

## Considerations

The east side of Lake in the Hills was originally developed as farmland, but a portion of this area has been used for mining for the past century. The Chicago & Northwestern Railroad line (now the Prairie Trail) provided a transportation link that supported the growth of industry in that corner of the Village.

A pocket of commercial and industrial buildings developed along Pyott Road in the 1960s and 1970s, and a well-defined industrial park took shape at Industrial Drive starting in the 1980s. To the east, a cluster of industrial and commercial spaces developed between quarries in the 1990s near the intersection of Virginia Road and Route 31.

Future private development and the provision of infrastructure in this portion of the Village is complicated by a variety of factors:

- Much of the East Side is not currently served by municipal utilities, which limits the intensity of potential commercial and industrial developments.
- The future of existing mining properties is uncertain, and these mines may be filled in for future industrial or commercial development or maintained as public or private open space.
- An aviation corridor clear of buildings must be preserved to ensure safety at the Airport.
- A variety of open spaces, like the Fen, are present near potential development sites. The location, scale and intensity of industrial development must be compatible with these sensitive areas; this includes requiring low building height to preserve views, low-intensity industry to mitigate potential pollution, and open space buffers.
- Pyott Road currently experiences congestion at peak times and future development in this subarea will necessitate roadway improvements.
- The Prairie Trail can connect to future development and open space in the subarea.

## Subarea Strategy

The long-term economic development of the East Side requires flexibility in land use and development approaches. The subarea strategy focuses on the industrial Pyott Road Corridor and currently mining-focused Virginia Road Corridor, as development potential is seen there during the time frame of this Plan. Figure 5.7 depicts the subarea development strategy for the Pyott Road corridor.

### *Pyott Road Corridor*

The Pyott Road Corridor is located west of the Prairie Trail and comprised of the commercial and industrial buildings near Industrial Drive and the Airport. At the time of plan writing, two large parcels (one to the north of the Airport and one to the south) are for sale. The northern parcel is situated between the Lake in the Hills Airport and James R. Rakow Road, and the southern parcel is situated between the Fen, Pyott Road, and the Airport. Given the current market trends, transportation access, and nearby land uses, these parcels are anticipated to develop as industrial or flex space. A portion of both parcels is intended to be reserved for future Airport expansion.

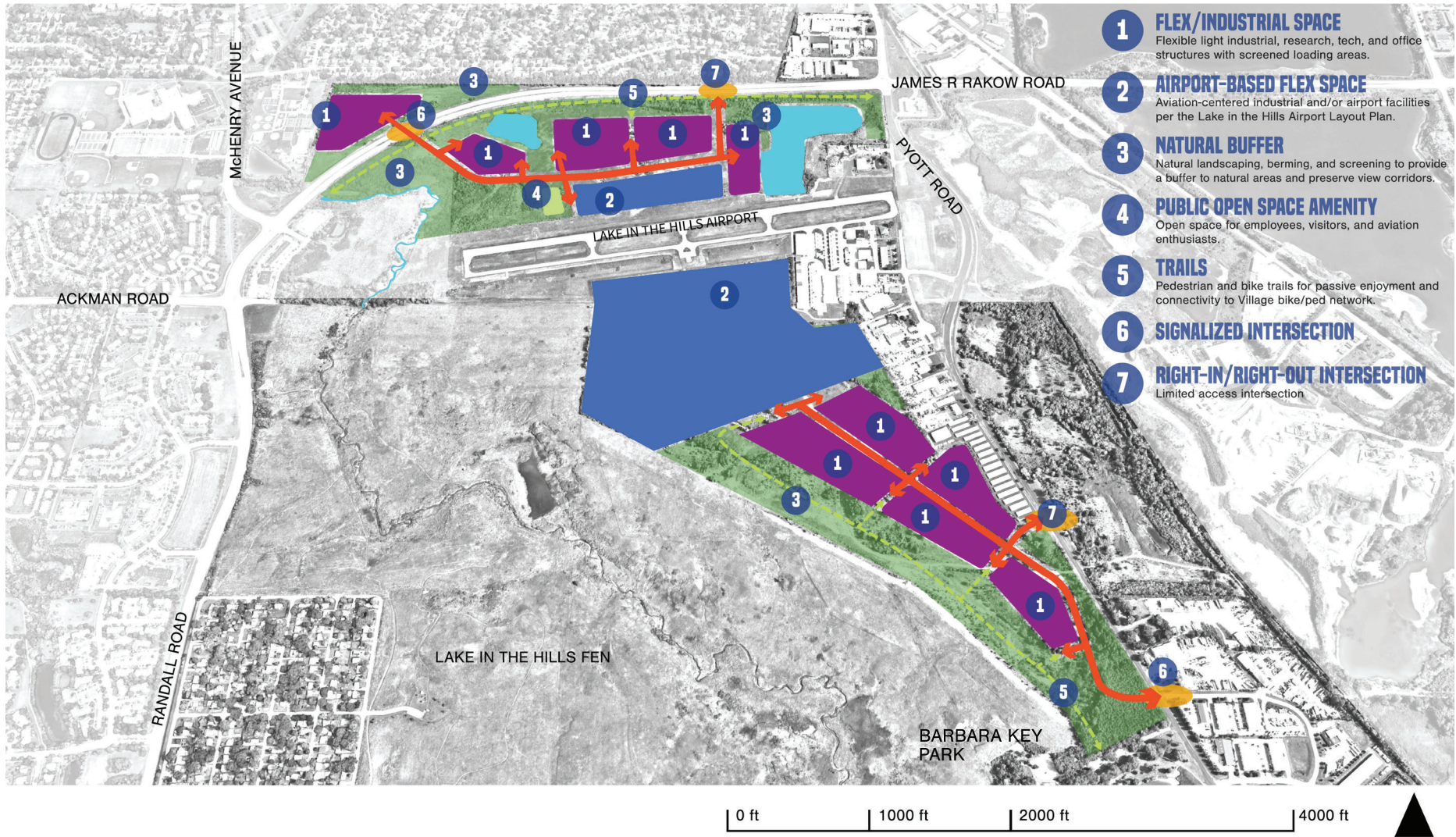
To present an attractive character and not impact adjacent properties, any development of the northern parcel should employ landscape buffers along its roadway frontage and where it abuts adjacent residential areas. Likewise, landscaping along roadways should employ native plantings and trees to advance the natural community character of the Village. To support safe access to the site, a full-access signalized intersection at James R. Rakow Road to connect the larger parcel and its northwest corner should be evaluated with a future developer and the County. Also, an additional right-in/right-out access point should be located near the eastern edge of the parcel to provide flexibility in the circulation patterns of the internal roadway. Non-motorized transportation (such as walking and cycling), a growing form of recreation and commuting, would be enhanced by a multi-use trail along James R. Rakow Road to improve pedestrian and bike connections to future development and link the future employment center to the Prairie Trail to its east.

Development of the southern parcel is expected to require roadway improvements to Pyott Road, such as additional turn lanes. A signalized, full-access intersection at Pyott Road and Imhoff Drive can both improve circulation at the existing industrial park to the east of Pyott Road and provide a vehicular entrance to the parcel; a right-in/right-out access point should be explored north of this intersection and south of the existing self-storage facility. There is adequate space for a north-south internal roadway to be flanked on both sides with development parcels and a future internal trail can connect to existing trails at Barbara Key Park to the south.

Incorporating open spaces and buffers in the future development, such as improved landscaping along Pyott and James R. Rakow Roads, will limit the visual impact of development and reinforce the natural heritage of the community. Adequate space for buffers should be allocated based on the intensity of the development, particularly along frontages facing natural areas like the Fen; these

buffers should employ native plants to mitigate the visual impact of buildings and contain natural stormwater capture areas, like wetlands, to limit the effect of runoff on adjacent natural areas. These open spaces could generally include trails, seating, and other features that create an open space amenity for employees and visitors; the Village can also work with the developer to secure a small portion of

**FIGURE 5.7: EAST SIDE SUBAREA CONCEPT PLAN**



land for an airport viewing area to attract families and aviation enthusiasts who want to watch the operations at Lake in the Hills Airport. The Village can convene the developer and MCCD to explore connecting the new development to nature trails in the Fen.

Attractive and context sensitive design of future development is expected for this area. Loading areas should be screened to the rear of structures, outside of the viewshed from natural areas and major roadways and the primary entrance of structures should face toward roads and adjacent open space. Light industry is encouraged for the area, and features like smokestacks and other point-source pollution outlets should not be allowed in future development. Buildings should employ durable façade materials, like brick, metal, glass, and stone at these primary facades. The Village can also work with developers to implement bird-friendly design in structures to better protect the habitat at established nearby open space. Figure 5.8 shows design interventions and tactics that can be employed to achieve a high-quality building design.

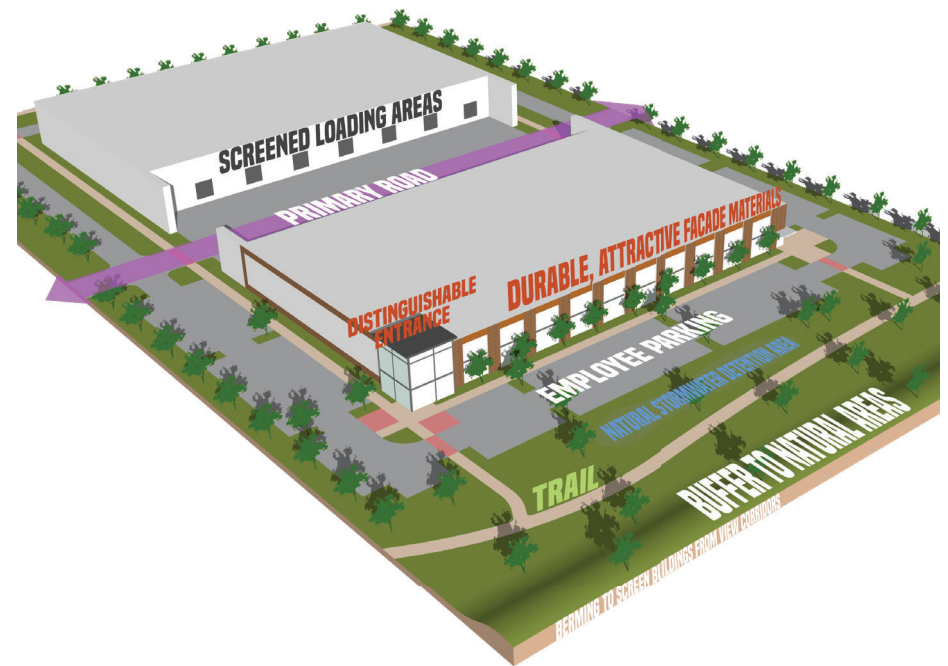
Maximizing economic development opportunities in the subareas will require that utilities are extended to parcels there. That service is needed to make quality development of necessary scale viable and to limit the potential environmental impacts of well and septic systems, particularly on nearby streams and the Lake in the Hills Fen. The estimated cost to extend utilities to these parcels, as well as the Airport and adjacent businesses, is projected at approximately \$10 million in 2024 dollars.

### Virginia Road Corridor

The portion of the subarea east of the Prairie Trail is largely comprised of mining properties, with a small section of commercial and industrial properties near the Route 31 and Virginia Road intersection. As mining operations cease, the Village is open to new industrial and commercial development on these properties; however, such future uses are often contingent on the property owners' willingness and ability to fill in existing quarry pits to ready land for new development. Should property owners not elect to fill in quarry pits, a private recreation business might be recruited for the site (such as an outdoor park, golf course, or fishing reserve). Alternatively, the McHenry County Conservation District would be a partner to develop public open space that makes use of quarry lakes, forests, and other remaining habitat.

Due to the cost of extending utilities to these potential industrial sites, connection to the Village's utility network is not considered feasible at this time, limiting the intensity of development. Despite this, the Village remains open to this opportunity if land uses that generate significant revenue, like commercial or hospitality, are proposed. As development occurs, the Village will monitor other critical infrastructure, like roadway capacity, and endeavor to extend trail connectivity to the Prairie Trail as adjacent parcels are developed.

**FIGURE 5.8: SCREENED INDUSTRIAL DEVELOPMENT CONCEPT**



*Thoughtful design strategies can create attractive industrial buildings.*