-community traffic. Direct access to abutting land uses is prohibited or strictly controlled to assure safe and efficient movement of through traffic.

In Algonquin, all existing primary arterial roads are under the jurisdiction of other governmental units. The Illinois Department of Transportation (IDOT) is responsible for all of Main Street/Illinois Route 31 and Illinois Route 62/Algonquin Road east of Route 31. Algonquin Road west of Route 31 is managed by McHenry County, as is Randall Road north of the county line. Kane County is responsible for the remainder of Randall Road.

Primary arterials within the Algonquin planning jurisdiction include:

East Algonquin Road (IL Rt. 62)
West Algonquin Road
Cary-Algonquin Road
County Line Road (Cookline Road)
Huntley Road
Longmeadow Parkway/Bolz Road
Main Street (IL Rt. 31)
Randall Road
IL Rt. 25
Proposed IL Rt. 31 Western Bypass

Secondary Arterial Street

Secondary arterials are designed to carry fairly large volumes of traffic—between 3,000 and 7,000 vehicles per lane of average daily traffic. Use of a secondary arterial is appropriate in areas of dense development to move traffic quickly to collectors and to destinations that are far apart, and in areas of lower density development where there is not sufficient traffic volumes to warrant construction of primary arterials.

Typically, secondary arterials will have one lane of traffic in each direction. Parking is not prohibited. Pavement width should be between 34' and 37', face-to-face of curb.

Secondary arterials within the Algonquin planning jurisdiction include:

Boyer Road
County Line Road
Hanson Road
Lakewood Road
Sleepy Hollow Road
Corporate Parkway
Edgewood Drive
Highland Avenue
Sandbloom Road
Square Barn Road

Collector Street

Collectors are designed to channel smaller columns of traffic from local roads into the network of primary and secondary arterials, with average daily traffic of between 1,000 and 3,000 vehicles per lane.

Typically, a collector will have one lane of traffic in each direction, with two through lanes and parking on one side. Pavement width should be a minimum of 34', face-to-face of curb. Collectors pass through commercial areas and residential subdivisions.

Collectors within the Algonquin planning jurisdiction should include:

Academic Drive
Blackhawk Trail
Cardinal Drive
Compton Drive
Creeks Crossing Drive
Eastgate Court
Fairway View Drive
Glacier Parkway
North and South Harrison Street
Huntington Drive/Huntington Drive North
Longwood Drive
Reserve Drive
Rolls Drive
Scott Street
Souwanas Trail
Tanglewood Drive
Wendt Street
Westbourne Parkway
Wintergreen Terrace
Arrowhead Drive
Bunker Hill Drive
Chase Street
Countryside Drive
Cumberland Parkway
Eastgate Drive
Gaslight Drive
Harnish Drive
South Hubbard Street
Lake Gillilan Way
Par Drive
Ridge Street
Ryan Parkway
Sherman Road
Stonegate Road
Webster Street
Wentworth Drive
White Chapel Lane
Wynnfield Drive

Local Road

Local roads provide direct access to residential, commercial, and institutional land uses. They form the road system of subdivisions and downtowns, and can take the form of continuous streets, cul-de-sacs, or dead-end streets. Dead-end streets should be avoided. However, prior platting makes complete elimination impossible. Pavement width should be a minimum of 28', face-to-face of curb. When parking is provided on one or both sides of the street, a local road may be designated one-way, in order to ensure the safe passage of vehicles.

IMPROVEMENTS TO ARTERIAL SYSTEM

The only existing vehicular bridge across the Fox River is located in downtown Algonquin on Illinois Route 62 (Algonquin Road). In planning for future transportation improvements, providing additional river crossings will be critical to avoid gridlock on this one existing bridge.

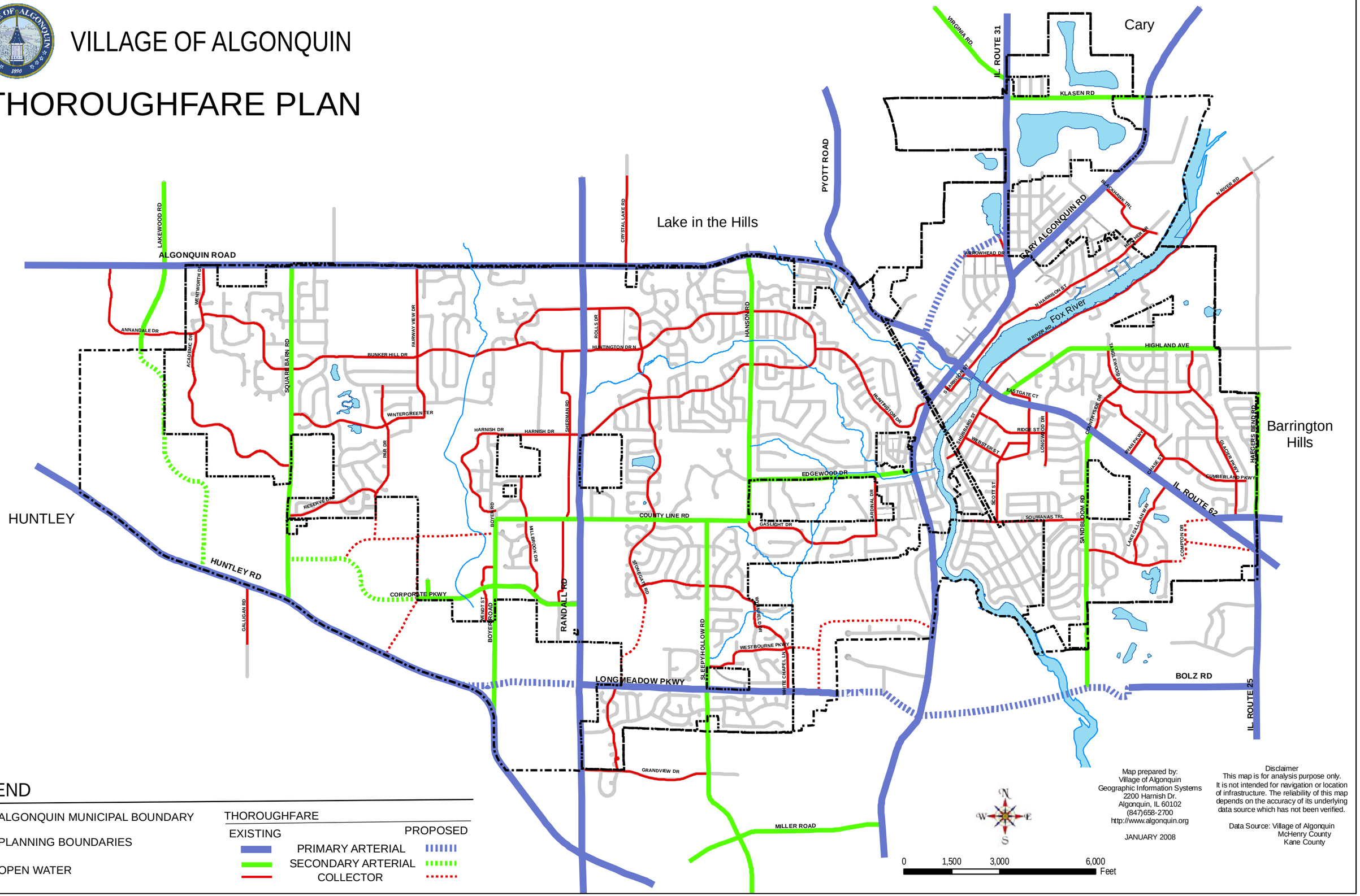
An additional bridge location has been proposed. This location would be an extension of Bolz Road which would eventually connect Algonquin Road to the east and with Randall Road and then Huntley Road to the west via Longmeadow Parkway. This location would provide an east-west primary arterial street through the southern portion of Algonquin and the northern portion of Carpentersville. A new southern bridge crossing would enhance east-west traffic circulation. However, a Longmeadow Parkway/Bolz Road bridge crossing alone is not likely to provide the substantial reduction in through-Village traffic necessary to alleviate congestion in downtown Algonquin.

A means of easing the traffic congestion in downtown Algonquin is the proposed Western Bypass planned for Route 31. Through traffic on Route 31 will be diverted west of the current alignment, and will cross Algonquin Road at a grade-separated intersection located east of the US Post Office. Two ramps at signalized intersections will connect the two arterials. The bypass route will divert traffic from the existing alignment north of Cary Road, and will re-connect with Route 31 southwest of the downtown area, at another signalized intersection located at Huntington Drive. Diversion of traffic away from downtown, and the separation of through traffic on Route 31, will alleviate much of the crippling congestion which currently occurs. An additional turn lane on westbound Algonquin Road at Route 31 will also enhance traffic flow through this intersection.

In planning for Algonquin's future transportation improvements, the right-of-way should be preserved for Longmeadow Parkway through the southern portion of Algonquin. Additionally, developers should be required to extend connectors and arterial streets in advance of other development phases. Developers should also be required to reflect the links and connectors anticipated in the Comprehensive Plan in their development plans.

VILLAGE OF ALGONQUIN

THOROUGHFARE PLAN



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JANUARY 2008

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Data Source: Village of Algonquin
McHenry County
Kane County

LEGEND

- ALGONQUIN MUNICIPAL BOUNDARY
- PLANNING BOUNDARIES
- OPEN WATER

THOROUGHFARE

EXISTING		PROPOSED
	PRIMARY ARTERIAL	
	SECONDARY ARTERIAL	
	COLLECTOR	

■ FUTURE LAND USE PLAN

APPROACH

The Future Land Use Plan shows all projected land uses, in map form, within the Village and within the municipal planning jurisdiction. The planning jurisdiction is legally defined as the 1½ mile territorial jurisdictional limit from existing Village boundaries, except areas within other municipalities. This boundary has been modified based on agreements which have been reached in recent years with Huntley, Lake in the Hills, Carpentersville, Barrington Hills, Cary, and Gilberts.

The predominant land use within the Village is residential. The Plan shows four types of residential developments, ranging from one dwelling unit per acre to 14 dwelling units per acre in multifamily housing. The older, well-established areas of the Village have been defined by their Medium Density Residential development at approximately three dwelling units per acre. Future residential development in the Village will be comprised of somewhat lower density development than approved in past years. The lowest density housing, Estate Residential, at one dwelling unit per acre, will be located in the area farthest from the core of Algonquin. Multi-family housing encompasses all categories of multi-family ownership and type (condominiums, townhouses, privately-owned apartment buildings, senior housing), and is simply descriptive of greater densities of housing.

The Village's historic downtown business district (now commonly called Old Town) is shown at the intersection of Algonquin Road (IL Rt. 62) and Main Street (IL Rt. 31). It establishes the Village core by providing retailing in addition to a central focus for civic and cultural activities. Other large commercial areas are at dispersed locations throughout the Village, along high-volume arterials. The dispersion to these locations enables merchants at the various commercial centers to establish competitive markets for basic goods, and provides convenience for shoppers who are traveling from locations outside the Village.

A mixed-use corridor is planned along Randall Road. The predominantly commercial corridor will take advantage of increased traffic provided by regional growth and future widening of Randall Road. Land along IL Rt. 62, east of IL Rt. 31, has been designated for a combination of office, research and commercial uses. Route 31 also serves as a commercial corridor for the Village. Land behind the mixed office/commercial corridor along Randall Road will be used for predominantly residential development, likely including medium density and multi-family uses, although a mixture of land uses is anticipated and encouraged.

The planned Algonquin Corporate Campus lies to the northwest of the intersection of Huntley and Randall Roads. The Algonquin Business Park Master Plan, a market and land use evaluation, was presented to the Village in 1998. Townhouses and open space will form the northern edge of the business park, and retail will front on Randall Road. The remainder of the park will consist of light industry, corporate campuses, and office uses. This area is described in more detail in Planning Area C.

Another area planned for light industrial use is along IL Rt. 62 west of Main Street and continuing north, as a redevelopment of the Meyer Material mining area. This area will be bisected by the proposed Western Bypass of Route 31.

FUTURE LAND USE CATEGORIES

The following provides a general description of uses anticipated in each of the Village's twelve land use categories. Many of the descriptions refer to a maximum density for a particular land use category. *Densities indicated are for general planning purposes only. Proposed developments will be evaluated and advised as to the acceptable number of units which appear to be appropriate based on the physical constraints of the property in question plus any other considerations.*

The land use categories described below are illustrated on the Future Land Use Plan.

Open Space

Property planned for open space use generally exhibits some environmental feature such as a wetland, riparian area, floodplain, prairie, savannah, or woodland. Property in this category can be under either public or private ownership, and will generally be used for recreation, storm water management, and environmental protection. Other open space areas include corridors along creeks or rivers and golf courses. Detention and retention areas are also classified as open space.

Public Parks

This category is distinguished from the preceding open space category by two primary factors. All property is owned by a governmental entity, including the Village of Algonquin, the Kane County Forest Preserve District, the McHenry County Conservation District, and the Dundee Township Park District. All property is generally suitable for most types of recreational development, i.e., <u>not</u> in a flood zone or wetland.

Estate Residential

This category is designed to provide opportunities for very low-density housing at an overall density of one dwelling unit per acre or less. Typical lot sizes of 1 to 5 acres are anticipated. Cluster developments on smaller lots with generous amounts of permanently dedicated open space may be considered.

Low Density Suburban Residential

Designed for residential development of two dwelling units per acre or less, this land use category provides an opportunity for single family homes on lots of between 18,000 square feet and 40,000 square feet. This development will be served by municipal water and sewer. Existing developments within Algonquin which fall under this land use category include Gaslight North and Terrace Hill.

Medium Density Residential

Designed for residential development of three dwelling units per acre or less, this land use category provides an opportunity for single family homes on lots of between 10,000 square feet and 17,999 square feet. This development will be served by municipal water and sewer. Many of Algonquin's current residential developments fall into this category including Tunbridge, Falcon Ridge, Arbor Hills, and High Hill Farms.

Multi-Family Residential

This category includes all types of attached housing, including duplexes, townhomes, and apartments. Densities may range as high as 14 dwelling units per acre for apartment developments, but will generally be in the 5 to 8 dwelling units per acre range for townhome developments.

Municipal/Institutional

Schools, churches, and municipal properties such as Village Hall and public works facilities are classified as municipal/institutional uses. In addition to uses shown on the Future Land Use Plan, it is anticipated that additional property will be developed for institutional uses such as nursing homes, churches, and hospitals which provide needed services to the community. Rather than designating specific locations for this type of use, the appropriateness of each future institutional use will be evaluated on a case-by-case basis to insure compatibility with surrounding land uses.

Office/Research/Commerce

Located primarily in the Illinois Route 62 corridor east of the Fox River, this land use category provides for a wide variety of commercial development including offices, retail businesses, banks, commercial amusement uses such as bowling alleys and miniature golf, light manufacturing and warehousing, and appropriate institutional uses.

Retail

This land use category provides for primarily retail establishments that offer a wide range of goods and services in locations that have access to heavily traveled roadways.

Business Park/Light Industry

This land use category provides for employment opportunities for Algonquin residents, while providing a balanced tax base. Because of their high trip generation rates, these uses are primarily located near Randall Road and along Illinois Route 31. It is envisioned that most light industrial development will occur within planned business parks.

Planned Mixed Use (predominantly commercial)

Located along Randall Road, this land use category is designed to provide opportunities for a mixture of retail, office, and limited institutional and residential development. Due to the increasing volume of traffic on Randall Road, access points are being limited by McHenry and Kane Counties, furthering the need for coordinated, planned development proposals.

Planned Mixed Use (predominantly residential)

This land use category is designed to provide a transition between the higher intensity uses planned along Randall Road and the primarily single-family uses, existing and proposed, to the east and west. Institutional uses and one-story professional office developments may also be appropriate in areas shown for predominantly residential Planned Mixed Use. Residential densities will generally be in the 5 to 8 dwelling units per acre range, although higher or lower densities may be acceptable under site specific circumstances.

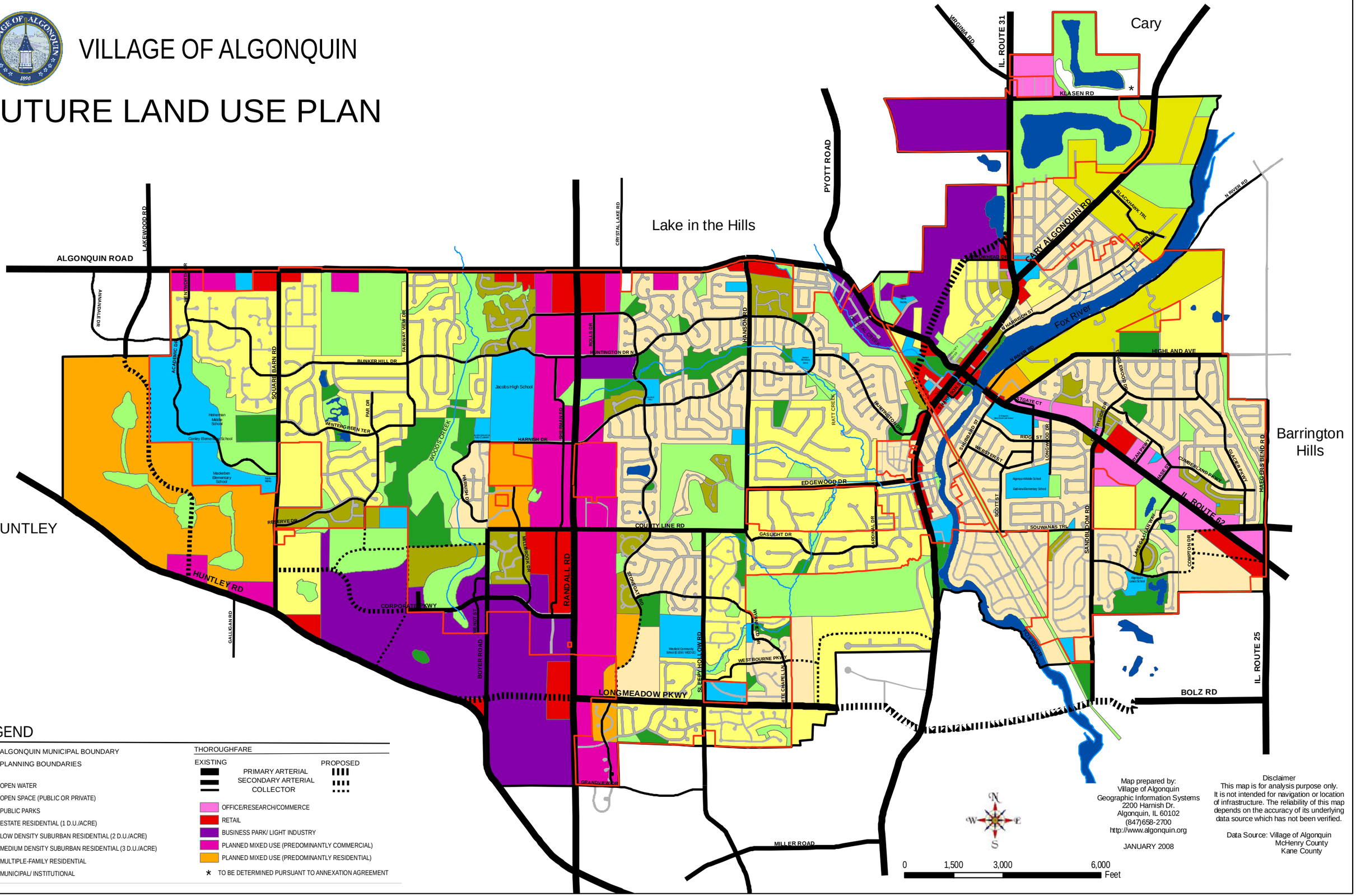
LAND USE VS. ZONING

It is important to remember that the future land use plan is not a zoning map. Zoning regulates specific aspects of development, such as yard dimensions and building height, in addition to the location of certain types of land use in districts. Thus, it is a very useful tool for protecting the enjoyment of property and community character, even if the zoning map does not exactly agree with the land use map. The land use map, on the other hand, is basically intended to give an overview of where certain types of development are to be located and is not intended to restrict the use of land. A land use plan indicates, in a general manner, the location of current and future uses of land for various types of development. It is meant to be a guide for establishing more finely-tuned regulations such as zoning and to guide decision making which may involve public or private investment in property development.

The degree to which a zoning map will conform to a land use map depends on two factors: how finely tuned the land use map is, in terms of dividing land uses into those which conform to districts, and how often the zoning map is amended. Typically, a land use map is changed much less frequently than a zoning map, because it is intended to encompass a longer time frame and provide a more general guide to development. If, however, the land use map for the Village distinguishes between various categories of land use (estate residential versus medium density residential, for example -- as does the land use map for Algonquin), and if the zoning map is created at the same time, the two maps may be essentially the same at the time that they are created.

VILLAGE OF ALGONQUIN

FUTURE LAND USE PLAN



LEGEND

- ALGONQUIN MUNICIPAL BOUNDARY
- PLANNING BOUNDARIES
- OPEN WATER
- OPEN SPACE (PUBLIC OR PRIVATE)
- PUBLIC PARKS
- ESTATE RESIDENTIAL (1 D.U./ACRE)
- LOW DENSITY SUBURBAN RESIDENTIAL (2 D.U./ACRE)
- MEDIUM DENSITY SUBURBAN RESIDENTIAL (3 D.U./ACRE)
- MULTIPLE-FAMILY RESIDENTIAL
- MUNICIPAL/ INSTITUTIONAL

THOROUGHFARE

EXISTING		PROPOSED
	PRIMARY ARTERIAL	
	SECONDARY ARTERIAL	
	COLLECTOR	

- OFFICE/RESEARCH/COMMERCE
- RETAIL
- BUSINESS PARK/ LIGHT INDUSTRY
- PLANNED MIXED USE (PREDOMINANTLY COMMERCIAL)
- PLANNED MIXED USE (PREDOMINANTLY RESIDENTIAL)
- * TO BE DETERMINED PURSUANT TO ANNEXATION AGREEMENT

Map prepared by:
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JANUARY 2008

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McHenry County
Kane County

■ PLANNING DISTRICTS

Covering over 17 square miles, Algonquin's Planning Area and resulting Future Land Use Plan provides only a generalized picture of desired development patterns. To provide a more detailed evaluation, the community and planning area have been divided into 12 planning areas. These planning areas share characteristics that make them unique and distinguish them from other areas. Major roadways, along with the Fox River, were used to determine planning area boundaries. These areas range in size from approximately 1 square mile to over 2½ square miles. Larger planning areas are generally found in areas where low-density development is proposed, such as west of Randall Road.

For each planning area, six issues are addressed. These issues include:

Existing Land Use - Existing conditions and level of development

Transportation - Existing conditions and recommended strategies for future improvements

Open Space and Environment - Existing conditions and recommendations for park and open space acquisition and development

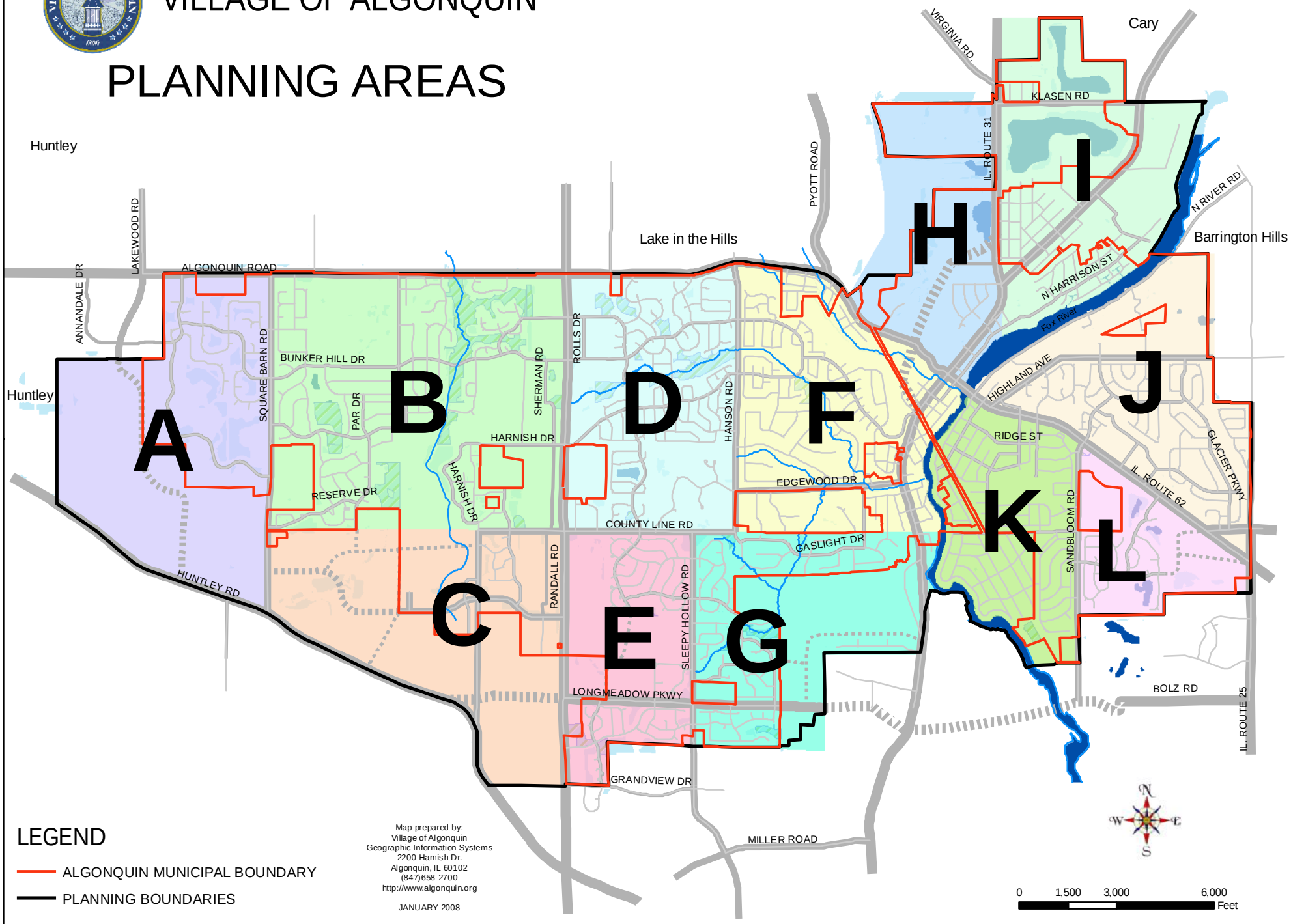
Public Facilities - Existing conditions and recommendations for schools and other public facilities

Future Land Use - Recommendations for future development

Focus - Identification of key short-term planning issues

VILLAGE OF ALGONQUIN

PLANNING AREAS



LEGEND

- ALGONQUIN MUNICIPAL BOUNDARY
- PLANNING BOUNDARIES

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PLANNING AREA A

Planning Area A is likely to be the last 1,100 acres to develop within the planning period encompassed in this plan. It is an agricultural area lying midway between Algonquin and the Village of Huntley. It is most likely to develop in low-density residential uses or neo-traditional neighborhood design. The western and southern edges of the planning area are based on boundary agreements with the neighboring Villages of Huntley, Gilberts, Carpentersville and Lake in the Hills.

BOUNDARIES:

North: Algonquin Road
East: Square Barn Road
South: Huntley Road
West: The west line of Sections 26 and 35 (in Grafton Township)

EXISTING LAND USE:

Agriculture lands planted in crops, pasture, wetlands, farmsteads, school campus, and residential development make up Planning Area A.

TRANSPORTATION:

The planning area is bordered by two arterials: Algonquin Road on the north and Huntley Road on the south. Huntley Road is a two-lane, rural cross-section road, in good condition. Kane County has plans to widen this road in the near future. Algonquin Road has been improved to a four-lane cross section from the east through Lakewood Road. McHenry County Division of Transportation has plans to widen Algonquin Road to four lanes all the way west to Route 47. Square Barn Road, which terminates at Algonquin Road and at Huntley Road, is a rural road transitioning to Village secondary arterial as development occurs. It currently carries traffic between Huntley Road and developing subdivisions in Lake in the Hills and Algonquin. The plan anticipates the extension of Lakewood Road from Algonquin Road to Huntley Road. The alignment shown reflects recent platting activity within Lake in the Hills. Corporate Parkway is also planned to extend through this planning area to Square Barn Road and Huntley Road. These road connections and improvements are outlined in the Intergovernmental Agreement between the County of McHenry, the County of Kane, the Village of Algonquin, Village of Carpentersville, Village of Gilberts, and the Village of Huntley for Mutual Cooperation to Ensure the Safe and Efficient Flow of Traffic along Longmeadow Parkway/Huntley Road/Kreutzer Road Corridor.

Future road connections to allow more options to travel north/south and east/west are proposed as new development occurs within this planning area. The extension of Lakewood Road to Huntley Road during the first phase of development in this area is critical.

OPEN SPACE AND ENVIRONMENT:

The planning area is relatively level and between two watersheds, draining to the northwest toward the Kishwaukee River and toward the northeast toward the Fox River. The planning area includes several areas of significant size which are noted on national wetland inventory maps as being seasonally or intermittently wet. Soils other than within wetland areas have been designated by the McHenry County Soil Conservation Service as being prime agriculture lands on the basis of soil quality. These same prime soils are stable and can support urbanization.

Development of the area should be accompanied by (or preceded by) the acquisition of public land equivalent to three neighborhood parks. The wetland areas must be protected through public control or private covenant, easement and maintenance agreements. Wetlands, open spaces, parks and school sites can be linked to other public and private facilities through the development of appropriate trail systems and greenbelt corridors.

PUBLIC FACILITIES:

Existing farmsteads use wells and septic systems. The plan should allow for residential development to occur at a density which can economically support the extension of public utilities, or should require a sufficiently large lot size as a minimum to ensure safe drinking water and protection from groundwater contamination.

The area is served by the Huntley School District, the Huntley Park District, the Huntley Fire Protection District, and the Huntley Library District.

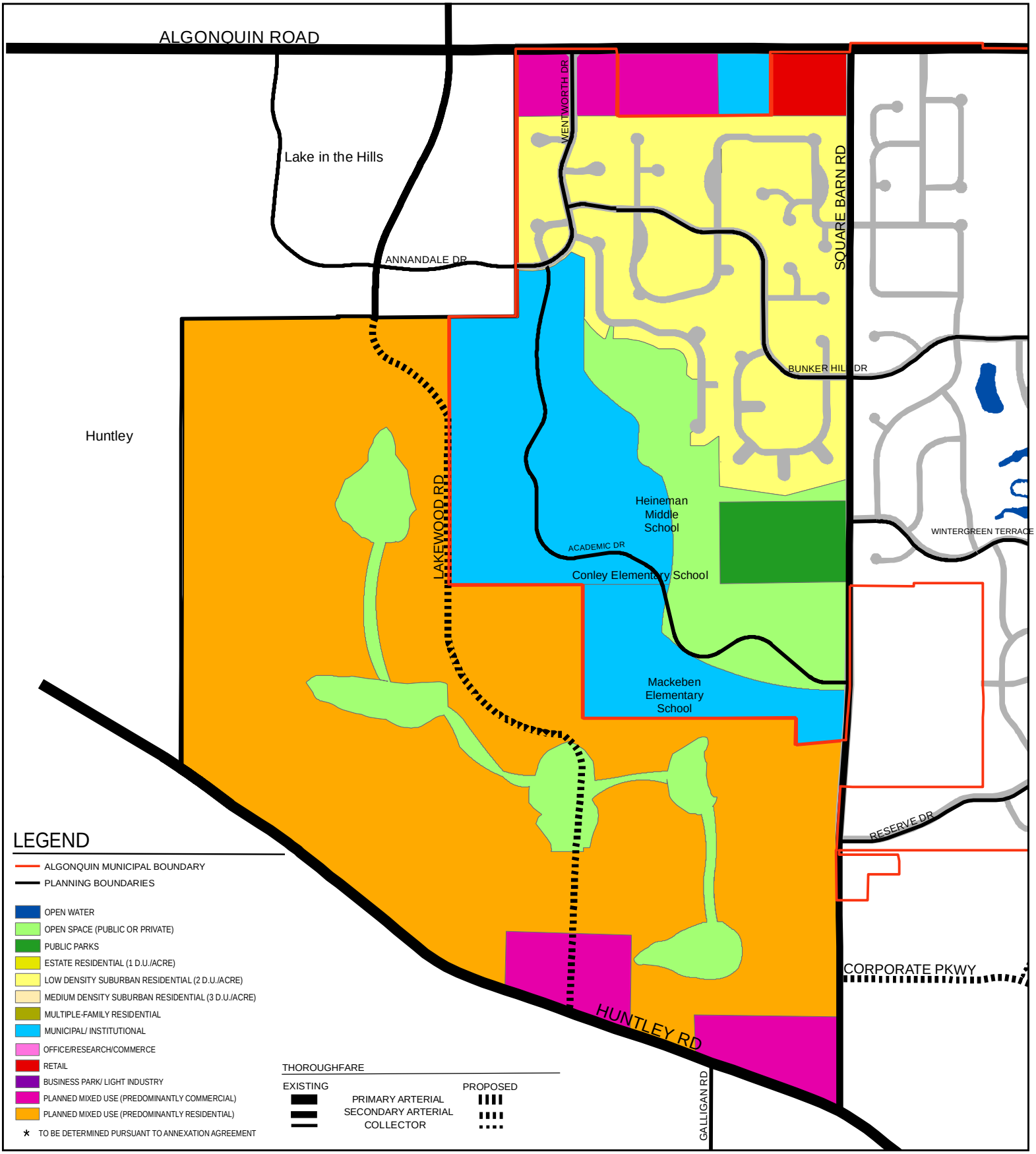
FUTURE LAND USE:

The predominant land use of the planning area is ultimately anticipated to be estate single-family residences, conservation design, or neo-traditional neighborhood design. This far west side of the Village will be ideal for mixed use residential development combined with preserving the natural features. The Village's ultimate boundary is governed by a boundary agreement between Algonquin and Huntley. This boundary is generally reflected on the Future Land Use Plan.

Algonquin Road frontage, west of Square Barn Road, shall be designated as Planned Mixed Use, predominately commercial. This area has a mix of institutional (church), commercial, and access to residential uses currently. As commercial development occurs, a frontage road system shall link all uses fronting on Algonquin Road.

FOCUS:

This area should be developed in a manner that preserves the large existing wetlands, limited low-density development, and encouragement of cluster or conservation design development. The desire of the Village is to see this area develop with a mix of uses and densities while preserving the natural features, linking natural areas together through the use of green belts, and incorporating conservation design principals.



VILLAGE OF ALGONQUIN

FUTURE LAND USE PLAN

PLANNING AREA "A"

0 500 1,000 2,000 Feet

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JANUARY 2008

PLANNING AREA B

Planning Area B is 1,700 acres including the Terrace Hill Golf Course and subdivision, as well as Jacobs High School. The area is entirely within the improved Jacobs High School sewer service area. The area has seen development of suburban residential dwellings and commercial development along Randall Road over the past few years.

BOUNDARIES:

North: Algonquin Road
East: Randall Road
South: County Line Road and the south line of Sections 36 (in Grafton Township) and 31 (in Algonquin Township)
West: Square Barn Road

EXISTING LAND USE:

Existing land uses include agricultural land planted in crops, wetlands, detached dwellings at suburban residential densities, a golf course, a high school, and new commercial development along Randall Road and Algonquin Road (Winding Creek shopping center, Wal-mart, Woodscreek Shopping Center, Sherman Family Healthcare Center, Caputo's, Oakridge Court, etc.).

TRANSPORTATION:

The planning area is bordered by two arterials: Algonquin Road on the north and Randall Road on the east. County Line Road also terminates along the southern edge of the area. Algonquin Road has been widened to a four lane cross-section roadway in excellent condition; Randall Road is a four lane road with turning lanes at intersections. Randall Road is a major regional transportation link (a strategic regional arterial). Future roadway improvements, along with curb cuts onto Randall Road, are controlled by McHenry County.

The development of Randall Road, both by adding traffic handling capacity and by commercial and industrial land development along its limited access corridor, must be anticipated as the most significant character-shaping influence in the near-and long-term development of the Village.

The plan provides for east-west road connections (Bunker Hill Drive, Wintergreen Terrace, and Harnish Drive) where feasible, limiting the number of crossings of Woods Creek. North-south collectors (frontage roads) will be extended along the commercial uses fronting on Randall Road. Frontage roads will provide for connectivity between shopping centers, allowing vehicles to easily access the centers without using Randall Road.

OPEN SPACE AND ENVIRONMENT:

The planning area has slightly rolling topography, draining toward Woods Creek, which runs through the area and flows northeast toward Lake in the Hills and the Fox River. The planning area includes several areas of significant size which are noted on national wetland inventory maps as being seasonally or intermittently wet. The area has been designated by the McHenry County Soil Conservation Service as being comprised of prime agriculture lands on the basis of soil quality. Woods Creek, as well as its floodplain and sensitive slopes, must be protected and preserved. The wetlands in the area must be sensitively protected as part of the development process.

Development of the area should be accompanied by (or preceded by) the acquisition of one additional neighborhood park. The area benefits by the private open space at the Terrace Hill Golf Course in the sense that it reduces the overall density of development. Parks, open spaces and public school sites should be linked to community open spaces through an appropriate trail system.

The Village of Algonquin acquired a community park site (Ted Spella Community Park) in this planning area immediately west of the library. This location will tie directly into a planned north/south greenbelt system along Woods Creek. Primary access to this park will be via Harnish Drive, with secondary access provided from Fairway View Drive and Wintergreen Terrace. Pedestrian and bicycle access will also be provided by a planned trail paralleling the creek. Ted Spella Community Park will provide active and passive recreational opportunities.

PUBLIC FACILITIES:

The area is within the Jacobs High School sewer service area and is developed on municipal sewer and water systems.

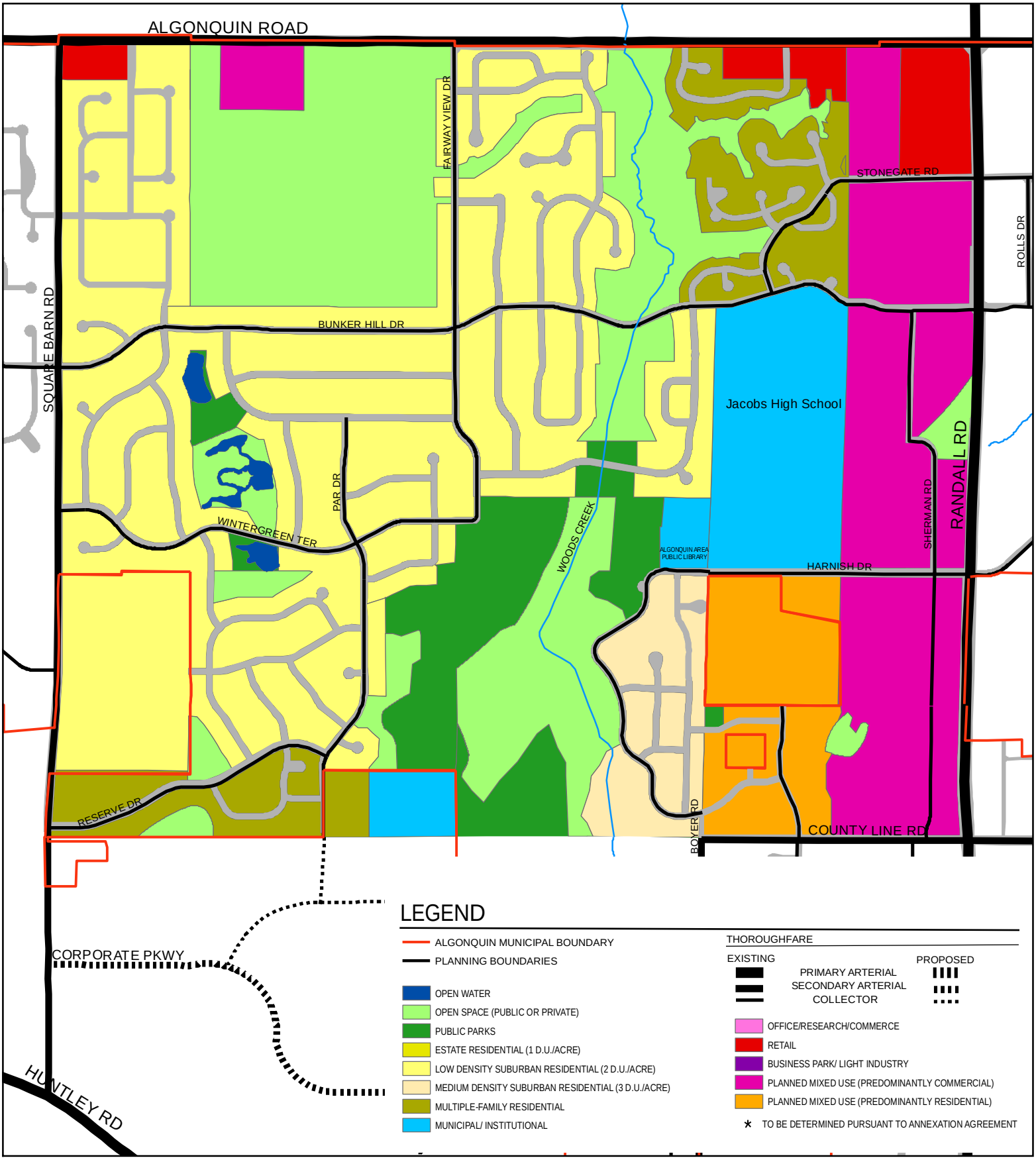
The area is served primarily by Huntley School District 158, with the eastern portion of the area within School District 300 jurisdiction. The area is served by the Algonquin Area Library District, with fire protection provided by both the Huntley Fire Protection District and the Algonquin/LITH Fire Protection District (split at Fairway View Drive).

FUTURE LAND USE:

The predominant use of the planning area will be for low-density suburban single-family residences in the western four-fifths of the area. Approximately 215 acres of land fronting along Randall Road fall within the area designated in the land use plan for predominantly commercial mixed use development. This is a portion of what is likely to become the major commercial tax base area within the Village, situated within a corridor on either side of Randall Road. Between the predominantly single-family residential area and the predominantly commercial uses along Randall lies an area of mixed uses and densities anticipated to be predominantly residential (and the Jacobs High School site), which may take on a variety of forms and densities. This area may include a mix of neighborhood commercial, office, institutions or other compatible uses. The redevelopment from residential to commercial use for the property located on West Algonquin Road, surrounded by the Terrace Hill Golf Course, is appropriate. This redevelopment shall include tree preservation and be sensitive to the existing, surrounding uses.

FOCUS:

Future development within this planning area should have a dual focus, with commercial development along Randall Road and residential development to the west. One unique aspect of this planning area is the development of a community park site with a major sports complex. This park should serve as the focal point for the planning area. Development should treat the extensive wetland areas and the creek valley as public or private open space assets, protecting their function and capitalizing on views to these amenities. The wetland areas, combined with the existing open space provided by Jacobs High School and the Terrace Hill Golf Course, should provide a pleasant living environment for future residents.



VILLAGE OF ALGONQUIN

FUTURE LAND USE PLAN

PLANNING AREA "B"

0 500 1,000 2,000 Feet

Map prepared by:
Village of Algonquin
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JANUARY 2008

PLANNING AREA C

Planning Area C encompasses approximately the southwestern 1,100 acres of Algonquin's planning jurisdiction, in Kane County. It is likely to receive development pressure early in the planning period. Excellent accessibility will generate interest in both residential and non-residential development opportunities. The majority of this area is designated for the Algonquin Corporate Campus. Most of this planning area lies outside the existing Village boundaries and requires annexation to the Village prior to development.

BOUNDARIES:

North: County Line Road and the north line of Sections 36 (in Grafton Township) and 31 (in Algonquin Township)
East: Randall Road
South: Huntley Road
West: Square Barn Road

EXISTING LAND USE:

The first three phases of the Algonquin Corporate Campus are located in the northwest corner of this planning area. The remainder of the planning area consists of agricultural land planted in crops and pasture, wetlands, and farmsteads.

TRANSPORTATION:

The planning area is bordered by two arterials: Huntley Road on the south and Randall Road on the east. Huntley Road is a two-lane, rural cross-section, in good condition. Randall Road is a four- to six-lane road with turning lanes at intersections. Randall Road is a major regional transportation link (a strategic regional arterial). Future roadway improvements, along with curb cuts onto Randall Road, are controlled by Kane County.

The development of Randall Road, both by adding traffic-handling capacity and by commercial and industrial land development along its limited access corridor, must be anticipated as the most significant character-shaping influence in the near-and long-term development of the Village. Square Barn Road and Boyer Road, which terminate at Huntley Road, are rural roads transitioning into Village collector roads.

The plan anticipates the extension of a primary arterial road and several collector roads through this area. The primary arterial road (Longmeadow Parkway) is shown connecting Huntley Road on the very western end of the developed community with Illinois Route 31 as a southern east-west arterial, connecting to Bolz Road across the Fox River. These road connections and improvements are outlined in the Intergovernmental Agreement between the County of McHenry, the County of Kane, the Village of Algonquin, Village of Carpentersville, Village of Gilberts, and the Village of Huntley for Mutual Cooperation to Ensure the Safe and Efficient Flow of Traffic along Longmeadow Parkway/Huntley Road/Kreutzer Road Corridor. The intersection of Boyer Road/Huntley Road/Longmeadow Parkway will need to be realigned for safe traffic movements.

Another east-west collector road is Corporate Parkway serving the Algonquin Corporate Campus. Additional north-south collectors are shown as the extension of Boyer Road, and a north-south collector midway between Boyer Road and Square Barn Road. In addition, collector and minor arterial roads to serve the business park are also proposed.

OPEN SPACE AND ENVIRONMENT:

The planning area has mostly level, gently rolling topography, draining north toward Woods Creek through Planning Area B or to the south into the Kishwaukee River. The planning area includes several areas of significant size which are noted on national wetland inventory and Kane County maps as being seasonally or intermittently wet. The area has been designated as being prime agriculture lands on the basis of soil quality. Woods Creek and the Kishwaukee River have some sensitive slopes, along with wetlands which must be sensitively protected as part of the development process.

Development of the area should be accompanied by (or preceded by) the acquisition of public land equivalent to one neighborhood park. Neighborhood parks, open spaces and public school sites should be linked to community open spaces through an appropriate trail system. A regional bike trail shall be installed on the north side of Huntley Road as improvements are made to the road.

PUBLIC FACILITIES:

The area is within an area planned to become the Woods Creek Sewer Service Area and is anticipated to be developed on municipal sewer and water systems. Public water and sewer utilities have been extended to the edges of this planning area along Randall Road.

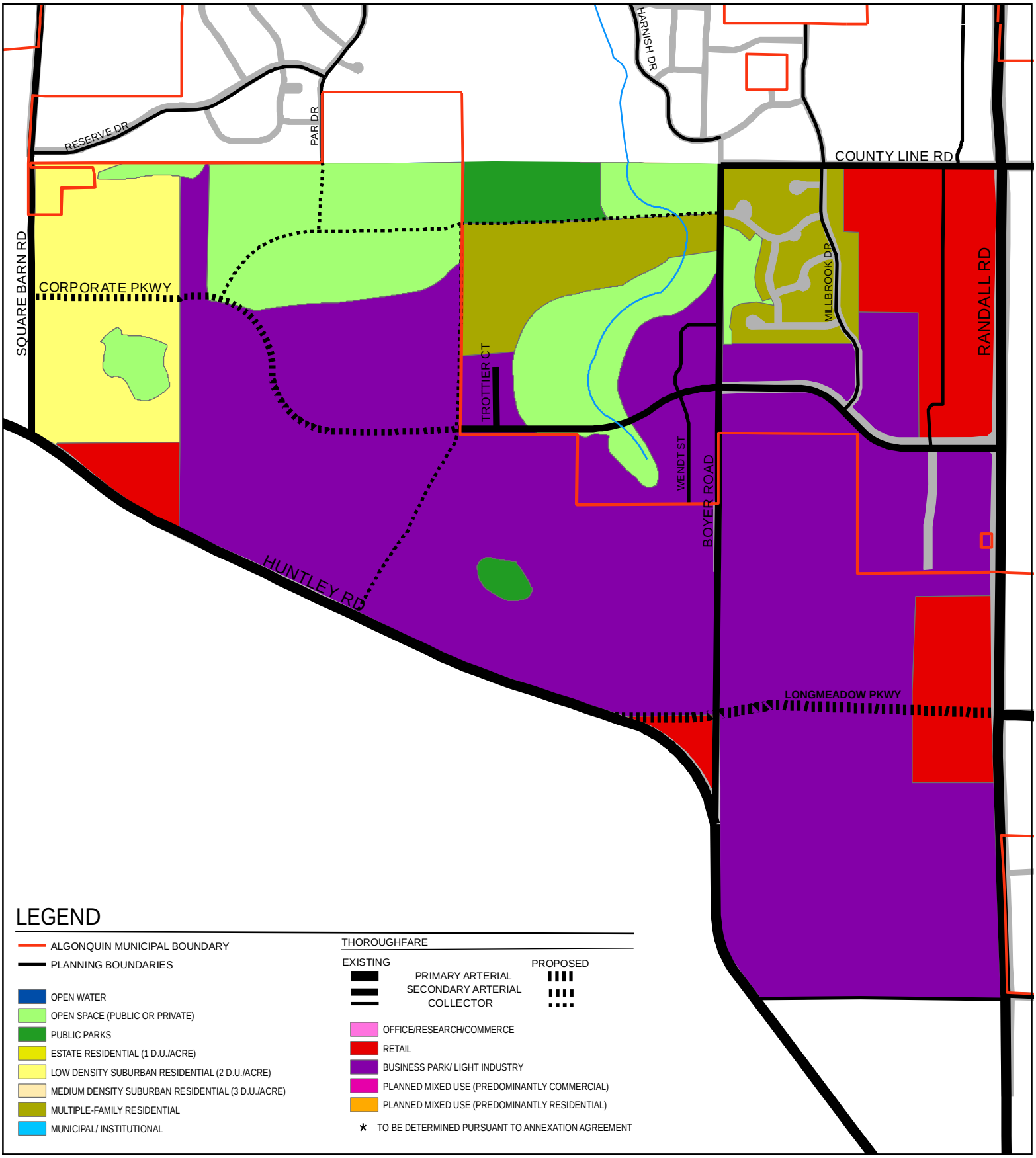
The western half of this planning area will attend schools in District 158, while the eastern half will be served by District 300. This area is serviced by the Algonquin/Lake in the Hills Fire Protection District, Huntley Fire Protection District, the Rutland/Dundee Fire Protection District, and the Spring Lakes Countryside Fire Protection District. Library services are provided by the Algonquin Area Library District for areas in McHenry County. In Kane County, the Huntley Area Library District and the Dundee Township Library District split the planning area at the township line.

FUTURE LAND USE:

A great range of land uses are anticipated to be developed in this planning district within the planning period. Excellent accessibility and connections to regional highways suggest that this area be developed as a primary research/office and light industry park. To this end, the Algonquin Business Park Master Plan was developed by the Village in 1998. This plan provides a detailed analysis of the market potential of a business park (Algonquin Corporate Campus) in this location, and establishes a concept plan to guide the development of the area. Townhouses and open space will buffer suburban residential uses to the north. Industrial uses will form the heart of the area, with corporate campuses and general office uses to the east. Retail will front Randall Road. The Algonquin Business Park Concept Plan, which follows the Planning Area C map, illustrates these land uses.

FOCUS:

This planning area should become the principal business/industrial park for Algonquin. As identified in the Algonquin Business Park Master Plan, the Village must set high standards for design and operations within this business park to assure a compatible transition to surrounding neighborhoods. Retail that compliments the Algonquin Corporate Campus along Huntley Road is encouraged; typical strip commercial centers are discouraged.



VILLAGE OF ALGONQUIN

FUTURE LAND USE PLAN

PLANNING AREA "C"

0 500 1,000 2,000 Feet

Map prepared by:
Village of Algonquin
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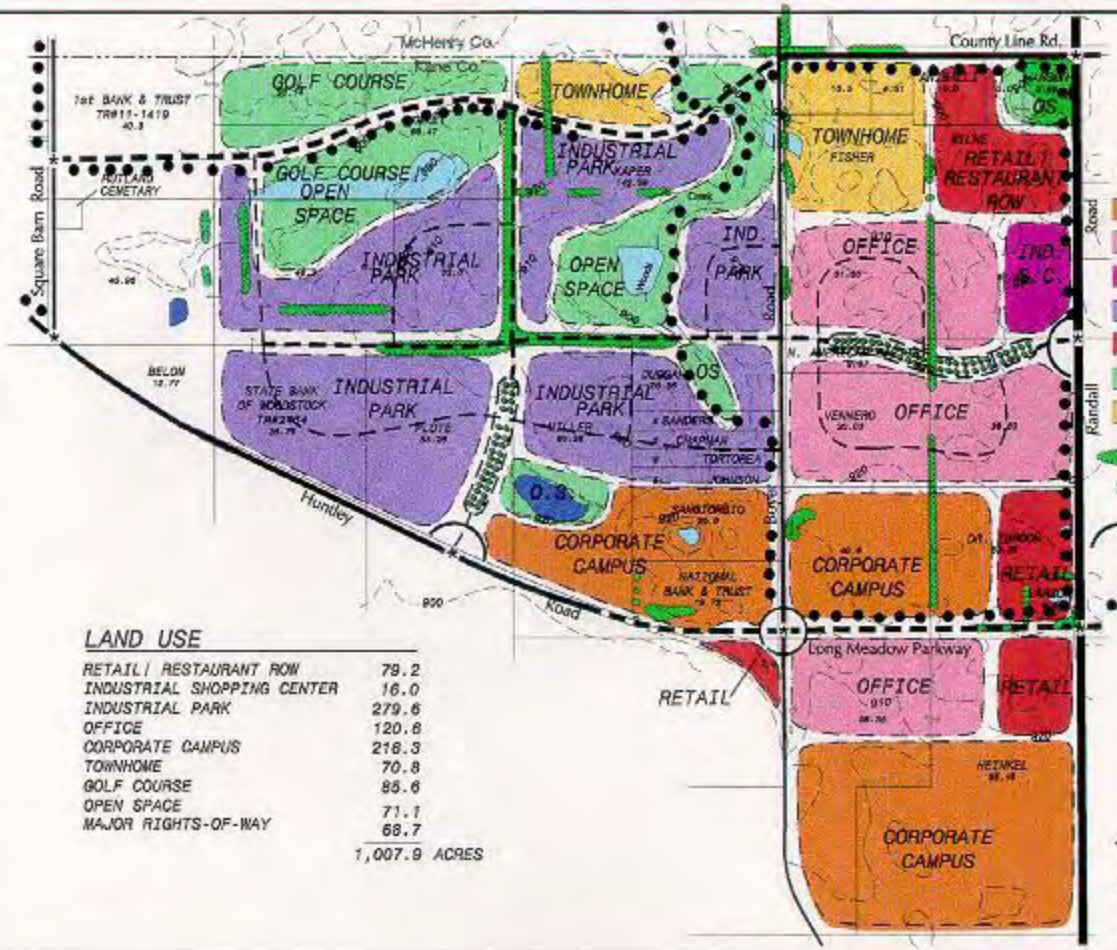
JANUARY 2008

Figure 1

Algonquin Business Park Concept Plan



LEGEND

- Corporate Campus
- Office
- Industrial Shopping Center
- Industrial Park
- Retail
- Open Space
- Townhome
- Existing Trees
- Boulevard Trees
- Entry Feature
- Signalized Intersection
- Proposed Trail System

LAND USE

RETAIL/ RESTAURANT ROW	79.2
INDUSTRIAL SHOPPING CENTER	16.0
INDUSTRIAL PARK	279.6
OFFICE	120.6
CORPORATE CAMPUS	216.3
TOWNHOME	70.8
GOLF COURSE	95.6
OPEN SPACE	71.1
MAJOR RIGHTS-OF-WAY	68.7
	1,007.9 ACRES

TESKA ASSOCIATES

0 400 800 1200

Nov. 2, 1998

PLANNING AREA D

Planning Area D is likely to build out in the early part of the planning period. Residential development has expanded westward from the Village's existing development areas into this planning district. Most areas of the planning area lie within the Village's existing boundaries.

BOUNDARIES:

North: Algonquin Road
East: Hanson Road
South: County Line Road
West: Randall Road

EXISTING LAND USE:

The western one-half of this planning area is rapidly developing with commercial developments. Several residential developments, including Tunbridge, Dawson Mill, Arbor Hills and Falcon Ridge have expanded Algonquin's housing supply. An extension of the River Pointe Shopping Center, development of restaurant row, and several outlots have recently developed along Randall Road. The eastern one-half of this planning area is largely developed and contains residential neighborhoods, including the residential areas within the Golf Club of Illinois at Hanson and County Line Roads. Residential uses have developed at low and medium suburban densities, with some multi-family homes (townhomes) within the golf course.

TRANSPORTATION:

The planning area is bordered by two primary arterials: Algonquin Road on the north and Randall Road on the west. Algonquin Road has been improved to four lanes, with turn lanes at intersections to increase traffic capacity and improve road conditions; Randall Road is a four-lane road with turning lanes at intersections. Randall Road is a major regional transportation link (a strategic regional arterial). Future roadway improvements, along with curb cuts onto Randall Road and Algonquin Road, are controlled by McHenry County.

Hanson Road and County Line Road act as secondary arterials. Huntington Drive North and Harnish Drive serve as east-west collector roads, while Stonegate Road provides a similar function in a primarily north-south direction.

The development of Randall Road, both by adding traffic-handling capacity and by commercial and industrial land development along its limited access corridor, must be anticipated as the most significant character-shaping influence in the near-and long-term development of the Village. The Village is a member of the Randall Road Improvements Study Community Advisory Council to review plans for Randall Road within McHenry County.

With the reconstruction of Hanson Road, a bike trail shall be added, furthering the connection of the trail system within the Village. The feasibility of a pedestrian bridge over Randall Road near the intersection of County Line Road should be explored.

OPEN SPACE AND ENVIRONMENT:

Topography within the planning area varies from relatively steep sloping conditions on the eastern and northeastern edges of the planning area to relatively gently rolling conditions in the west and southwest portions of the planning area. The planning area drains generally eastward toward Ratt Creek or a tributary of Crystal Creek and eventually to the Fox River through existing developed residential areas.

PUBLIC FACILITIES:

The majority of this planning area is within the Jacobs High School Sewer Service Area, and adequate capacity transmission lines are in place to serve Planning Area D with sewer and water. Due to topography, soils and anticipated development conditions, special care must be exercised to insure that adequate storm water drainage is accommodated as part of the development process.

The area is served by School District 300, the Algonquin Area Library District, and the Algonquin/Lake in the Hills Fire Protection District.

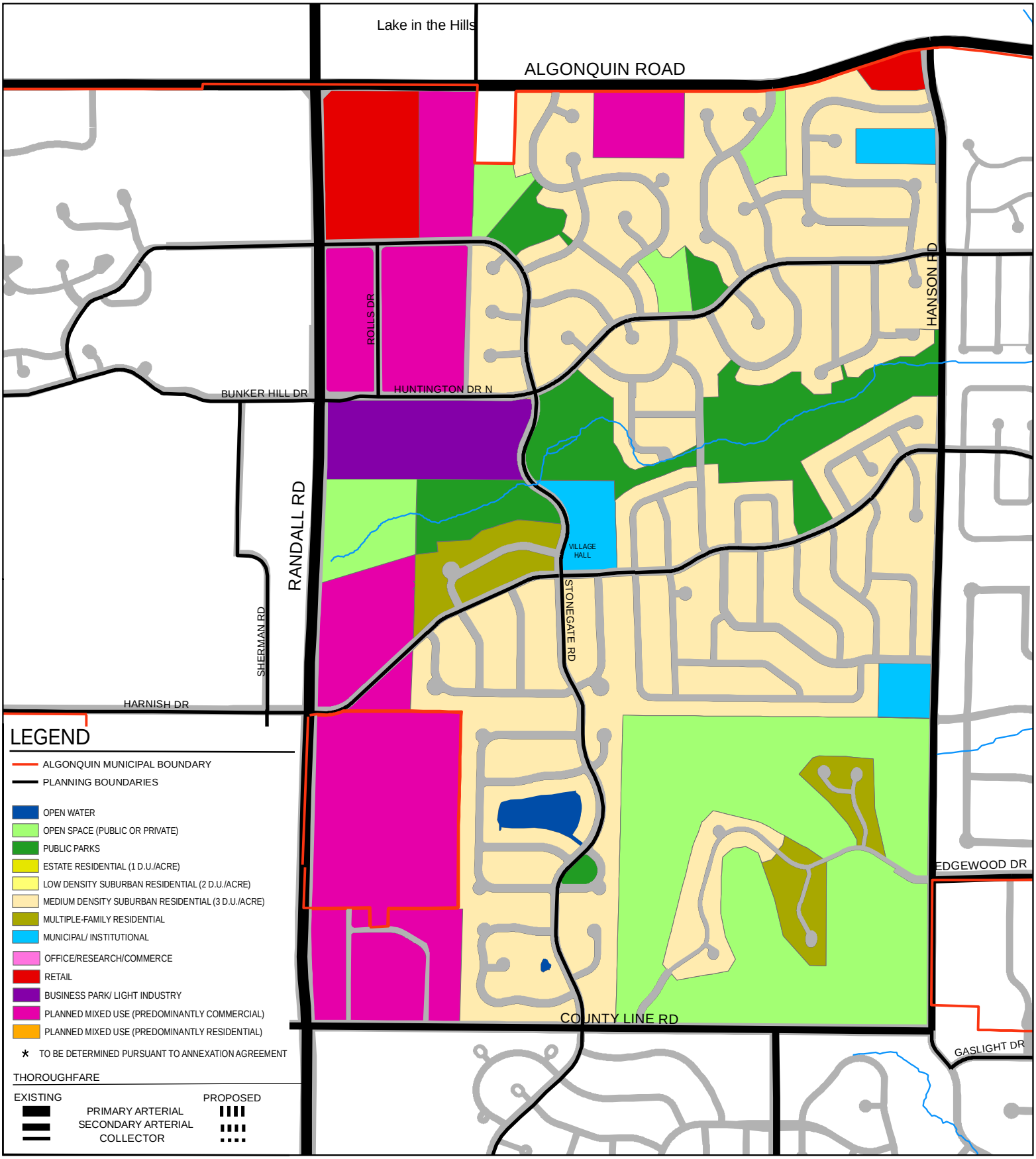
The Algonquin Village Hall is near the center of Planning Area D, at the intersection of Stonegate Road and Harnish Drive. This site is a part of a larger open space system extending east to High Hill Nature Preserve and west to Randall Road.

FUTURE LAND USE:

Development of this planning area is expected to extend the suburban density and character that have been established by previous development on the west side of the Fox River. Medium density suburban residential neighborhoods averaging three dwellings per acre, with integral neighborhood parks and open spaces, will dominate this planning area. The development of the Randall Road corridor will be the other significant feature of this planning area. The corridor will include a mixed use development area of predominantly commercial uses (averaging 1,340 feet in depth) along Randall Road frontage, with a region of transitional, primarily residential planned mixed land uses of similar depth between the commercial corridor and the suburban residential uses to the east. The redevelopment of the old Stonegate Nursery property, located on West Algonquin Road near Arbor Hills subdivision, shall preserve the trees and be sensitive to the existing surrounding uses.

FOCUS:

Much of this planning area has seen active development within the last several years. Planning efforts should focus on continued economic development along Randall Road and development of the park, open space and trail system.



VILLAGE OF ALGONQUIN

FUTURE LAND USE PLAN

PLANNING AREA "D"

0 500 1,000 2,000 Feet

Map prepared by:
Village of Algonquin
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JANUARY 2008

PLANNING AREA E

Planning Area E, lying in the south-central position east of Randall Road, presents immediate residential and non-residential development opportunities. Approximately half of the planning area is currently annexed to the Village.

BOUNDARIES:

North: County Line Road
East: Sleepy Hollow Road
South: Village of Carpentersville
West: Randall Road

EXISTING LAND USE:

A portion of the Willoughby Farms subdivision, along with Westfield School and Willoughby Farms Park, are the primary existing features within Planning Area E. Agricultural lands planted in crops and pasture, wetlands, farmsteads, and several small open ponds comprise the remaining property.

The Willoughby Farms South subdivision is a major single-family residential development within this planning area.

TRANSPORTATION:

The planning area is bordered by two arterials: Huntley Road on the southwest and Randall Road on the west. Huntley Road is a four lane cross-section, in good condition. Randall Road is a four - to six-lane road with turning lanes at intersections. Randall Road is a major regional transportation link (a strategic regional arterial). Future roadway improvements, along with curb cuts onto Randall Road, are controlled by Kane County.

County Line Road acts as a secondary arterial, as does Sleepy Hollow Road. Sleepy Hollow Road south of Willoughby Farms has recently been upgraded.

The plan anticipates the southerly extension of Stonegate Road. The plan suggests an additional primary arterial, Longmeadow Parkway, within this planning district as a connection between Huntley Road, Randall Road and IL. Rt. 31. The alignment of this primary arterial will enhance the commercial/retail development along Randall Road and relieve neighborhood streets from carrying east-west traffic.

OPEN SPACE AND ENVIRONMENT:

Except for several areas immediately adjacent to streambeds, topography within the planning area is relatively gentle, draining, in part, westward to the Woods Creek watershed, and, in part, toward the east and northeast into streams flowing to the Fox River. Several ponds and depressions, and at least one corridor along an intermittent stream, are designated on national inventory and Kane County maps as wetlands. The presence of wooded areas along streambeds, wetlands, and other natural features in a corridor form provides opportunities to link existing and future open spaces and parks with trails and corridors which separate pedestrian and vehicular traffic.

Development of the area should be accompanied by (or preceded by) the acquisition of public land for future expansion of Willoughby Farms Park. This planning area is within the Dundee Township Park District. The Village should work closely with the District to assure that future residents have adequate open space and recreation facilities, particularly south of Longmeadow Parkway.

PUBLIC FACILITIES:

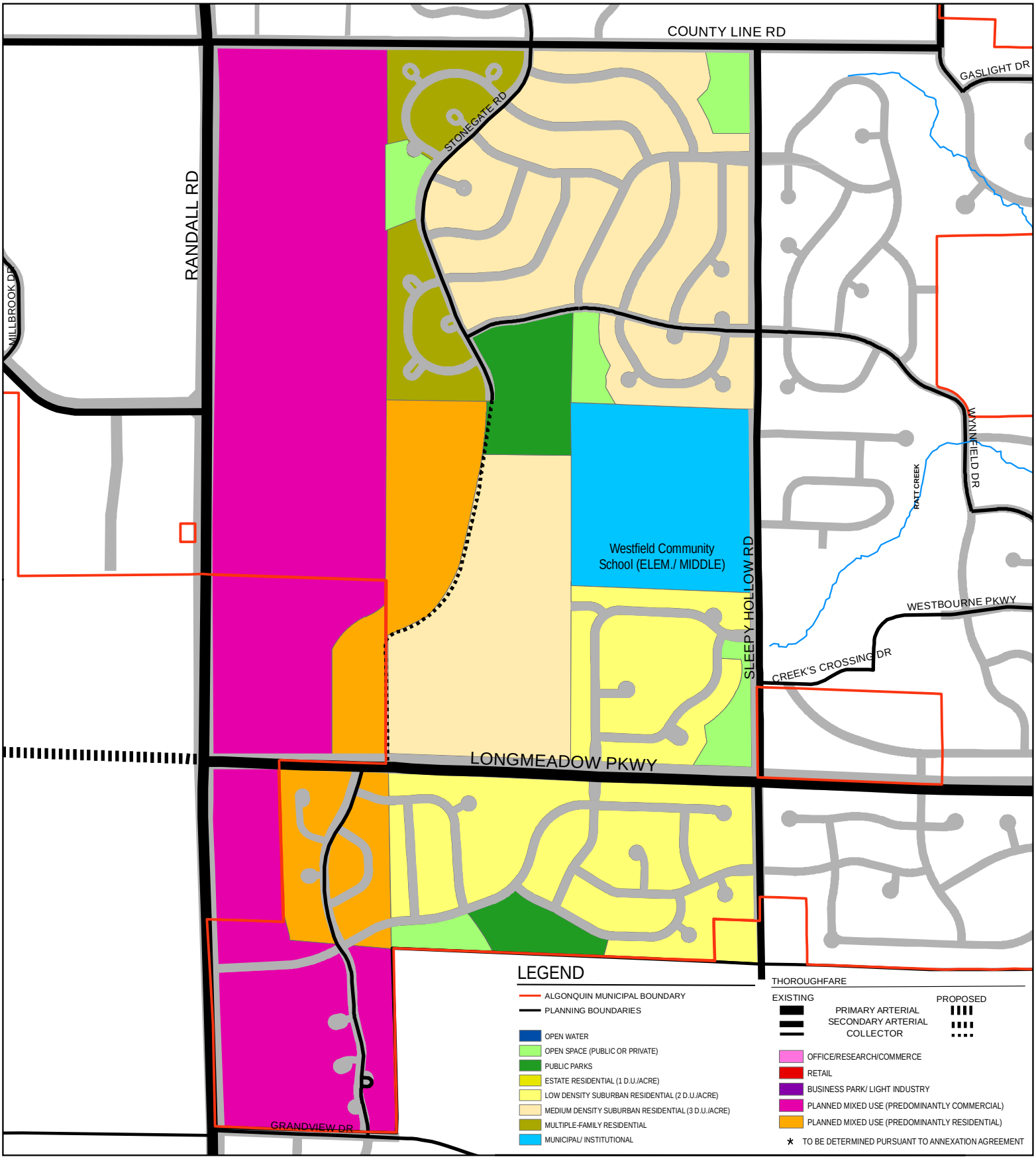
The area is served by District 300 schools. Westfield Community School is near the center of Planning Area E; it opened in 1996. Library services are provided by the Dundee Township Library District. Fire protection is shared by two separate districts. The Algonquin/Lake in the Hills Fire Protection District is primarily responsible for areas along Randall Road, while the Spring Lakes Countryside Fire Protection District provides services to eastern areas of this planning area, including existing residents of Willoughby Farms.

FUTURE LAND USE:

Similar to Planning Area D, this planning area will develop as a westward extension of the suburban residential densities to the east. A transition between medium and lower density residential uses and the predominantly commercial uses in the Randall Road corridor must be established within this planning area.

FOCUS:

Municipal planning efforts should focus on implementation of Longmeadow Parkway and retail development of the area around the intersection of this new road and Randall Road. The development of the park and school sites should establish a central neighborhood feature.



VILLAGE OF ALGONQUIN

FUTURE LAND USE PLAN

PLANNING AREA "E"

N W E S

0 500 1,000 2,000 Feet

Map prepared by:
Village of Algonquin
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PLANNING AREA F

Planning Area F is a predominantly developed area west of the Fox River, containing major residential subdivisions including the High Hill Farms, Edgewood Hills/Green Pastures (outside the Village), Gaslight North, Eagle Valley, substantial sections of the original village settlement west of the river, and the "Main Street" downtown.

BOUNDARIES:

North: Algonquin Road
East: Fox River
South: McHenry/Kane County Line
West: Hanson Road

EXISTING LAND USE:

A wide range of land uses including residential areas developed to low and medium densities, multiple family residences, retailing, offices, general commercial, light industry, warehousing, parks, schools, municipal government and institutions.

TRANSPORTATION:

The planning area includes two arterials: Algonquin Road on the north and IL. Rt. 31 (Main Street), paralleling the Fox River. Topography, lack of regional river crossings, and other capacity limitations have contributed to making the intersection of Algonquin Road and Main Street the most congested in the Village. A combination of natural, financial, political, jurisdictional, and legal impediments have limited capacity improvements on Algonquin Road through this planning area. Algonquin Road/Route 62 has been widened to four lanes with turn lanes at the intersections by the State and McHenry County.

Algonquin's internal traffic is diverted off arterials and collectors and into neighborhood streets because of the effects of traffic congestion, topography, natural features, and an incomplete thoroughfare system.

To ease the current traffic problems in and around this planning area, a new Western Bypass is currently planned for Route 31. Through traffic on Route 31 will be diverted west of the current alignment, and will cross Algonquin Road at a grade-separated intersection. Two ramps at signalized intersections will provide access between Route 31 and Algonquin Road. The Western Bypass Corridor is discussed in more detail in the Thoroughfare Plan section.

Accommodations for other forms of transportation need to occur to help relieve traffic congestion. Transit (bus/van) turn-outs and parking lots dedicated to transit riders may be used to facilitate improved transit opportunities and links to the fixed rail systems outside the Village. The Prairie Path/Fox River Bike Trail system, which goes through the planning area, is a recreation resource which may become more important as a transportation link in the future.

OPEN SPACE AND ENVIRONMENT:

Algonquin's topography, which, due to glaciation and alluvial erosion, is rare within Illinois, enhances and accentuates the affect of urbanization. Natural features and commercial and neighborhood areas combine to create a strong "sense of place" for which other communities strive. But the same combination of natural features, commercial and neighborhood areas make for more expensive, more difficult-to-maintain, and more sensitive conditions related to storm water

management and slope stabilization. Developers, residents, property owners, business operators and the Village government must work together to prevent human and nature conflicts becoming a threat to health and safety. Of particular concern in this planning area are the floodplains of the Fox River, Crystal Creek and intermittent streams, and upland erosion and flooding due to steep slopes.

Stream protection should accompany open space objectives. Although this planning area is primarily built up, the Village should work to acquire easements or rights-of-way along natural drainageways as a link between open spaces and parks, and, wherever possible, to return drainageways, channels and culverts to natural conditions. The wooded bluffs of the area are also a key natural component for which Algonquin is recognized. The Village should work to preserve and maintain these natural wooded areas.

In addition to several neighborhood parks, the planning area includes Towne Park and Cornish Park. Cornish Park is the newest park located at the southeast corner of Route 62 (Algonquin Road) and South Harrison Street. This park includes a clock tower, water fountains, play area, gazebo, access to the Fox River, and washroom facilities.

PUBLIC FACILITIES:

Except for those portions of the planning area outside the Village boundaries, the area is fully served by public utilities. Village facilities include the wastewater treatment plant between Il.Rt.31 and the Fox River, the Historic Village Hall at the intersection of Algonquin Road and Main Street, and the Public Works facility located on Meyer Drive. Post office facilities are located on Algonquin Road just east of the Prairie Trail.

Towne Park is an integral part of the downtown area, providing open space for community gatherings. Cornish Park is a new gathering place drawing people to Downtown. The former Historic Village Hall is also located in the downtown area, and is now utilized for community services and other civic uses.

Several older subdivisions exist within the planning areas which are surrounded, but outside of the Village boundaries. These areas often have substandard streets and are not connected to municipal utilities. These areas may ultimately pose a threat to the health and safety of the people who live there and to the character and value of Algonquin neighborhoods which adjoin them. It is in the long-term interest of the Village to see these areas improved to Village standards (or redeveloped) and brought into Algonquin in such a way as they are not a burden to community financial health.

The Village has made streetscape improvements along Main Street (Route 31), North Harrison Street, and the main bridges in recent years. Those enhancements to the public right-of-way should be expanded to other areas of the downtown, including Algonquin Road, more of Main Street, and South Harrison Street. Particular attention should be paid to unifying the Downtown through a common streetscape plan to address decorative pavement, lighting, signage, street furniture, and planters.

This area is completely served by School District 300, the Algonquin/Lake in the Hills Fire Protection District, Algonquin Area Library District and Algonquin Recreation.

FUTURE LAND USE:

The great diversity of activities, opportunities and constraints affecting the Main Street/ Downtown area are so extensive that they require special attention that this Village-wide chapter cannot provide. A separate Downtown Revitalization Plan was adopted in 2000 to address the strategy for redevelopment. This plan addresses strategies for inducing a greater unity and effectiveness as a business district meeting the needs of the community and attracting customers and visitors; the establishment of greater economic stability through diversity and robustness of uses; the preservation of buildings and sites enjoying significant historical value, the rehabilitation of distressed buildings, and the redevelopment of the obsolete buildings and sites; enhancing Downtown visual attractiveness, character and urban design; leveraging the views and the physical access to the Fox River waterfront as a unique downtown resource; improving parking, circulation and the pedestrian environment; and increasing private and public investment in the downtown as the center of Algonquin's cultural and social activity.

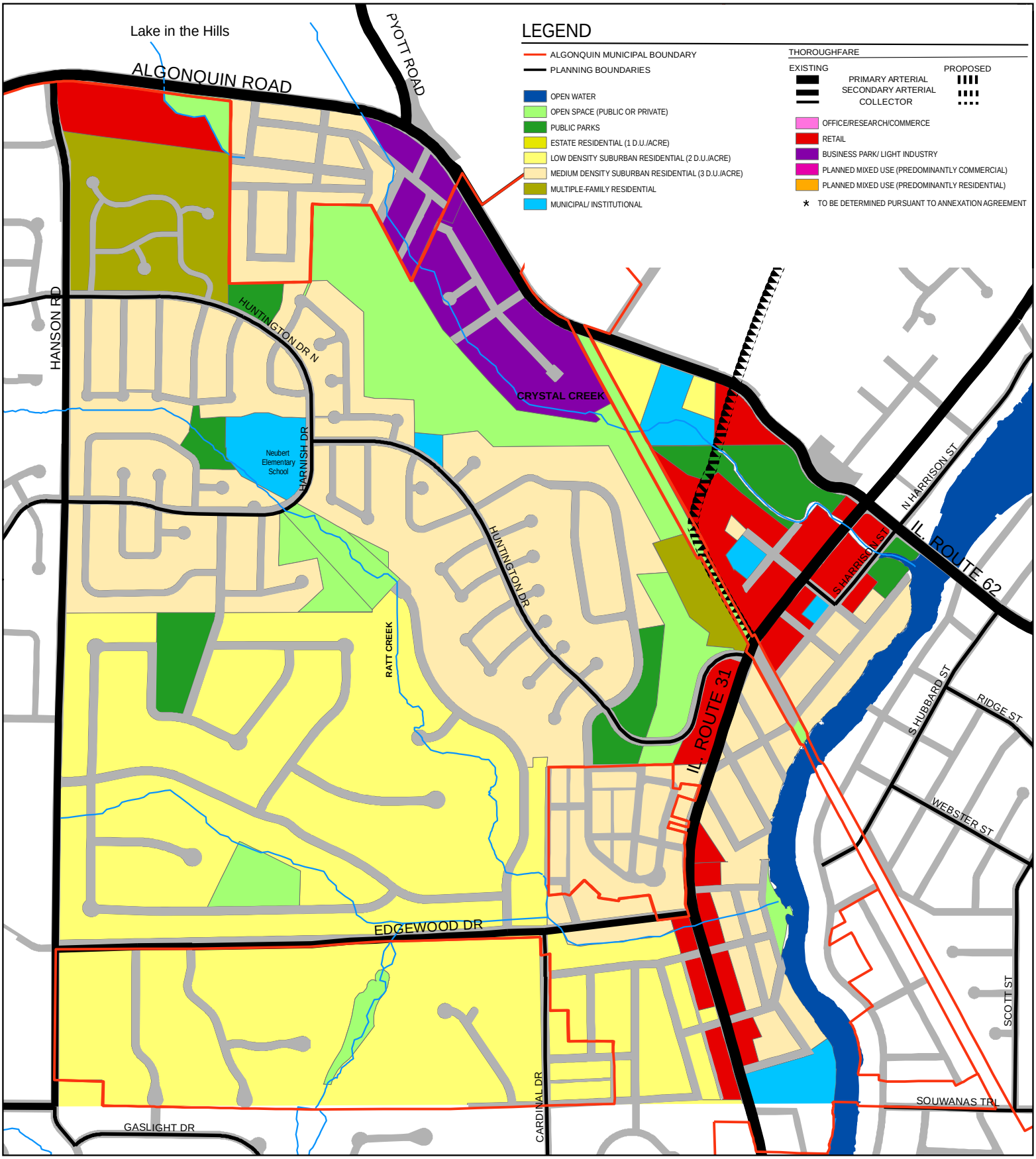
The planning area outside the Downtown is expected to witness little change in land use. However, the Village must enforce high standards for property maintenance and land use compatibility within and between neighborhoods and commercial areas in an effort to protect private investment, property values, and the continued enjoyment of community character.

FOCUS:

The focus for planning activity in this area should be the redevelopment and rehabilitation of the downtown. Emphasis should be placed on attracting infill development which is compatible with existing uses.

In 1995, the Village Board approved the recommendations of the Historic Commission to set apart an “Old Town/Downtown” District, with boundaries as outlined in Chapter 29 of the Municipal Code (29.17.2). A map of this area is included after the Planning Area F diagram. An architectural survey and inventory was completed in 1996, identifying structures according to age and state of preservation. A special section was included in the Sign Code designed to achieve signage that would preserve and promote the architectural heritage of this area.

Recently, the Village adopted the Old Town District Historic Preservation Code. The Historic Commission now reviews all construction, demolition, alteration, repair, signage, or any other physical modifications to property in the district. The Code encourages renovation, rehabilitation, repair, and adaptive reuse that is consistent with the historic, architectural, and aesthetic character of the Historic District.



VILLAGE OF ALGONQUIN

FUTURE LAND USE PLAN

PLANNING AREA "F"

0 500 1,000 2,000 Feet

Map prepared by:
Village of Algonquin
Geographic Information Systems
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http://www.algonquin.org

JANUARY 2008

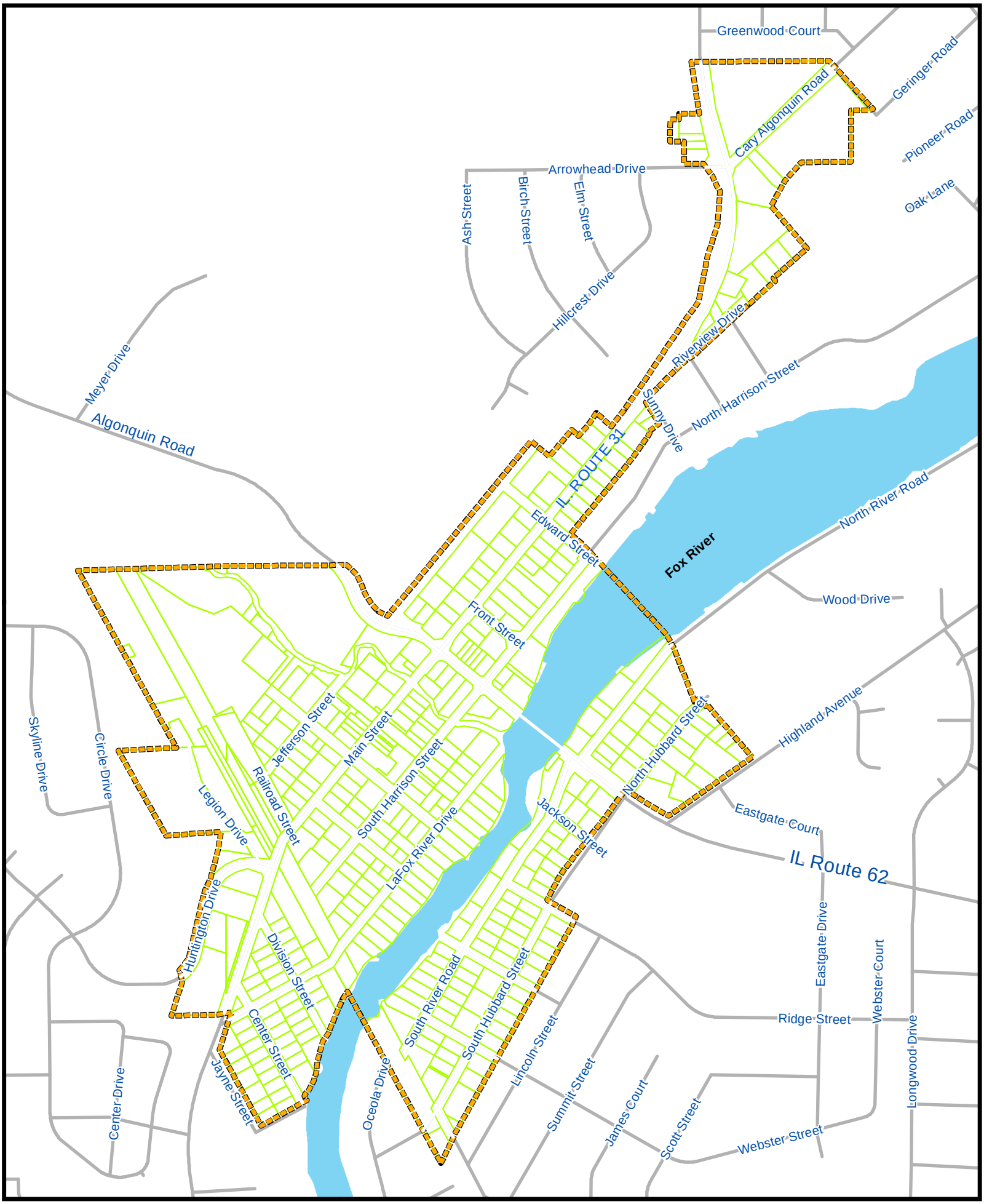
Village of Algonquin

OLD TOWN DISTRICT

Data Source: Village of Algonquin
McHenry County

Map Prepared by:
Village of Algonquin
Geographic Information Systems
2200 Harnish Drive
Algonquin, IL 60102
(847)658-2700
http://www.algonquin.org

JANUARY 2008



PLANNING AREA G

Planning Area G currently consists of residential subdivisions, open space protected by Dundee Township, and areas of unincorporated Kane County. Future residential development will have a significant effect on the character of south central Algonquin.

BOUNDARIES:

North: McHenry/Kane County Line
East: IL. Rt. 31
South: Algonquin/Carpentersville boundary agreement
West: Sleepy Hollow Road

EXISTING LAND USE:

A wide range of land uses including: single-family residences in low density, estate developments, open space, farmsteads, and agriculture in cultivation and pasture exist within this planning area. Willoughby Farms subdivision, Brittany Hills, Oak Creek Estates, Stoneridge, Gaslight South, and Creeks Crossing are existing subdivisions within Planning Area G.

TRANSPORTATION:

The planning area is served by a single arterial, Illinois Route 31. Through this planning area, IL. Rt. 31 is a two-lane road with a rural cross-section in good condition. The road has adequate capacity for existing traffic demand. Growth and development within the planning area will create the need for intersection improvements and acceleration/deceleration lanes. Regional growth and development are likely to create the demand for additional traffic capacity.

The Plan suggests an additional primary arterial (Longmeadow Parkway) bisecting this planning area as a connection between Huntley Road, Randall Road, and IL. Rt. 31. An extension of this east-west primary arterial is shown connecting IL. Rt.31 with Bolz Road with an additional bridge over the Fox River.

Growth and development within this and adjoining planning areas are likely to demand the improvement and capacity expansion of Sleepy Hollow Road. Additional collector roadways within this planning area include extensions of Westbourne Parkway and Wynnfield Drive.

OPEN SPACE AND ENVIRONMENT:

With its gently rolling topography draining eastward to the wooded, steep drop to the Fox River, and the long, bucolic views to the river valley, this planning area will have an inherent attraction to the home development industry. Special care on the part of both the Villages of Algonquin and Carpentersville must be taken to avoid degradation of the sensitive natural conditions, particularly along the Fox River and its tributaries.

This area is within the Dundee Township Park District. The Village of Algonquin and the District should cooperatively assure that adequate parks to meet the needs of any future residents of this planning area are met, and to protect the environment by preserving sensitive areas as a network of open spaces linked to and through residential areas.

Near the center of this planning area is an attractive nature area complete with woodlands, steep slopes, and wetlands. This property has recently been acquired by the Dundee Township Park District and will be preserved for open space.

PUBLIC FACILITIES:

A low density suburban and low density estate development of this planning area is not likely to generate sufficient student populations to support the establishment of additional school facilities within the planning area.

As this planning area is developed, the fire and EMS response times from existing and planned facilities must be monitored to assure that community standards are maintainable. The area is served by the Algonquin/Lake in the Hills and Carpentersville Fire Districts, School District 300, Dundee Township Park District and Algonquin Recreation, and the Dundee Township Library District

FUTURE LAND USE:

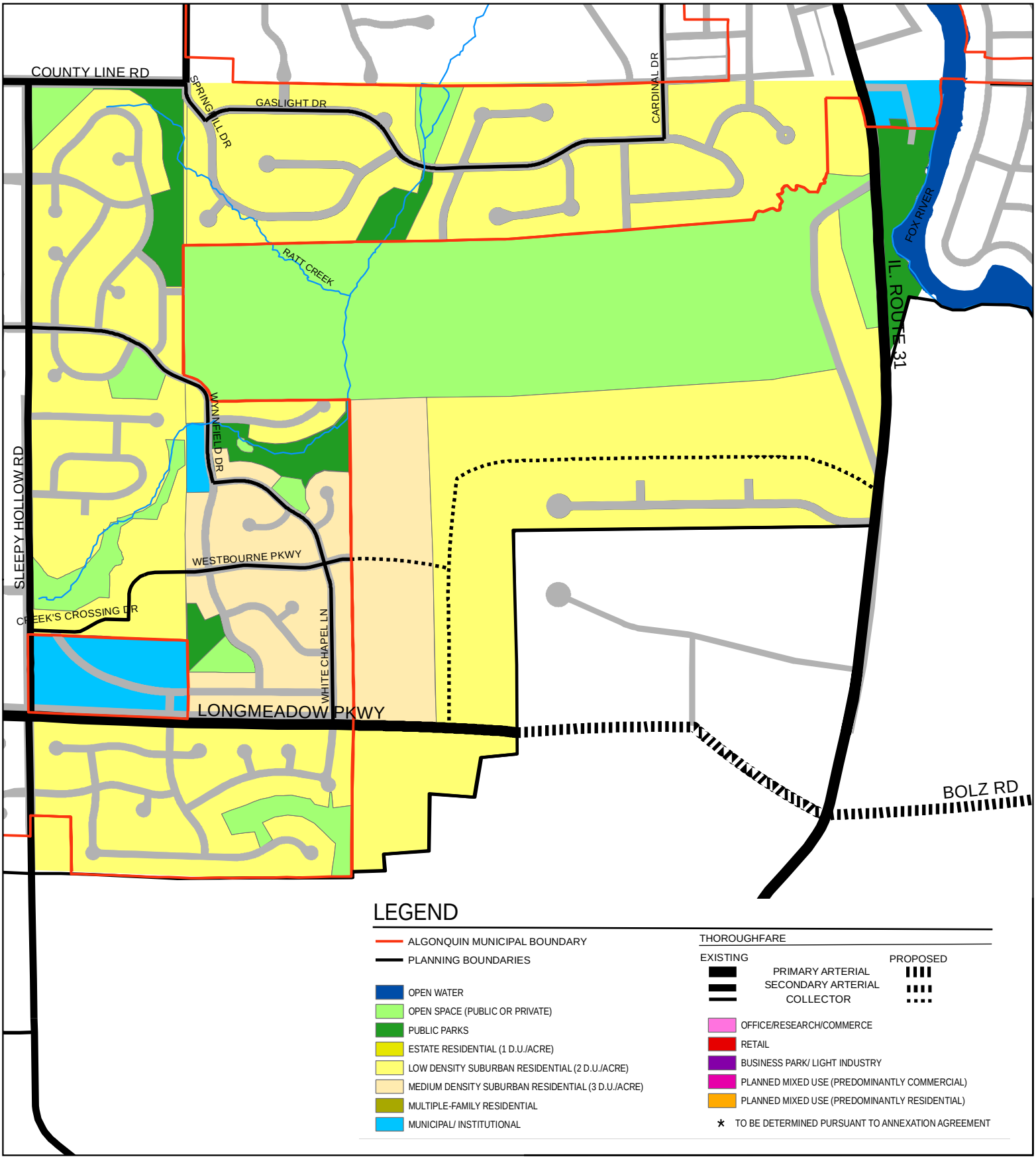
The extensive unified land holdings of a limited number of owners will allow the rational planning and development of this area to proceed and ensure attractive neighborhoods. The natural character of the land and the precedent set by the low density rural subdivisions within this planning area contribute to the conclusion that the area should be developed as low density suburban neighborhoods.

Road connections to existing subdivisions and trail connections to existing trails and open space areas are critical when new developments occur adjacent to existing developments.

In an effort to preserve the attractive character of the corridor along IL.Rt.31 and the entry into Algonquin, the plan resists the tendency to encourage strip commercial development. Community level shopping and services will be provided within the Randall Road corridor and within the commercial sections of Main Street, to the north of this planning area.

FOCUS:

A key issue in this planning area is the implementation of the proposed Longmeadow Parkway, which is ultimately planned to connect Randall Road to the west with Bolz Road on the east side of the Fox River. The central focus of this planning area should be the high quality development of low density residential neighborhoods characterized by environmental links to open spaces, trails, and parks along with the preservation of trees and slopes.



VILLAGE OF ALGONQUIN

FUTURE LAND USE PLAN

PLANNING AREA "G"

N
W E
S

0 500 1,000 2,000 Feet

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PLANNING AREA H

The majority of Planning Area H is dominated by gravel mining operations.

BOUNDARIES:

North: Klasen Road (extended west along the East-West midline of Sections 21 and 22 in Algonquin Township)
East: IL. Rt. 31
South: Algonquin Road
West: Prairie Trail

EXISTING LAND USE:

Continuing and abandoned gravel mining in unreclaimed condition, single-family residences in low and medium suburban densities, multiple-family dwellings, and Public Works facility are all located within Planning Area H.

TRANSPORTATION:

The planning area is bounded on the east by the principal arterial, IL. Rt. 31, and on the south by the principal arterial, Algonquin Road. Algonquin Road currently has limited use to the planning area as a direct access road because of steep topography. As is described in Planning Area F, traffic congestion poses significant limitations to the function of these two arterials, and only limited improvements can be made without the establishment of additional river crossings to which regional through traffic can be diverted.

However, measures are planned to alleviate this congestion. A new Western Bypass is currently planned for Route 31, which will run directly through former mining areas in Planning Area H. As discussed in more detail in the Thoroughfare Plan section, through traffic on Route 31 will be diverted west of the current alignment, and will cross Algonquin Road at a grade-separated intersection. Two ramps at signalized intersections will connect the two arterials, giving this Planning Area new access to Algonquin Road. The Bypass will significantly improve access for this planning area, while changing its character from mining uses to a major transportation corridor.

OPEN SPACE AND ENVIRONMENT:

The portion of the area outside the Village boundaries is substantially disturbed due to various stages of gravel mining. Mining is expected to continue for many years, though some sections have apparently been effectively mined out and can be reclaimed and redeveloped. The Village, along with the Village of Lake in the Hills, McHenry County, and the State must work together to require the preparation, adoption, and implementation of a reclamation plan for the area. At least one area along Route 31 appears on National Wetland Inventory Maps and should be preserved as open space or mitigated. Any other suitable former mining areas should also be preserved as open space wherever possible. The McHenry County Conservation District has developed a trail access facility at Meyer Drive and Algonquin Road.

PUBLIC FACILITIES:

The portions of the planning area within the Village are also within an existing sewer service area, while the remainder of the area is not served. Reclamation, if done in appropriate phases, could

allow utilities to be extended into the area to service development. However, without a reliable reclamation plan for the entire area, public service extensions are unreasonable to do.

Existing roads outside the Village should be brought up to Village standards before annexation.

The Public Works facility is centrally located within this planning area. This location allows the Public Works department to service the entire community from a single location.

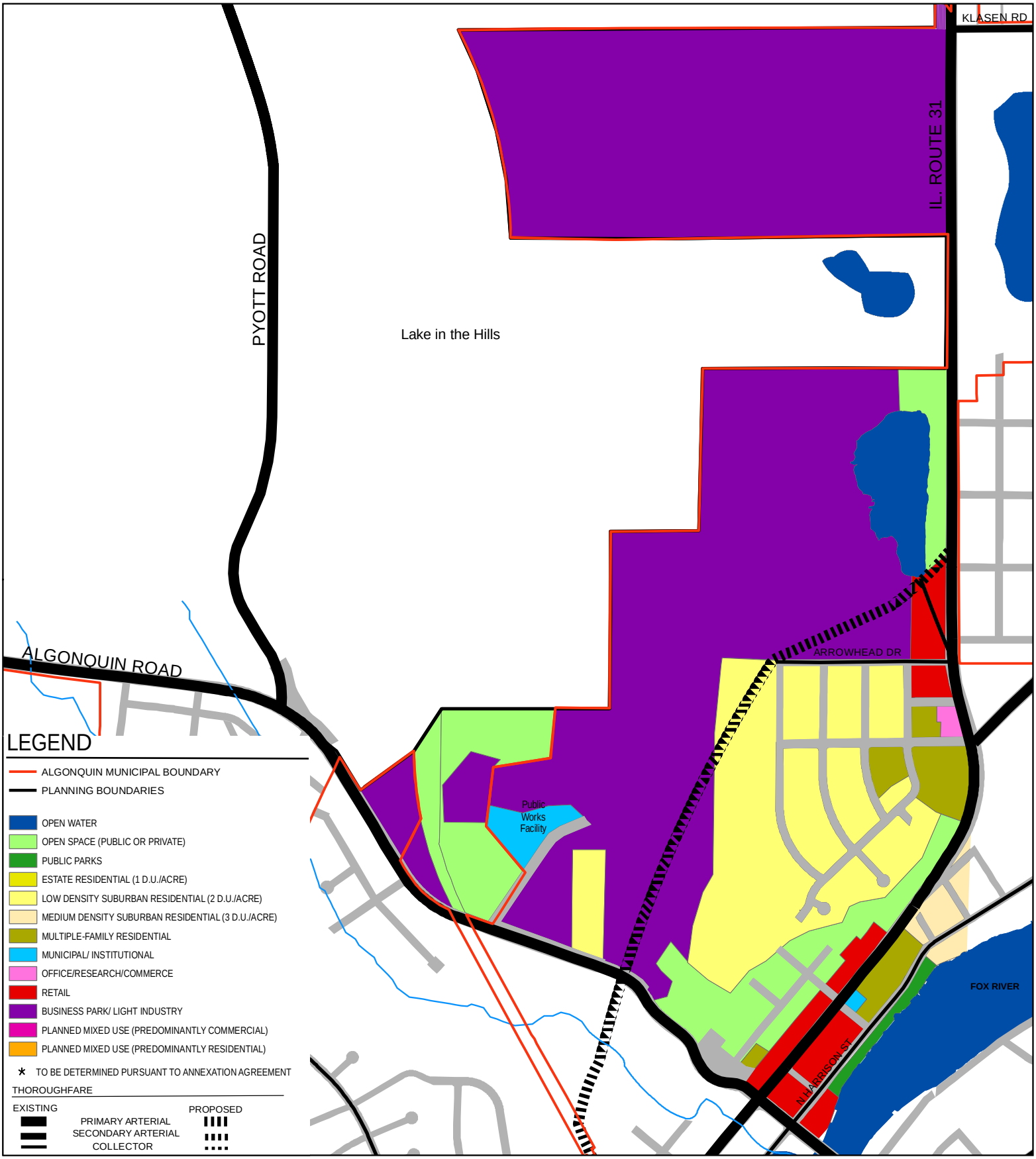
The area is served by the following districts: Algonquin/Lake in the Hills Fire Protection District, School District 300, Algonquin Recreation, and the Algonquin Area Library District.

FUTURE LAND USE:

Presuming that a rational reclamation plan is prepared, the area could be substantially redeveloped for light industry or commercial uses that are appropriate alongside the Western Bypass corridor. Continuity of ownership would allow for the majority of the area to be developed in a planned unit. Redevelopment would substantially benefit from the access provided by the planned Western Bypass for Route 31. Wherever possible, water features and lakes created from the mining operations should remain in place and be naturalized.

FOCUS:

Planning efforts in this area of the community should be focused on ensuring that mined areas are reclaimed for a viable use after extraction is completed, and that the Western Bypass Corridor is successfully implemented.



VILLAGE OF ALGONQUIN

FUTURE LAND USE PLAN

PLANNING AREA "H"

0 500 1,000 2,000 Feet

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PLANNING AREA I

Planning Area I is a horn-shaped area extending from the central business district northeast, between the Fox River and Illinois Route 31 to the far northeast periphery of Algonquin's planning jurisdiction. Portions of this planning area are outside the Village boundaries. Significant additional growth and development are not anticipated in this planning area.

BOUNDARIES:

North: Klasen Road (extended east to the Fox River)
East: Fox River
South: Algonquin Road
West: IL. Rt. 31

EXISTING LAND USE:

Commercial uses and central business activities, marina-oriented business, single family residential uses in low densities along the river, medium densities (including the Algonquin Hills subdivision) and multiple family dwellings, abandoned gravel mining, and Camp Algonquin make up the uses in Planning Area I.

TRANSPORTATION:

The planning area is served by a single principal arterial, Illinois Route 31. Comments made in Planning Areas F and H regarding traffic congestion and the need for additional river crossings are also pertinent in Planning Area I.

Traffic congestion may also be eased by the proposed Western Bypass for Route 31. This bypass corridor, discussed in more detail in the Thoroughfare Plan section, would relieve much of the congestion along the western boundary of this planning area.

Cary-Algonquin Road acts as a collector to this planning area. The intersection of Cary-Algonquin Road and Route 31 is at a severe angle, and complicated by topography, forming a potential dangerous intersection. Road realignment should be considered as part of a long-range capital improvement program for roads.

OPEN SPACE AND ENVIRONMENT:

The principal environmental feature of this area is the Fox River. This section of the river above the weir (known as the Algonquin Dam) at Algonquin Road is a widely used recreation area, from both public and private access points. Wherever possible, public preservation and access easements should be acquired along the Fox River frontage as a public open space corridor. River frontage, as a limited and sensitive resource, requires special vigilance in land use and floodplain management.

Portions of the gravel mining area in the southeast corner of Klasen Road and Route 31 would make a suitable public or private open space.

PUBLIC FACILITIES:

A considerable portion of the property at the northern limit of the Village was subdivided into small single-family lots served by private wells, public water and private septic systems. Due to the limited densities anticipated for the remaining undeveloped property, it appears economically

infeasible to extend public sewers to serve new or existing development areas. However, due to the Village's reliance on groundwater sources in this area, continued monitoring of potential contamination is warranted.

Area I is served by School District 300, the Algonquin/Lake in the Hills and Cary Fire Protection Districts, the Algonquin and Cary Library Districts, and Algonquin Recreation.

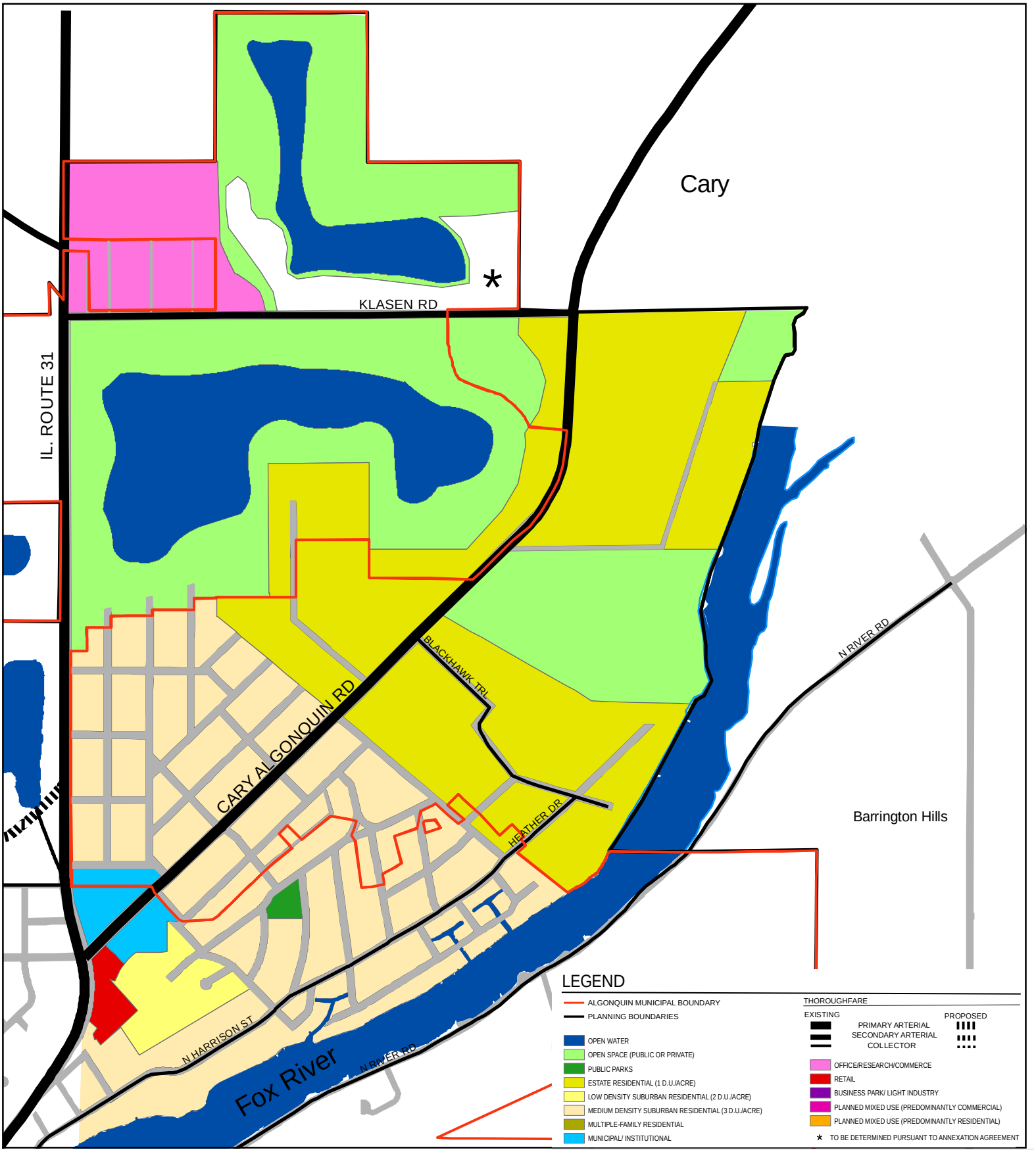
FUTURE LAND USE:

Some additional infill development of previously platted lots is anticipated at similar medium densities as has become the predominant pattern in this area. Densities beyond the existing Village boundaries should reduce to estate residential, served by private sewer and water.

An area for commercial development is anticipated along Route 31, providing neighborhood and community retail goods and services. Adequate depth has been indicated for this retail area in order to encourage a unified development and to discourage typical strip retail platting and development.

FOCUS:

Planning activity in this area should be directed to redevelopment of mining areas. An additional focus for planning activity in this area should be on the redevelopment and rehabilitation of the downtown. Emphasis should be placed on attracting infill development which is compatible with existing uses.



VILLAGE OF ALGONQUIN

FUTURE LAND USE PLAN

PLANNING AREA "I"

0 500 1,000 2,000 Feet

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PLANNING AREA J

Planning Area J is the wedge-shaped area east of the Fox River and north of Illinois Route 62 which has witnessed significant annexation and residential development during the 1980's.

BOUNDARIES:

North: Fox River, Village of Barrington Hills
East: Village of Barrington Hills, Haegers Bend Road
South: Algonquin Road/ Route 62
West: Fox River

EXISTING LAND USE:

Retail and commercial businesses along East Algonquin Road (Illinois Route 62) including the "Algonquin Town Center" shopping center, light industry and warehousing, professional offices, single and multiple-family residential subdivisions at low and medium suburban densities (Glenmoor, Copper Oaks, Cinnamon Creek, Spring Hill Farms subdivisions), low density estate residential along the east bank of the Fox River, and undeveloped farmland north of Highland Avenue all make up Planning Area J.

TRANSPORTATION:

The planning area is served by a single principal arterial, East Algonquin Road (Route 62). The northern extension of Illinois Route 25, Haegers Bend Road, serves as a secondary arterial along the eastern border of the area. The Illinois Department of Transportation has improved Algonquin Road and its intersections in 1996, adding lane width, resurfacing, and making traffic and roadway lighting improvements. Highland Avenue serves as a collector. Topography and limited visibility at the Highland Avenue/Route 62 intersection have necessitated the improvements to prohibit left turn movements from Highland Avenue. Motorists may use Eastgate Court to connect to Route 62 at a signalized intersection.

OPEN SPACE AND ENVIRONMENT:

The principal environmental feature of this area is the Fox River. As is the case of the West Bank of the river, wherever possible, public preservation and access easements should be acquired along the Fox River frontage as a potential public open space corridor. River frontage, as a limited and sensitive resource, requires special vigilance in land use and floodplain management.

The development of residential subdivisions has been accompanied by the dedication of neighborhood parks. A grant from the Illinois Department of Natural Resources allowed the Village to acquire and develop the nineteen-acre Presidential Park site on the north side of Highland Avenue, which serves as a community park for the neighborhoods east of the Fox River and north of Algonquin Road.

PUBLIC FACILITIES:

Residential development east of Highland Avenue is serviced by modern public sanitary sewer and water utilities. Property along River Drive is planned to develop at residential densities which may not economically support extension of public utilities. The topography in this area is steep, permitting only a limited number of additional home sites. Slopes also limit the ability to create

residential streets, making development likely to occur within a limited area. The Village must demand high standards in design of these developments, even if the roads remain private, in order to preserve the character of the area, including the wooded bluffs. The Village has adopted a policy guide (East Bank Land Use Opportunities Plan) to direct the development along North River Road.

This area is served by the Algonquin Area Library District and a portion of the area is served by the Barrington Library District. The entire area is served by School District 300 and the Algonquin/Lake in the Hills Fire Protection District.

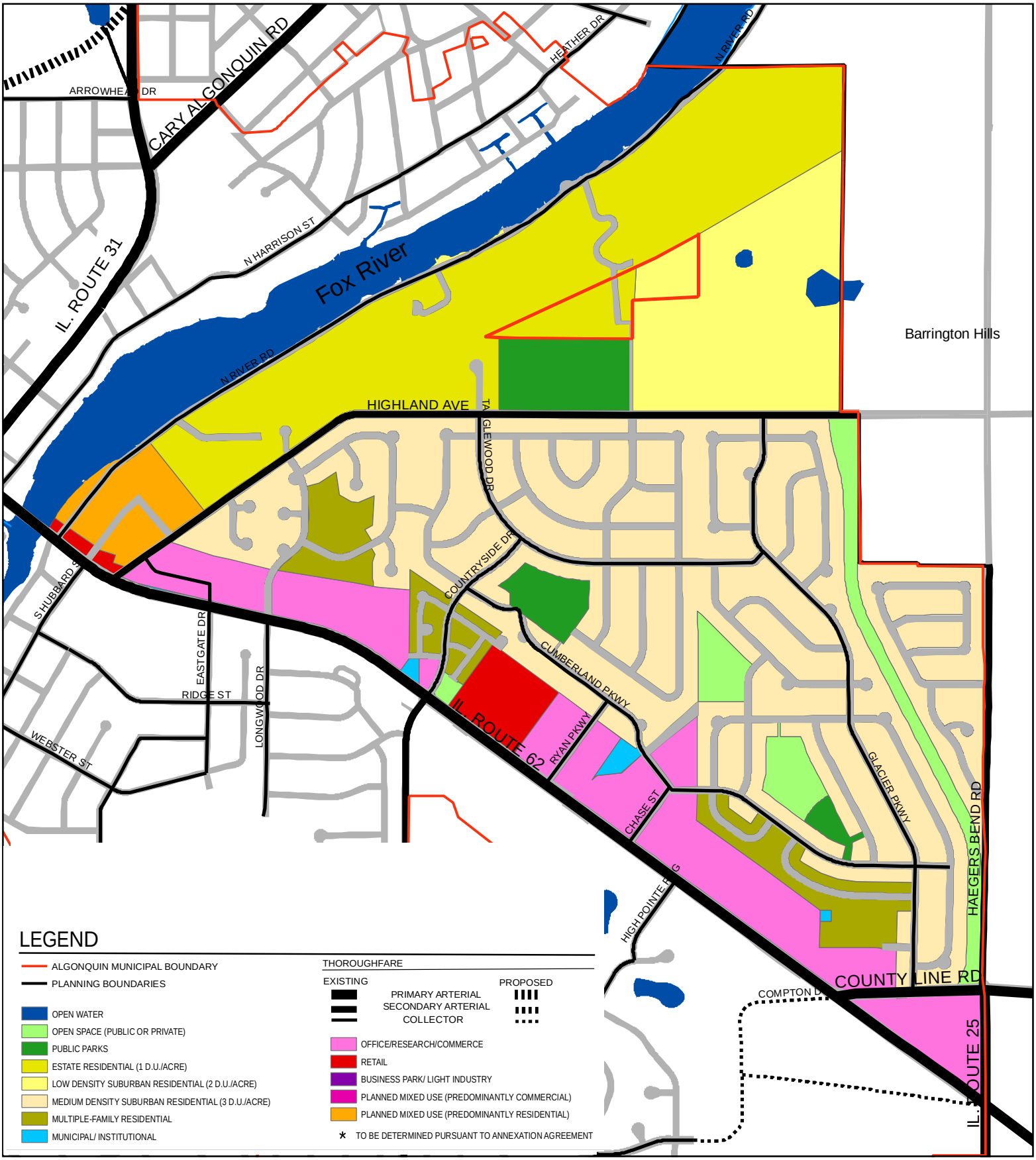
FUTURE LAND USE:

Additional development of the economic development corridor along Illinois Route 62 (Algonquin Road) should be encouraged. The Village should continue to set high standards for commercial development through site planning standards which minimize curb cuts and maximize landscaping and building quality.

A set of corridor development standards should be adopted as an overlay development regulation for the Algonquin Road corridor. Annexation and residential development of the area north of Highland Avenue will substantially complete the development of this planning area.

FOCUS:

The focus of community planning activity should be the complete development of the Algonquin Road corridor as an attractive entry into the Village.



VILLAGE OF ALGONQUIN

FUTURE LAND USE PLAN

PLANNING AREA "J"

0 500 1,000 2,000 Feet

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PLANNING AREA K

Planning Area K is essentially a fully developed residential area including Eastview Elementary School and Algonquin Middle School. The area includes subdivisions within and outside the Village boundaries, in both Kane and McHenry Counties. Where existing subdivisions are not developed to Village standards, a plan to bring them up to standards should be established prior to annexation into the Village. In particular, roadway paving, water, and sanitary sewer should be enhanced and/or provided to avoid excessive Village maintenance and capital improvement costs.

BOUNDARIES:

North: Algonquin Road
East: Sandbloom Road
South: Fox River
West: Fox River

EXISTING LAND USE:

Medium (Riverwoods, Alta Vista) and high density (Indian Grove, Algonquin Shores) single-family residences, multiple-family residences, schools, churches, the municipal swimming pool, parks, and convenience retail on Algonquin Road east of Eastgate Drive all exist within Planning Area K.

TRANSPORTATION:

The planning area is served by a single principal arterial, Algonquin Road (Illinois Route 62). Sandbloom Road and Souwanas Trail serve as collectors. No additional thoroughfares are anticipated. Improvement of the intersection of the Prairie Path/Fox River Bike Trail and Sandbloom Road are anticipated.

Many of the roads within the subdivisions outside the Village boundaries are in poor condition. These subdivision improvements will require substantial upgrading prior to any annexation.

OPEN SPACE AND ENVIRONMENT:

The principal environmental feature of Planning Area K is the Fox River. Lots along the river in the Algonquin Shores subdivision are subject to flooding. A plan for relief from this threat should be established prior to any annexation of property. Except the park which adjoins Algonquin Middle School, this relatively densely developed residential planning area is devoid of usable park space. Areas on the east side of Sandbloom road provide some park area, and Kane County is proceeding with the development of the open space at the south end of Sandbloom Road, along the River. This still does not meet Algonquin standards for park area, and some consideration should be given to long-term acquisition of open space or parks to serve this area, upon annexation.

PUBLIC FACILITIES:

The planning area services are split at the township line for recreation and library services, Algonquin Recreation, Dundee Township Park District, the Algonquin Area Library and Dundee Township Library District all serve a portion of the area. School District 300 and the Algonquin/Lake in the Hills Fire Protection District provide services to this area.

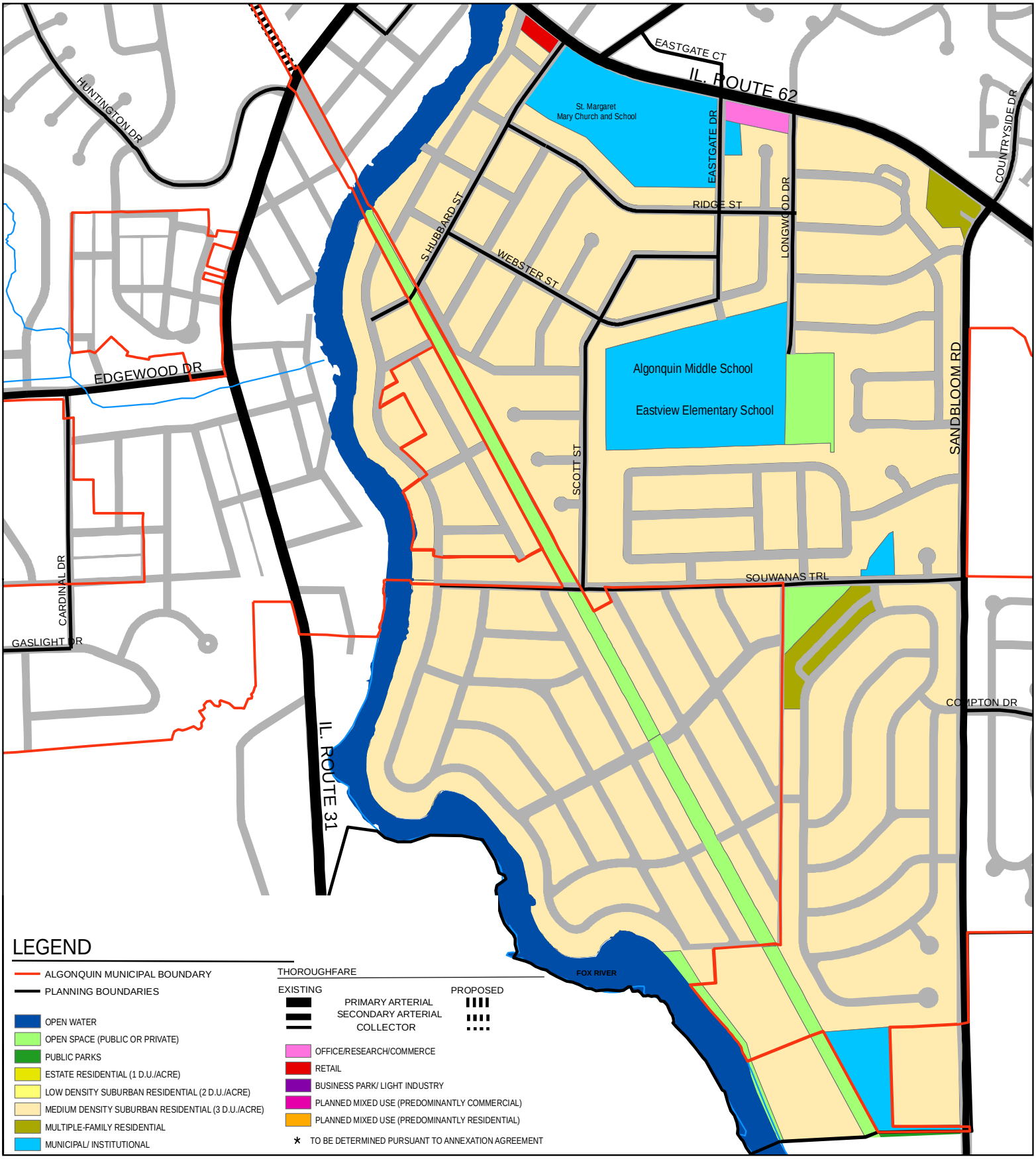
FUTURE LAND USE:

No changes in land use are anticipated.

FOCUS:

The dominant features of this planning area are the regional bike trail, the schools, library, and Lions Armstrong Memorial Pool and Splashpad facilities. The Village should maximize the usefulness of the Prairie Path/Fox River Bike Trail which runs through this planning area as a connection to other parks and open spaces.

Some attention must also be paid to reinvestment and rehabilitation of both homes and public roads within the older neighborhood areas. Portions of this planning area lie within the Old Town Historic District. As described in Planning Area F, the Village has recently adopted the Old Town District Historic Preservation Code, which will ensure that any construction, demolition or other activities in the Historic District are compatible with the existing historic, architectural and aesthetic character of the area.



VILLAGE OF ALGONQUIN

FUTURE LAND USE PLAN

PLANNING AREA "K"

0 500 1,000 2,000 Feet

JANUARY 2008

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PLANNING AREA L

Planning Area L includes substantial frontage along Algonquin Road, and a large area in McHenry and Kane counties which has been mined for sand and gravel and redeveloped into residential neighborhoods.

BOUNDARIES:

North: Algonquin Road
East: IL. Rt. 25
South: Algonquin/Carpentersville boundary agreement
West: Sandbloom Road

EXISTING LAND USE:

Several land uses make up Planning Area L including: commercial recreation (bowling facility), commercial, and low density and medium density single-family and multi-family residential.

TRANSPORTATION:

The planning area is bordered by two principal arterials, Illinois Route 62 on the north, and Illinois Route 25 on the east. Sandbloom Road to the west serves as a collector. A collector should be extended south from Ryan Parkway to serve a portion of the area south of Route 62. To provide direct easterly access to Route 62 for residents within the Riverwoods area, County Line Road/Compton Drive should be extended west to connect with Sandbloom Road.

The Village should work with the Illinois Department of Transportation to assure that limited but reasonable access is provided to economic development areas along Algonquin Road.

OPEN SPACE AND ENVIRONMENT:

The planning area is dominated by the Algonquin Lakes Park, a new 80-acre park facility. The park includes shared areas with Algonquin Lakes Elementary School, baseball diamonds, soccer fields, concession stand, recreational lakes, extensive trail system, passive open space areas and a creative play area. The park has additional space available for more facilities to be added in the future, such as a skate park, paddle boat rental area, and more.

PUBLIC FACILITIES:

The extension of public utilities to serve commercial uses along Algonquin Road and the residential areas south of Algonquin Road are planned as development occurs.

The area is served by Algonquin Recreation and partially served by the Dundee Township Park District, completely served by School District 300, served by the Algonquin/Lake in the Hills Fire Protection District and a portion is served by the Algonquin Area Library District and a portion served by the Dundee Township Library District.

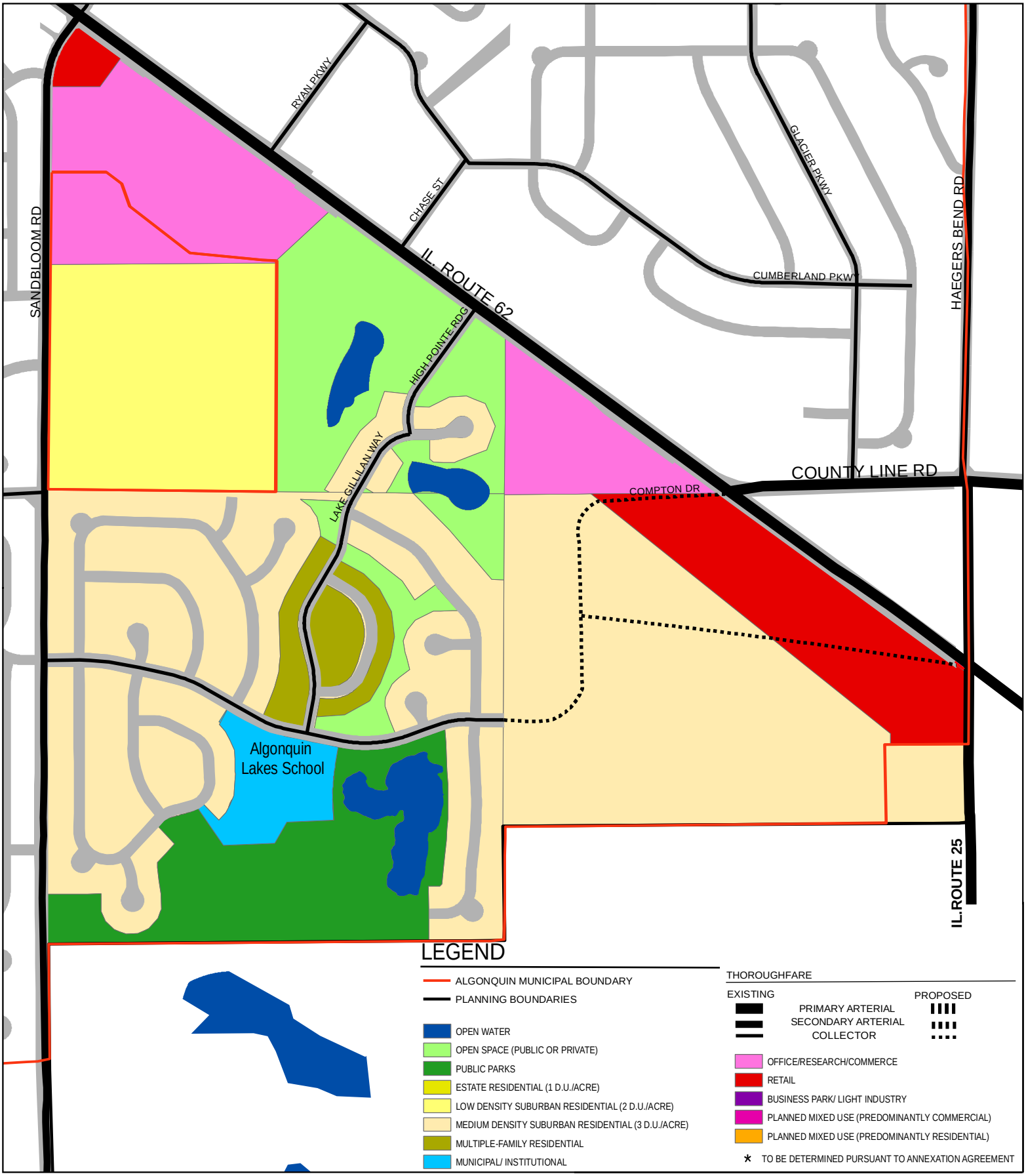
FUTURE LAND USE:

Commercial and retail development along the south side of Illinois Route 62 should proceed under best planning and engineering practices to assure safe, attractive developments in unified business centers.

Redevelopment of the mining area has preserved and taken advantage of natural wetland and woodland separations between use areas, and should appropriately buffer between a variety of residential development densities.

FOCUS:

Future planning efforts in this part of the community should be directed at careful evaluation of design standards for commercial development along Illinois Route 62. Reclamation and reuse of the mining operation has been a critical issue, providing the opportunity to develop strong business, neighborhood and open space environments.



VILLAGE OF ALGONQUIN

FUTURE LAND USE PLAN

PLANNING AREA "L"

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JANUARY 2008

■ IMPLEMENTATION TOOLS

To achieve the type and character of development outlined in the Comprehensive Plan, the Village will need to modify some existing regulations and develop several new tools. The following types of implementation tools shall be developed or revised in order to implement the objectives and policies outlined in the Comprehensive Plan:

- *Zoning Ordinance Update* – The zoning ordinance shall be reviewed periodically to insure it is compatible with the goals of the Comprehensive Plan and directs development and redevelopment towards those goals.

- *Subdivision Ordinance Update* -The subdivision ordinance details the various engineering and platting requirements of the Village. These standards should also be reviewed to ensure that they incorporate today's best engineering practices and the design quality desired by Village residents.

- *Landscape Ordinance* - To insure that all new developments provide an appropriate level of landscape improvements, a landscape ordinance was adopted in 2000. The ordinance addresses appropriate buffering between land uses, screening of parking and service areas, foundation planting, planting within parking lots, planting around detention areas, tree preservation and other appropriate landscape requirements.

- *Woodlands and Watershed Protection Plan* - The natural environment is one of the key reasons why residents move to Algonquin. Appropriate regulations and standards to protect woodlands and watersheds are needed to promote preservation of these assets for future generations. The Woods Creek Watershed Protection Plan was adopted in 2001 and addresses the need to protect natural features within the watershed, linking natural areas together, and an implementation strategy to maintain and preserve the critical features within the watershed. The Village has a tree preservation ordinance designed to protect existing trees during development or to ensure replanting occurs for trees lost.

- *Development Standards* - Such standards would be intended to provide a guide to accommodating land uses in a manner harmonious with the natural and man-made environment. These standards are further intended to provide a basic framework for evaluating proposals for annexation, rezoning, special use permits, site plans, subdivisions, and other reviews in conjunction with applicable ordinance provisions. Some of these standards are inherent in the Algonquin Municipal Code. Conservation design standards are now reviewed as part of each development project. This involves reviewing site plans to ensure natural features are preserved, protected and restored, buildings are designed and constructed using green building methods, and infrastructure design and construction are done using the latest environmentally friendly methods.

- *Conservation Community Policy* –Due to the extensive growth and the desire to protect the natural features that make Algonquin unique, the Village is dedicated to living harmoniously with the natural environment. Conservation design standards are reviewed as part of each development project. Water conservation, using alternative fuels, purchasing hybrid vehicles, reducing energy consumption, increasing recycling efforts, and many more activities are the focus of the Village. The Conservation Community policy shall be updated and enforced as new technologies become available. The most important part of this policy is education. Education of Village staff to follow the guidelines to be environmentally friendly and education of residents to partake in conservation practices are critical for a successful outcome.

- *Natural Areas Ordinance* –The Village Board approved the Natural Areas Ordinance in 2007 to set standards and regulations to preserve, protect, and maintain the natural areas within the Village. The natural areas include woodlands, stream bank stabilization areas, riparian corridors, wetlands, and naturalized stormwater facilities.

- *Economic Development Strategy* - Algonquin has seen extensive residential growth within the 1990s, extensive retail growth in the 2000's, and has established a goal to diversify the tax base and provide desired local shopping and employment opportunities. In cooperation with the Economic Development Commission, a proactive strategy is needed to realize this goal. The Economic Development Commission has created and implemented four key programs: Business Retention, Business Recruitment, Algonquin Corporate Campus Marketing, and Downtown Revitalization. The Algonquin Corporate Campus creation began in 1998 with a marketing study done by Gruen + Gruen Associates.

- *Downtown and Riverfront Improvement Plan* - Algonquin is blessed with two assets many growing communities lack...a downtown with many historic structures and the Fox River. A Downtown Revitalization Plan was developed in 2000 to capitalize on these key community assets. The plan addresses business mix, redevelopment opportunities, marketing and promotion strategies, parking, an expanded streetscape plan, and improved linkage and treatment of the Fox River shoreline.

- *East Bank Redevelopment Plan*—The Village created a redevelopment plan in 2007 for the east bank of the Fox River from just south of Algonquin Road north to Wood Drive and from the Fox River east to Highland Avenue. The plan includes potential redevelopment land uses and densities, tree preservation, and public access along the shoreline of the Fox River.

- *Transportation Plan*—The Village continues to have a good relationship with Kane County, McHenry County, and the State of Illinois to work together on road improvements and traffic issues within and surrounding Algonquin. A Parks, Trails, and Open Space Plan was created in 2007 to evaluate existing trails and determine where future trails are recommended.

- *Public Art*—The Village continually strives to distinguish Algonquin from neighboring communities. In 2005 the Village created the Public Art Master Plan and established an Arts Commission. The Commission is charged with recruiting, selecting and installing artwork to display around the Village on a yearly basis. The Plan also includes methods to expose more residents to art, through classes and open houses. As the program continues to grow the Village may purchase or commission art to be done for permanent display within the Village.

- *Old Town Streetscape Plan* –This plan outlines improvements to sidewalks, alleys, street lighting, street furniture (benches, trash cans, etc), way-finding signage, and pedestrian amenities to unify the old town district. The plan will be implemented over several years as the capital improvements budget allows.