



VILLAGE OF CARY

COMPREHENSIVE PLAN

Adopted January 20, 2015



Thanks to Those Who Participated

A special thank you goes to everyone who participated in the planning process for the Village of Cary Comprehensive Plan. This Plan was made possible by the contributions and insights of the residents, business owners, property owners, and representatives from various groups and organizations.

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CONTENTS

Chapter 01 Introduction [1](#)

Chapter 02 Community Profile [7](#)

Chapter 03 Vision, Goals, & Objectives [17](#)

Chapter 04 Land Use Plan [23](#)

Chapter 05 Subarea Plans [39](#)

Chapter 06 Transportation Plan [51](#)

Chapter 07 Community Facilities [65](#)

Chapter 08 Parks, Open Space, &
Environmental Features Plan [73](#)

Chapter 09 Implementation [83](#)

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Chapter 01

INTRODUCTION

The Village of Cary has experienced significant changes since the passage of its last Comprehensive Plan update in 1992. The population has nearly doubled and the Village's development pattern and physical footprint has expanded. Today, Cary has begun a transition from managing rapid growth and expansion to new opportunities for reinvestment, redevelopment, and placemaking within its established, successful community. The Comprehensive Plan sets forth recommendations for the maintenance and enhancement of existing neighborhoods and commercial areas and establishes strategies for the long-term development and sustainable growth of the community. It also highlights targeted subareas and specific locations for infill redevelopment and new public investment. This plan provides the framework to guide Cary's continued growth, reinvestment, and development over the next 15 years.

PURPOSE OF THE COMPREHENSIVE PLAN

A Comprehensive Plan is the Village's guide for growth, development, and physical improvement. Crafted through extensive community input, a Comprehensive Plan should be reflective of the vision residents have for the Village's future, and list tangible actions to be undertaken to achieve that vision. At its core, a Comprehensive Plan is a "playbook" and "blueprint." It provides guidance on desirable land use patterns, the movement of pedestrians and all modes of transportation, the location of community facilities, the protection of residential quality of life, and the preservation of environmental features and open space today and well into the future. Community input helped drive the planning process with numerous opportunities for residents to voice their opinions, provide feedback, and share ideas.

Long-Term Vision

The Plan considers not only current issues and opportunities, but also presents a plan for long-term improvements and developments. The Plan establishes the ground rules for private improvements and developments while providing a foundation for decision-making based on community consensus and long-term community visioning. The Village of Cary Comprehensive Plan is designed to promote the Village's unique assets and character, and should be used to achieve the collective vision of existing residents and business owners while serving to attract new families and additional commercial development.

PLANNING PROCESS

The Village of Cary's Comprehensive Plan is the product of a multi-step, community-driven planning process designed to produce a path forward that assesses and builds on existing conditions and influences, establishes a vision, and develops policies and recommendations to serve as a guide for community decision-making. The planning process was built on a foundation of community input and outreach, and focused on both community-wide and area-specific recommendations. The planning process for the Comprehensive Plan comprised seven steps.

Step 1 – Project Initiation: The "kick-off" for the project involved the initial meeting with the Steering Committee on November 6, 2013 and framed the direction of the Plan.

Step 2 – Community Outreach: Two workshops were held on December 11, 2013, one for business leaders and another for residents. In November, a variety of web-based outreach activities were launched, including the project website, community surveys, and sMap, an interactive project mapping tool.

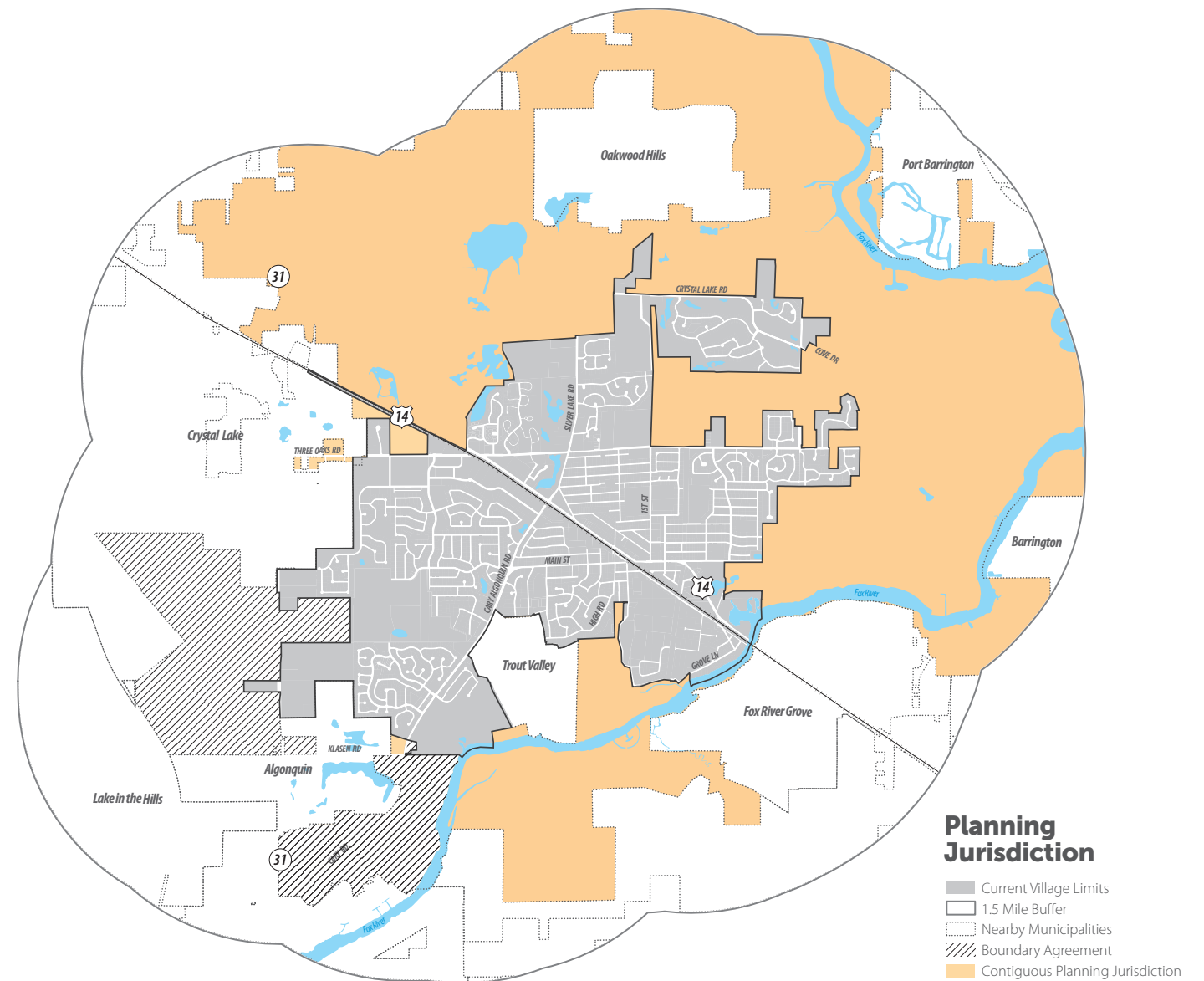
Step 3 – Existing Conditions Analysis: Field reconnaissance was conducted, data were collected and mapped, and past plans and studies were consulted.

Step 4 – Community Vision, Goals, and Objectives: A Community Vision Workshop was held on February 19, 2014 to help map out a vision for the future of Cary. This vision informed the Plan's goals and objectives in a variety of policy areas and helped generate general agreement regarding the long-term vision and agenda for Cary.

Step 5 – Draft Sub-Area Plans: The US Route 14 Corridor and the Downtown were analyzed in greater detail to develop Subarea visions and goals to best target specific policy recommendations. Two workshops specific to these areas were held on separate dates in May 2014, engaging residents in teams to produce local analysis and potential solutions.

Step 6: Community-Wide Plans & Policies: Plans for future land use and development, transportation and mobility, open space and environmental features, and community facilities have been prepared. These plans provide the "core" for the Comprehensive Plan and have been rooted in community input and shaped around the established goals and objectives.

Step 7 – Plan Documents & Adoption: The Plan was presented for local review and consideration including a community open house. After incorporating community and Village staff input, the final plan appeared at a public hearing before the Board of Zoning, Planning, and Appeals and was adopted by the Village Board.



PLANNING JURISDICTION

Municipalities are authorized by Illinois statute to plan within their jurisdictional boundary, as well as within a 1.5 mile buffer extending beyond their municipal limits ("extraterritorial jurisdiction"), excluding incorporated areas, areas claimed by other municipalities through a formal boundary agreement, and/or the extraterritorial jurisdiction of other communities.

Boundary Agreements

Boundary and annexation agreements are important for municipal planning purposes and they inform private development entities of the local controls. When not in place, developers can create "bidding wars" between communities, souring relationships and often resulting in lower quality or less desirable development.

The Village of Cary currently has boundary agreements in place with the Village of Algonquin and the Village of Lake in the Hills. The Village of Cary should pursue boundary agreements with neighboring communities to gain greater control over future development in areas where extraterritorial jurisdictions overlap.

Village of Algonquin

The Village of Cary has entered into a boundary agreement with the Village of Algonquin that defines a mutual north-south border at Klasev Road and Cary-Algonquin Road.

Village of Lake in the Hills

The Village of Cary has entered into a boundary agreement with the Village of Lake in the Hills that defines a mutual east-west border along the IL Route 31 corridor with the exception of areas previously incorporated within the Village of Cary.

DATA & STATISTICS

The facts, figures, and statistics used in the Introductory and Community Profile chapters were generated from data pulled at various points during the planmaking process, primarily early in the existing conditions analysis phase conducted during the winter of 2013-2014. The purpose of this data is to identify general trends, provide quantitative context, and substantiate the existing conditions analysis. The intention is this data better informs recommendations and future policymaking.

ORGANIZATION OF THE PLAN

The Comprehensive Plan is divided into the following nine sections:

Chapter 1: Introduction – This introductory section outlines the purpose, structure, and the organization of a community comprehensive planning project. It also reviews the legal planning jurisdiction and planning areas as well as boundary agreements impacting the area's scope and definition. The Introduction section also summarizes the community outreach efforts.

Chapter 2: Community Profile – This first section of the Plan provides a review of the community's existing land use and development; inventories existing transportation, community facilities and parks and open space; and summarizes demographics and market potentials, ensuring the Plan is built on a foundation of economic reality.

Chapter 3: Vision, Goals & Objectives for Cary – This section describes the community's desired vision for the Village of Cary in general terms. It provides a narrative sketch of how Cary will become a better place in which to live and work in the future. This section also presents goals and objectives that provide specific actions for the Village and its Comprehensive Plan as it strives to achieve the vision established in the previous section.

Chapter 4: Land Use Plan – The Land Use Plan illustrates and describes in general terms the type and location of future land uses within the Village of Cary and its growth areas. This section also provides detailed recommendations and policies targeted at the improvement of Cary's commercial and residential areas.

Chapter 5: Subareas – The Subarea Plan highlights key concepts and strategies for land use and development, transportation and circulation, and other improvements in Cary's eastern and western gateway corridors as well as Downtown. The subarea plans provide more specific recommendations for these key areas of the Village, building upon the general framework of the Comprehensive Plan to guide improvements, reinvestment, and redevelopment in each area.

Chapter 6: Transportation & Mobility Plan – The Transportation and Mobility Plan is intended to ensure that an adequate transportation network exists to accommodate the efficient movement of vehicles, bicycles, and pedestrians throughout the community.

Chapter 7: Community Facilities Plan – This section identifies the future need for community facilities and offers long-range recommendations for future facility locations and improvements to ensure that residents are adequately served by the Village and its service providers.

Chapter 8: Parks, Open Space & Environmental Features Plan – This section provides recommendations intended to expand the park and trail system, and protect and enhance Cary's natural areas.

Chapter 9: Implementation – This section presents specific actions, as well as potential funding sources, that the Village should pursue as it endeavors to implement the recommendations of the Comprehensive Plan.



DRIVING PRINCIPLES

Throughout the planning process the concepts of sustainability and enhancing Cary's image and identity were continually brought to the forefront by comments made by residents and stakeholders. These concepts are particularly interrelated in Cary where the Village's natural setting and environmental assets possess significant potential to define community character and long-term wellbeing.

In the Comprehensive Plan, sustainability and image and identity have been used as driving principles in development of each plan chapter. Recommendations that advance sustainable development practices and further enhance the image and identity of the Cary community are presented in each chapter in a sidebar formatted similar to the one presented here. The sidebars are also identified with the thumbprint icon, which underscores the mutually reinforcing nature of sustainability and image and identity within Cary.

Sustainability

Cary is fortunate to include many attractive natural areas within its boundaries, including a prominent location along the Fox River – one of the Chicago region's most iconic waterways. Part of the community's appeal has long been its balance between high-quality residential living blended with well-preserved natural areas that offer a diversity of environmental features. But Cary also faces challenges with its long-term potable water supply as well as a need for improved stormwater management. Future growth and redevelopment can be guided by sustainable best practices that protect these natural areas while also "greening" community facilities and local government business practices.

Image & Identity

Cary is an attractive community that appeals to many people. The Village currently offers viable locations for new construction as well as competitive infill development sites. Moving forward, as opportunities for outward expansion are balanced by reinvestment in Cary's established neighborhoods, the quality and character of future development will be a key consideration.

One important goal is to further elevate Cary's appeal by enhancing the community's image and identity throughout the Chicago region. Community assets such as a wealth of high-quality outdoor recreation choices; well-preserved natural areas; a unique community history that anchors a distinctive Downtown district; a plentiful supply of transportation options including Metra service; and a "small town" family-oriented residential quality of life, can be further developed and captured in community promotion and placemaking efforts.



FOUNDATION OF COMMUNITY OUTREACH

Community input is the driving force in developing a successful Comprehensive Plan, and the planning process worked to proactively engage residents, civic and business leaders, and other key stakeholders. From the inception of the process, hundreds of residents provided input and feedback through a variety of mediums to help shape the direction of the Plan.

The following outreach efforts and initiatives were conducted:

- A **Project Initiation Meeting** was conducted with the Steering Committee on November 6, 2013.
- A **Community Workshop** was conducted with 30 resident attendees from Cary on December 11, 2013.
- A **Business Workshop** was conducted with 15 members of the Cary business community on December 11, 2013.
- **Key Person Interviews** were conducted with a several people identified by the Village staff and the Steering Committee. The interview process, which consisted of a question and response dialogue, was conducted on December 11, 2013.
- An **On-line Community Issues Mapping Tool** was posted on the project website to allow residents to identify, map, and provide comments on specific, or general, areas of concern within the Village and 24 maps were creating identifying over 200 points of interest in the community.

- **On-line questionnaires**, one designed for residents and another for businesses, were posted on the project website to solicit input from those unable to attend face-to-face outreach efforts, which yielded more than 600 responses.
- A **Visioning Workshop** was held on February 19, 2014 where 60 members of the community put pen to paper and illustrated their vision for Cary, highlighting potential strategies to address local issues and identifying desired land use and development throughout the Village and its planning area.
- **Subarea Workshops** were held for both US Route 14, on May 22, 2014, and Downtown, on May 29, 2014, which engaged 70 residents in 11 work groups to discuss the future of Downtown and the Three Oaks corridor, with a focus on the Selcke and Maplewood School properties.

Steering Committee

Outreach efforts included on-going communication with Village staff and the Steering Committee. As a representative group of local residents, business owners, and elected and appointed officials deeply involved in the planning process, the Steering Committee served as a "sounding board" for the process. Steering Committee members volunteered their time to ensure that the Comprehensive Plan serves as a meaningful tool to implement the changes that the larger Cary community desires to see.

Input received from the various community outreach efforts was used in conjunction with an assessment of existing conditions in order to establish an informed vision of Cary's desired future and guide the Plan's recommendations.

Top Community Issues & Opportunities

This section represents a summary of what was heard from the community throughout the public engagement process. These issues and opportunities were derived from public input highlighted in the earlier Existing Conditions Analysis and reported to the Steering Committee and Village Board before being used to further develop the Plan's vision, goals, objectives, and recommendations.

Residential

- Cary's high quality housing was cited as a key asset throughout every outreach effort.
- There was some concern about the variety of housing options in the community, with interest in providing more opportunities to downsize and allow residents to "age in place" in Cary.
- There was also concern about the housing quality and general property maintenance in certain neighborhoods, particularly in the historic part of Cary.

Downtown

- The Downtown district was universally appreciated as an asset but it was seen as somewhat underutilized.
- There was interest to see Downtown expand and become more of a regional destination.
- The Maplewood School property was viewed as a part of Downtown's future success, and that its redevelopment needs to provide a link between areas.
- There was a desire to see more housing Downtown including multi-family and senior housing.
- The Village needs to address additional parking and add better wayfinding signage to direct users to existing Downtown parking options.
- Although viewed as a major benefit for Cary, participants felt the Metra station layout was a concern and should be improved if not relocated to a new site.



Commercial

- There was a concern regarding the lack of retail options in the community.
- The concern for lack of retail also highlighted a desire for more restaurants, which would provide a broader, more stable tax base and reduce the tax burden placed on homeowners.
- The Village should better leverage the Fox River as an economic asset for Cary by pursuing destination development at Jack's Channel, addressing that "Cary is a river town with no riverfront."
- Participants were concerned about recent empty storefronts and vacant sites in shopping centers.
- Participants felt vacancies should be targeted with incentives to attract tenants the community desires.
- Residents and businesses stressed they want Cary to be home to a destination retailer, such as a Trader Joe's, or a type of retail anchor that would draw from throughout McHenry County.

Industrial/Employment

- Although the industrial businesses and business park areas are a major land use in Cary, most residents had a limited awareness of what was already located in the Village.
- Participants felt the Village needs to attract new employers which would generate local jobs and create additional demand for retail and restaurants.
- There was agreement that the Three Oaks area, west of Route 14, holds potential for employment generating and commercial uses

Transportation

- Potential solutions ranged widely, but there was a participant consensus that the US Route 14 alignment in Downtown needs to be evaluated and addressed in the future.
- The limited points of entry to the Village were identified as an issue and the general consensus was it was causing congestion during rush hour.
- Participants expressed that they want the trail system to be expanded and more walking and bicycling opportunities.
- Participants identified that additional sidewalks are needed along the northern section of US Route 14.

Community Facilities

- Consensus agreed that the Cary Park District is a tremendous community asset.
- Participants felt the schools, particularly Cary-Grove High School, were a main attraction to the community, but there was some concern over district finances and long-term stability.
- The two privately-owned and one park district-owned golf courses were seen as unique destinations to draw visitors into the community.
- There was a consensus that the Police Department and Village Hall would ultimately need new facilities.
- On-line participants cited property taxes as the most frequently chosen disadvantage to living in the Village.

Image and Identity

- Participants nearly universally indicated the top priority is the need to preserve the Village's small town character, close knit sense of community, and residential desirability to families.
- The Village needs to ensure that future residential development continues to meet the high quality standards established in recent decades.
- Participants felt that the quality of commercial development could be elevated and better reflect the same standards seen in the local housing stock.
- Participants felt that residents in Cary, regardless of background, should be better engaged and involved as participants in the community.

Gateways

- The Village needs to improve its "first impressions" as travelers enter the community.
- The Village needs control over appearance of unincorporated areas along key routes and the gateway corridors into the community.
- The Village should have more prominent Village welcome signs and gateway features at the major community entry points.
- There was considerable interest in the future of both the Selcke property and the Three Oaks area to be improved with high-quality development that reflects positively on the Village's image.

Chapter 02

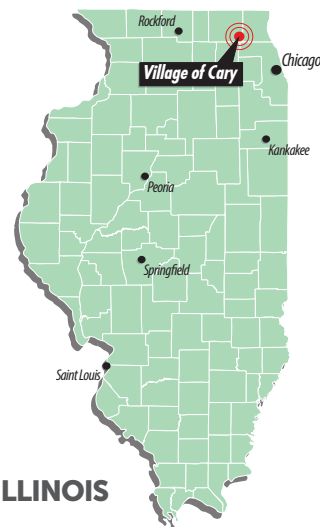
COMMUNITY PROFILE

Founded in 1841, Cary has grown from a small agricultural community and rural retreat along the Fox River, to an established suburban community known for its high quality neighborhoods. This section of the Plan provides an overview of the Cary community, including a discussion of local history, demographics trends, and a summary of current the land use and development pattern.



REGIONAL SETTING

The Village of Cary is located along the western bank of the Fox River in McHenry County. Cary is located approximately 40 miles from Downtown Chicago, 45 miles from Rockford, and 70 miles from Milwaukee with east access to US Route 14, IL Route 31, IL Route 53, and I-90.



COMMUNITY SETTING

Cary is a suburban community in McHenry County located 50 miles northwest of Downtown Chicago and 30 miles from O'Hare International Airport. Covering 5.9 square miles, the Village is bordered by the Village of Oakwood Hills on the north, the City of Crystal Lake on the northwest, the Village of Algonquin to the south, and the Village of Lake in the Hills to the west. The scenic Fox River flows along the Village's southeastern border. As of 2013, an estimated 18,371 people call Cary home.

Cary retains a small town feel, but is well connected to regional transportation networks. US Route 14 bisects the Village, and a Metra Union Pacific Northwest rail line stop is located Downtown. Interstate 90 is located approximately 12 miles from the Village with access from IL Route 31.

The Village is recognized for the quality and safety of its residential areas, the friendliness of residents, and excellent public services, particularly, fire and police protection, parks, and schools.

History of Cary

The area that was to become the Village of Cary was founded by William Dennison Cary in 1841 upon his purchase of 82 acres of land. In the years that followed, Mr. Cary continued to buy land in the area, and constructed a home at 9 West Main Street. After Mr. Cary officially registered his land in 1859, the Illinois and Wisconsin Railroad Company purchased a portion of his property to construct a new single track rail line through the area. Fittingly, the community was named "Cary Station," after the train station that was built in 1863. Over the course of his life, Mr. Cary would come to own more than 640 acres, acquiring most of the land that is today Downtown Cary.

The Village of Cary was incorporated on July 17, 1894, and by 1900, the U.S. Census recorded 398 residents. At its inception, Cary was primarily a farm town, and the Village's railroad provided local farmers with the ability to ship their produce to other cities throughout the region, including Chicago and St. Louis.

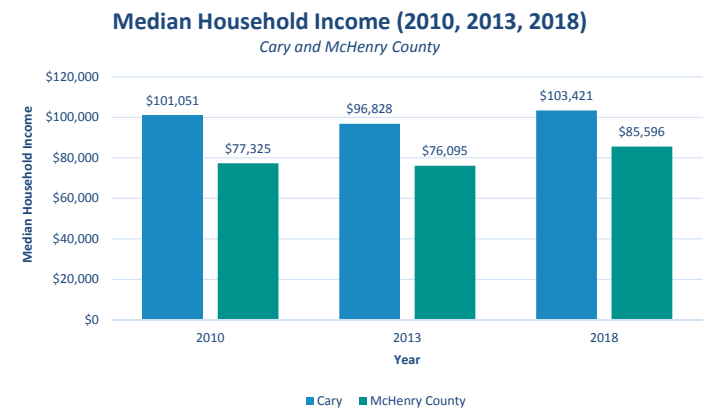
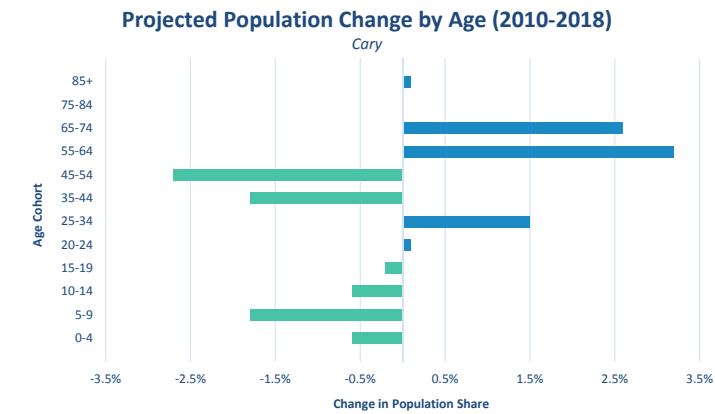
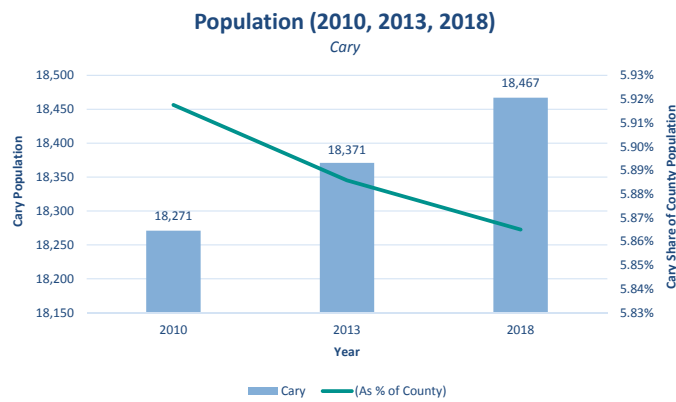
While Cary was known for its fresh milk and cream, the Village was also becoming somewhat of a resort town for Chicagoans. During the early to middle twentieth century, the Encyclopedia of Chicago reports that the west bank of the Fox River had numerous family-oriented resorts providing access to clean air and great fishing opportunities.

Over the course of the twentieth century, Cary grew fairly consistently, recording 943 residents in 1950, 3,530 in 1960, 6,640 in 1980, and 15,531 in 2000. Throughout this growth, the community's identity and economic base gradually shifted from one of an agrarian nature to a more suburban community.

DEMOGRAPHIC SUMMARY

CARY					
	2010	2013	2018	Projected Change 2010 - 2018	
Population	18,271	18,371	18,467	+196	+1.1%
As % of County Population	5.92%	5.89%	5.87%	--	-0.1%
Households	6,045	6,085	6,141	+96	+1.6%
Average Household Size	3.02	3.01	3.00	-0.02	-0.7%
Median Age	36.7	37.7	37.9	+1.2	+3.3%
Median Household Income	\$101,051	\$96,828	\$103,421	+2,370	+2.4%
MCHENRY COUNTY					
Population	308,760	312,127	314,866	+6,106	+2.0%
Households	109,199	110,489	111,978	+2,779	+2.5%
Average Household Size	2.81	2.81	2.80	-0.01	-0.4%
Median Age	37.8	38.3	38.6	+0.8	+2.1%
Median Household Income	\$77,325*	\$76,095	\$85,596	+8,271	+10.7%

*Estimated using the 2008-2012 American Community Survey
Sources: U.S. Census; 2008-2012 American Community Survey; ESRI Business Analyst; Houseal Lavigne Associates



DEMOGRAPHIC OVERVIEW

An analysis of Cary's demographic trends and market conditions has been conducted to inform the planning process and provide a common starting point for developing policy recommendations. The following demographic and market overview is a summary of a more detailed market analysis conducted early on in the planning process and included in the "Existing Conditions Report" on file with the Village. This summary chapter focuses on six key areas: (1) demographics, (2) employment, (3) housing, (4) retail market, (5) commercial office market, and (6) industrial market. Each section will assess current trends, market implications, and, to the extent possible, make projections for future growth opportunities.

This market analysis documents demographic trends at the Village and regional levels to form a better understanding of Cary's competitive position within the market. Historic trends, current estimates, and future projections were assessed to determine the general trends, supply, demand, and potential for residential and commercial uses within the Village of Cary and the surrounding area. This analysis was then used to identify the issues the community is facing and will likely face, and inform future land use designation and planning objectives.

The data for this study were obtained from a variety of sources, including the 2010 U.S. Census, the 2008-2012 American Community Survey, various commercial and industrial market reports, local stakeholders such as the McHenry County Economic Development Corporation, and ESRI Business Analyst, a nationally recognized provider of market data.

The projected population growth of 39 individuals (0.2%) per year through the year 2018 is provided by ESRI Business Analyst. This projection is primarily based on the continuation of past trends in population change. Projections do not guarantee growth, but highlight the continued potential for growth in the Cary community as a subset of the growing McHenry County region.

Population Change

Cary is growing, although the rate is slowing down, while it also ages and becomes a more diverse community. The Village's population is still growing, but now at a slower rate than McHenry County. The Village is also aging but remains younger than the County's population overall.

- In 2013, Cary's population was estimated at 18,371 residents, a slight increase from the 2010 Census population of 18,271. Between 2010 and 2018, Cary is projected to gain 196 residents and grow to 18,467 (+1.1%).
- Similarly, the County's population is estimated to grow from 308,760 in 2010 to 314,866 in 2018, a 1.98% increase.
- The County's population is projected to increase at a slightly faster rate than that of the Village but the Village's share of the County population is expected to remain relatively unchanged at 5.9% between 2010 and 2018.

- Cary's median age in 2013 was 37.7 years, an increase from 36.7 years in 2010. By 2018, the median age is expected to rise slightly to 37.9 years, an increase of 3.27% from 2010.
- Population increase between 2010 and 2018 is expected to be within age cohorts aged 55 and older and those aged 20 to 34; whereas population loss is anticipated to be concentrated among the youth (under age 20) and middle-aged between 35 and 54.
- The Village's population listed as White Alone in 2013 was 91.4% but it is estimated that minority population share in Cary will expand by 22% between 2010 and 2018 to ultimately make up 10.1% of the community's population.
- The Hispanic population, which is defined by the U.S. Census as an ethnic group and not a race, is projected to grow by nearly 3% between 2010 and 2018. It is projected that more than one in 10 Village residents will be Hispanic in 2018, which mirrors projections for McHenry County which suggest that roughly one in seven (14.3%) of County residents will identify as Hispanic in 2018.

Income

Village incomes are higher than at the County level, but are growing at a slower rate. Estimates indicate Cary will experience growth in households earning higher incomes, between \$75,000 and \$149,999, and more than \$200,000. However, projections indicate that incomes in the Village will likely fall short of inflation through 2018.

- The 2013 median household income in Cary was \$96,828, roughly \$20,000 more than that of McHenry County. By 2018, the Village's median household income is estimated to rise to \$103,421, a growth of 2.35% from 2010 levels.
- The proportion of households earning less than \$75,000 per year is projected to decrease over the same period. The anticipated increase in median household income is the result in a positive shift among households in the higher income groups.
- Despite positive growth, annual rates of increase in median household income between 2010 and 2018 are projected to be 0.3% and 1.3% in the Village and County respectively. The average annual rate of inflation between 2000 and 2010 was approximately 2.4%.

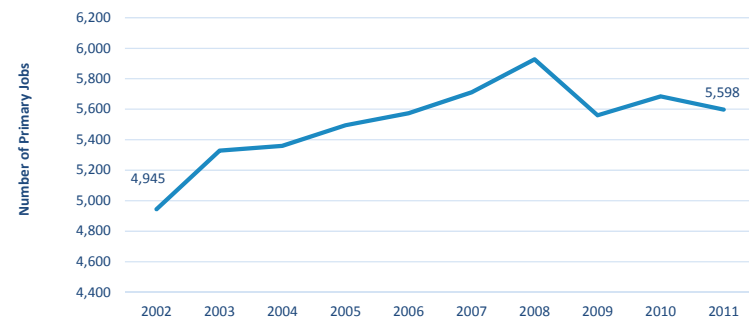
Demographic Implications

Between 2010 and 2018, the Village's population is projected to experience moderate increases in size and age. Slight increases in the number of households are likely to offset any loss in spending power caused by minimal change in household income through the year 2018.

The rise in the median age and increases in share of the overall population by those over the age of 55 also suggest evolving needs in the housing market. While single family homes will continue to make up a considerable portion of the local housing stock, an aging population may require additional multi-family and single family attached housing options, including senior housing that allows Cary residents to "age in place."

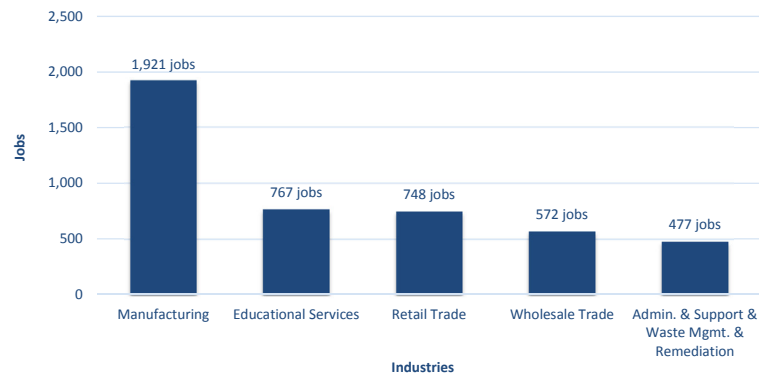
Total Primary Employment Levels (2002-2011)

Cary



Top Five Industries (2013)

Cary



MAJOR EMPLOYERS

VILLAGE OF CARY (2013)	
NAME	EMPLOYEES
Sage Products	600
Aptar	400
Coilcraft Manufacturing	250
Durex Industries	220
True Value Manufacturing	160

Source: State of Illinois; Houseal Lavigne Associates

EMPLOYMENT

Total Employment

Job growth has been fairly steady in Cary while unemployment rates are declining. Unemployment in Cary was lower than McHenry County, the Chicagoland metropolitan statistical area (MSA), and State of Illinois, respectively. Job growth is anticipated in McHenry County and projections indicate that Cary's share could include as many as 475 jobs through 2020.

- Between 2002 and 2011, the number of primary jobs in Cary has expanded from 4,945 in 2002 to 5,598 in 2011, an increase of 13.2%. During that same period, Cary experienced job growth in seven of nine years.
- The State of Illinois' Department of Economic Security (IDES) estimates that Local Workforce Area (LWA) #2, which includes all of McHenry County, will gain 8,674 jobs between 2010 and 2018.
- The 2008-2012 American Community Survey (ACS) estimated that the Village's five-year average employment rate was 8.9%, which was nearly one point lower than McHenry County's 2012 ACS average of 9.8%.
- The Bureau of Labor Statistics indicate that as of December 2013, McHenry County's unemployment rate was 7.4%, down from a recent high of 11.6% in February 2010. December 2013 unemployment rates for the Chicago metropolitan statistical area (MSA) and State of Illinois were 8.6% and 8.2%, respectively.

Employment by Industry

Three industries provide nearly 50% of Cary's jobs: manufacturing, educational services, and retail trade.

Based on 2013 primary employment data, the most significant local industry sector is manufacturing, accounting for roughly one in four jobs (1,921 jobs or 27.7%). Other top industries by employment levels include educational services (767 jobs or 11.1%), retail trade (748 jobs or 10.8%), wholesale trade (572 jobs or 8.2%), and administrative & support & waste management & remediation services (477 jobs or 6.9%).

Major Employers

Cary is home to several major employers, the majority of which are in the healthcare and manufacturing industries. Cary's five largest employers include: Sage Products (600 jobs), Aptar (400 jobs), Coilcraft Manufacturing (250 jobs), Durex Industries (220 jobs), and True Value Manufacturing (160 jobs). The Village of Cary and the local school districts are also significant employers within the community. Sage Products is McHenry County's eighth largest employer.

Jobs Ratio

Cary contains 38 jobs for every 100 residents. This ratio of 0.38 is higher than neighboring Algonquin (0.34) and Carpentersville (0.19), but lower than Crystal Lake (0.44), Lake Zurich (0.59), and Wauconda (0.62). On any given day, more residents work outside of Cary than work inside. It is estimated that only 13.2% of Cary's jobs are filled by Cary residents. Roughly 9,000 Cary residents commute to jobs elsewhere, while nearly 5,000 non-residents work in the Village.

Education

The Village is well-educated. It is estimated that nearly 50% of Village residents over the age of 25 in 2013 have a bachelor's degree or higher, compared to 31.9% in McHenry County. Additionally, roughly one in seven (15.6%) Village residents also has a graduate degree, slightly higher than 10.1% at the County level.

The Village's well educated residents are an additional benefit, providing a highly-skilled localized workforce able to support emerging opportunities in the information, medical, health, and technology sectors.

Labor Market Implications

A declining unemployment rate, increasing number of jobs, and a healthy ratio of jobs to residents suggest the local economy may be in a strong position for further growth. Regional job projections conducted by the State of Illinois suggest that Cary could gain as many as 475 additional jobs between 2010 and 2020. With nearly one in two residents over the age of 25 with a bachelor's degree or higher, the Village workforce is well-positioned to attract a variety of employers in key growth industries.

However, the State of Illinois is projected to lose 26,911 manufacturing jobs between 2010 and 2020, and manufacturing is Cary's dominant industry (27.7% of all jobs). While decreasing labor and energy costs, along with new technologies and expanding markets, may potentially lead to a resurgence in domestic manufacturing, the Village should continue to diversify its economy to buffer against any potential manufacturing job losses.

COMMERCIAL MARKET OVERVIEW

Retail

Retail has been a point of focus for Cary with residents indicating an interest in additional, local shopping and dining options. While the real estate market for retail has struggled over the past few years, lower rents may represent an opportunity for new businesses seeking to capitalize on the undersupplied retail market. Retail sales data indicate significant support for several retail categories including the limited-service and full-service restaurants desired by Cary residents.

Realizing the retail potential identified in this analysis will depend on a variety of factors such as potential competing retail development in the pipeline, the availability of sites capable of supporting users in opportunity categories, and the Village's ability to attract retailers and restaurants who may be evaluating similar opportunities in nearby market areas (e.g. neighboring communities).

Office

The Chicago area office market concluded 2013 with its lowest vacancy rate in five years and asking rents have risen in three straight quarters. While rents are lower than in recent years, the low vacancy rate among Cary's office space indicates that the Village's commercial market is faring well in comparison to neighboring communities. It is anticipated that a consistent pattern of decreasing vacancy rates will result in increased rents. Access to major roadways, transit, and retail centers are strengths for Cary when developers evaluate areas for future office development.

Industrial

2013 was a positive year for the Chicago Area industrial market and data indicate that the market is showing signs of rebounding. Last year's net absorption of +11.3 million square feet was the second highest in the nation, behind Dallas, and the fourth quarter of 2013 also saw a rise in both asking rent per square foot and total square footage under construction.

While the local market still has significant ground to make up as a result of the recession, data indicate that Cary should be able to capitalize on the positive momentum in the larger regional industrial market. As with the office market, the Village should plan for future expansion of industrial uses in designated areas of the community. There may be room for expansion within Cary's existing industrial areas including the Cary Point Industrial Park. The Western Three Oaks Road corridor, located west of Route 14, also appears to be appropriate for industrial development based on land availability, access to US Route 14 and IL Route 31, and limited potential for conflicts with existing development.

Residential Market Implications

The rental housing market in Cary is relatively small, comprising only 9.6% of all units. While single family homes will continue to be the Village's predominant type of housing, the market may be able to accommodate growth in multifamily units. For example, the Village's aging population may require more compact, walkable, and "aging in place" options, while younger white collar workers associated with growing industries may prefer apartments over single family homes.

RETAIL GAP ANALYSIS SUMMARY

5 & 15 MINUTE DRIVE TIME MARKET AREAS (2013)		
SUMMARY DEMOGRAPHICS	5 MINUTE DRIVE TIME	15 MINUTE DRIVE TIME
2013 Population	16,936	168,028
2013 Households	6,041	59,734
2013 Median Disposable Income	\$62,447	\$63,872
2013 Per Capita Income	\$35,432	\$38,392
RETAIL GAP BY MARKET AREA (\$M)		
SUMMARY	5 MINUTE DRIVE TIME	15 MINUTE DRIVE TIME
Total Retail Trade and Food & Drink	\$106.7	(\$164.7)
Total Retail Trade	\$96.3	(\$242.0)
Total Food & Drink	\$10.4	\$77.3

Industry Group	5 MINUTE DRIVE		15 MINUTE DRIVE	
	Retail Gap (\$M)	Potential (sf) ¹	Retail Gap (\$M)	Potential (sf) ¹
Motor Vehicle & Parts Dealers	\$31.7	79,266	(\$178.1)	(445,149)
Furniture & Home Furnishings Stores	\$3.9	9,706	\$9.6	24,120
Electronics & Appliance Stores	(\$16.5)	(41,359)	\$0.5	1,137
Bldg Materials, Garden Equip. & Supply Stores	\$4.0	9,989	(\$46.0)	(115,008)
Food & Beverage Stores	\$4.8	12,028	\$77.2	192,973
Health & Personal Care Stores	\$0.0	61	(\$37.8)	(94,412)
Gasoline Stations	\$14.5	36,296	\$100.9	252,213
Clothing & Clothing Accessories Stores	\$12.3	30,687	\$50.7	126,849
Sporting Goods, Hobby, Book & Music Stores	\$3.8	9,420	(\$66.6)	(166,554)
General Merchandise Stores	\$28.8	72,002	(\$260.9)	(652,338)
Miscellaneous Store Retailers	\$0.5	1,281	(\$10.8)	(27,110)
Nonstore Retailers	\$8.6	21,470	\$119.3	298,218
Food Services & Drinking Places	\$10.4	25,955	\$77.3	193,300

¹ Potential based on an average annual sales per-square-foot of \$400. Source: ESRI Business Analyst ; Houseal Lavigne Associates

RETAIL POTENTIAL (SQUARE FEET)

5 & 15 MINUTE DRIVE TIME MARKET AREAS (2013)		
INDUSTRY GROUP	5 MINUTE DRIVE TIME	15 MINUTE DRIVE TIME
Furniture & Home Furnishings Stores	9,706	24,120
Furniture Stores	6,323	30,200
Home Furnishings Stores	3,383	(6,080)
Food & Beverage Stores	12,028	192,973
Grocery Stores	7,239	200,311
Specialty Food Stores	421	(8,161)
Beer, Wine & Liquor Stores	4,368	822
Clothing & Clothing Accessories Stores	30,687	126,849
Clothing Stores	21,465	66,996
Shoe Stores	4,808	30,377
Jewelry, Luggage & Leather Goods Stores	4,414	29,476
Food Services & Drinking Places	25,955	193,300
Full-Service Restaurants	16,357	84,551
Limited-Service Eating Places	7,934	86,730
Special Food Services	1,476	9,949
Drinking Places - Alcoholic Beverages	188	12,070

¹ Potential based on an average annual sales per-square-foot of \$400. Source: ESRI Business Analyst ; Houseal Lavigne Associates

HOUSING SUMMARY

CARY (2008-2012 AVERAGE, 2010, 2013)					
Total Housing Units	6,132	100.0%	HOUSING UNITS BY TOTAL NUMBER OF BEDROOMS		
Owner Occupied	5,290	86.3%	Total Housing Units	6,132	100.0%
Renter Occupied	591	9.6%	Studio	31	0.5%
Vacant	251	4.1%	1 Bedroom	157	2.6%
POPULATION BY TENURE			2 Bedrooms	685	11.2%
Population	18,228	100%	3 Bedrooms	2,416	39.4%
Owner Occupied	16,457	90.3%	4 Bedrooms	2,340	38.2%
Renter Occupied	1,771	9.7%	5+ Bedrooms	503	8.2%
HOUSING UNITS BY TYPE			OTHER INFORMATION		
Total Housing Units	6,132	100.0%	Median Home Value	\$219,502	
Single Family, Detached	4,752	77.5%	Median Monthly Rent	\$966	
Single Family, Attached	898	14.6%	Median Number of Total Rooms	7.6	
Two Units/Duplex	69	1.1%	Households With 2+ Vehicles	78.3%	
Multi-Family	413	6.7%			
Mobile Home	0	0.0%			

Source: 2008-2012 American Community Survey; U.S. Census; ESRI Business Analyst; Houseal Lavigne Associates

AGE OF HOUSING

Cary (2008-2012 Average)		
YEAR BUILT	NUMBER	PERCENT
1939 or Earlier	266	4.3%
1940 - 1949	104	1.7%
1950 - 1959	367	6.0%
1960 - 1969	397	6.5%
1970 - 1979	940	15.3%
1980 - 1989	1,164	19.0%
1990 - 1999	1,676	27.3%
2000 - 2009	1,218	19.9%
2010 - 2012	0	0.0%
Total	6,132	100%

Source: 2008-2012 American Community Survey; Houseal Lavigne Associates

RESIDENTIAL MARKET OVERVIEW

Housing Profile

The typical housing unit in Cary is an owner occupied, single family detached home with 3 to 4 bedrooms. The Village's housing stock is also relatively new, with nearly 2/3 of all units being built since 1980 and half constructed since 1990. The 1990s were Cary's housing boom, with nearly 30% of all units constructed during this decade. Cary's median home value of \$219,502 is in the middle of neighboring communities, with Crystal Lake (\$192,279) and Carpentersville (\$163,175) lower, and Algonquin (\$230,341) higher than Cary. However, by 2018 the median home value in Cary is projected to increase to approximately \$250,000. This trend is likely due to a combination of rising home values and the new construction of more affluent housing units. By 2013, the median sales price of homes in Cary was on a slight increase after a steady decline between 2010 and 2012.

The Village is predominantly single-family detached homes (nearly 80%), however, single family attached (14.6%) and multifamily (6.7%) comprise notable percentages. Although residential building permits and median sales prices have declined as a result of the housing crisis, the total number of housing units in Cary is expected to increase to 6,308 by 2018. The increases are roughly proportional by category, as the composition by tenure remains relatively the same as 2010 levels. The number of residential building permits issued has declined steadily nearly every year since the early 2000s, with the construction of single-family detached housing low in 2008, and no permits issued for the construction of a multi-family property since 2002.

EXISTING LAND USE & DEVELOPMENT

The existing land use pattern within the Village will have a significant influence on the type and character of future development. Cary has a strong base of residential neighborhoods predominantly comprised of single family detached homes complemented by a mix of single-family attached and multi-family housing. Commercial and industrial uses are clustered along the US Route 14 corridor and adjacent major routes including Main Street, Three Oaks Road, and Silver Lake Road.

A complete inventory of land use is essential in creating a picture of how the Village of Cary functions on a day-to-day basis. An inventory of existing land uses was conducted to gain insight into how the Village has grown and developed over time, to identify potential land use conflicts, and to provide a base of understanding for potential changes in the future. This snapshot of development is complemented by an overview of the Village's zoning ordinance and the types and intensity of activities it permits.

This section of the Plan includes a review of current zoning and an inventory of the existing land uses and development patterns within the Village of Cary and its planning jurisdiction. The inventory is based on reconnaissance undertaken in 2014 and includes each parcel within the planning area.

Zoning Assessment

Zoning plays a key role in the implementation of Village policies, establishing the types of uses allowed and prescribing the overall character and intensity of permitted development. Following adoption of the Comprehensive Plan, the Village intends to update the current zoning ordinance and related ordinances, such as the subdivision control ordinance, to ensure that regulations reflect current Village policy and the desires of the Cary community. The following represents a current assessment of the Village's existing zoning regulations. Recommendations and future action are further discussed in greater detail in **Chapter 9: Implementation.**

Zoning Ordinance Organization

Whether existing regulations are maintained or modified moving forward, the current ordinance should be reorganized and formatted to be easier to navigate and interpret. This entails an analysis of the organizational structure of the document (i.e. clearly separating out regulations, procedures, and supporting sections such as definitions), utilizing effective graphics to clarify development requirements or concepts, and replacing long narratives or lists with concise tables. For example, the current parking standards table is nine pages long and can be confusing and difficult to interpret. The table requires the reader to reference four different types of multipliers in calculating required parking spaces (e.g. per GFA, dwelling unit, employee, or unique unit). Exceptions to standards, such as specific setback or buffering requirements between industrial and residential uses, can be handled through footnotes or supplemental regulations that allow the table to capture the broader essence of the regulatory intent.

Landscaping Standards

The zoning ordinance requires appropriate buffering and screening between adjacent incompatible uses. While this is a good practice, it is important that standards such as setback requirements are varied based on the character and scale of development. For example, a minimum setback of 15 feet is currently required for parking lots in all business and industrial districts. While this may be appropriate in general commercial areas along US Route 14 (B2), this setback requirement may not be appropriate within the central business district (B1) where lots are typically smaller and development is encouraged to be compact and pedestrian friendly. A smaller setback with modified screening, such as a low masonry wall with a hedge row, may be more appropriate within the downtown context.

Parking Standards

Generally, the Village's current parking standards are in line with current development practices, though some requirements are on the high side of what is seen throughout the suburban Chicagoland area. For example, retail uses are generally required to have between four and 5 parking spaces per 1,000 square feet of gross floor area (GFA) and restaurants are required to have 10 parking spaces per 1,000 square feet of GFA. These requirements may limit the capacity of certain sites to accommodate the desired kind of development. This is especially true in the downtown area, where small parcels cannot provide the required amount of parking while meeting landscaping requirements and creating the preferred character of development.

Zoning Districts

The current zoning ordinance includes 17 districts. However, several of the districts include very similar or identical bulk and/or use requirements. For example, while uses differ to some degree, the Village's Business Districts adhere to nearly identical lot area and setback requirements with the exception of the B3R district. While the intent of zoning districts is to address the unique conditions or intended outcome in different portions of the Village, there may be opportunities to condense the number of districts and still effectively characterize the overall development character, and use supplemental regulations to address more subtle variations throughout the community.

Current Zoning

The Village of Cary's existing code establishes 17 different zoning districts and their primary purposes, which all contribute to the regulation of both land use and development in the Village. The location and boundaries of these districts are outlined in the Current Zoning map.

The Village desires to update its zoning ordinance following adoption of the Comprehensive Plan. Actions to achieve the Village's future zoning goals are further discussed in **Chapter 9: Implementation**.

Agricultural District (A-1)

The agricultural district is intended to accommodate agricultural, forestry, passive recreation, parks and mining and mineral extraction uses, but only currently applies to the quarry located at Klasen Road on Illinois Route 31.

Single-family Residential Districts (E1, R1, R1A, R2)

The single-family residential districts range from ¼ to 1 acres in lot size and are intended to accommodate single-family detached residential housing, excluding mobile homes, but also permit institutional uses, such as schools and churches.

Multi-family District (R3)

The multi-family residential district is primarily intended to accommodate multifamily and single-family attached residential uses but also accommodates a wider range of institutional uses than single-family zoning, and also includes moderately intensive uses, such as trade schools, indoor recreation facilities, banks, or professional services.

Business Districts (B1, B2, B3, B3R, B4, BP)

The business districts are intended to accommodate a range of commercial development throughout the Village. Specific districts have been established to differentiate for each type of commercial area, including the central business district, general commercial uses along key corridors, neighborhood retail nodes, and office park development.

Manufacturing District (M)

The manufacturing district accommodates a range of industrial, institutional, wholesale and storage uses.

Park and Open Space Districts (PO-1, PO-2, PO-3, PO-4)

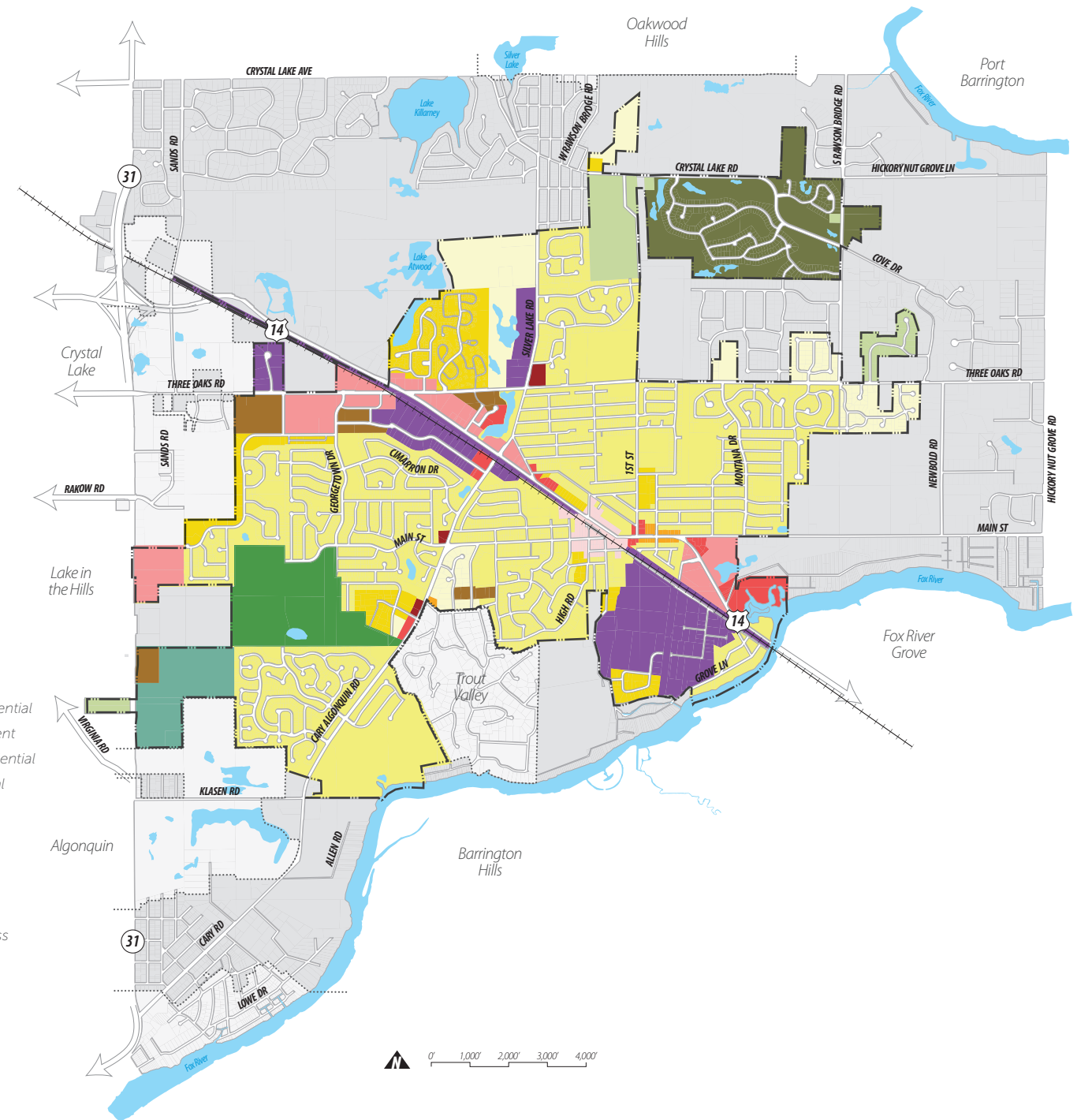
To prevent development pressure on Cary's existing parks and natural areas, the Village intends to apply these districts in partnership with the Cary Park District on properties owned solely by the Village of Cary and/or the Cary Park District.

CURRENT ZONING

The Village desires to update its zoning ordinance following adoption of the Comprehensive Plan. The current zoning ordinance includes 17 zoning districts, but there may be opportunities to condense the number of districts and still effectively characterize the overall development character, and use supplemental regulations to address more subtle variations throughout the community.

Map Legend

- Village of Cary
- Adjacent Municipalities
- Unincorporated Areas
- Railroads
- Rivers, Streams, & Lakes
- A1 – Agricultural
- E1 – Very Low Density Single-family Residential
- E1-PD – Single-family Planned Development
- R1 – Moderate Density Single-family Residential
- R2 – High Density Single-family Residential
- R3 – Multi-family Residential
- B1 – Central Business District
- B2 – Shopping Center Business
- B3 – Fringe Business
- B3R – Fringe Business Residential
- B4 – Neighborhood Convenience Business
- BP – Business Park
- M – Limited Manufacturing
- PO4 – Park and Open Space District 4



Existing Land Use

It is important to have a firm understanding of what the current land use patterns are as they will have a significant influence on the Village's future growth and development. The following chart highlights the existing land uses within the Village of Cary.

Single-Family Neighborhoods

Detached single-family homes are the most predominant land use in the Village of Cary and are largely owner-occupied. This residential land use type includes a wide variety of housing styles and sizes from smaller, mid-century styled structures on a traditional street grid to newer subdivisions feature larger lots, deeper setbacks, and are placed on curvilinear streets within a super-block pattern.

Single-Family Attached Housing

Townhome and rowhome subdivisions, such as West Lake, represent typical single-family attached housing in Cary; such housing is also found bordering traditional single-family detached subdivisions, such as the Cambria development, clustered in land use transition zones.

Multi-Family Housing

Multi-family residential developments typically include apartments, condominiums, and senior housing, featuring architectural lay-outs with multiple individual units that access shared entrances and common building amenities.

Commercial

Commercial land uses include a broad range of uses including neighborhood and community scale shopping centers and standalone retailers, restaurants, and service providers. Office uses are also included within this land use.

Mixed Use

Mixed use development in Cary is largely found Downtown and is characterized by multi-story buildings with restaurant, retail, and service uses on the ground floor and office or residential uses on the upper floors.

Light Industrial

Light industrial uses are predominantly located in the areas along the US Route 14, Three Oaks Road, and Jandus Road corridors. These uses include large standalone manufacturers like Sage Products as well as smaller users organized in industrial parks.

Mining & Related Activities

This land use designation is reserved for highly intensive mining and excavation activities found along IL Route 31 near Klaseen Road.

Public/Semi-Public

This land use classification includes both public facilities, such as the library, schools, and the Village Hall, as well as private facilities such as religious institutions. These areas are discussed in more detail in **Chapter 6: Community Facilities Plan**.

Parks/Open Space

This land use category includes parks and areas of open spaces as well as natural features such as wooded areas, wetlands, and floodplains. For a more detailed discussion of Cary's parkland and natural areas, refer to **Chapter 7: Parks, Open Space & Environmental Features Plan**.

Utilities & Rail

This land use comprises rights-of-way and physical facilities that provide utility service and rail transport infrastructure, such as water treatment facilities, electricity substations, cell towers, railroad tracks and operational equipment, and power lines, are classified in this land use.

Vacant/Undeveloped

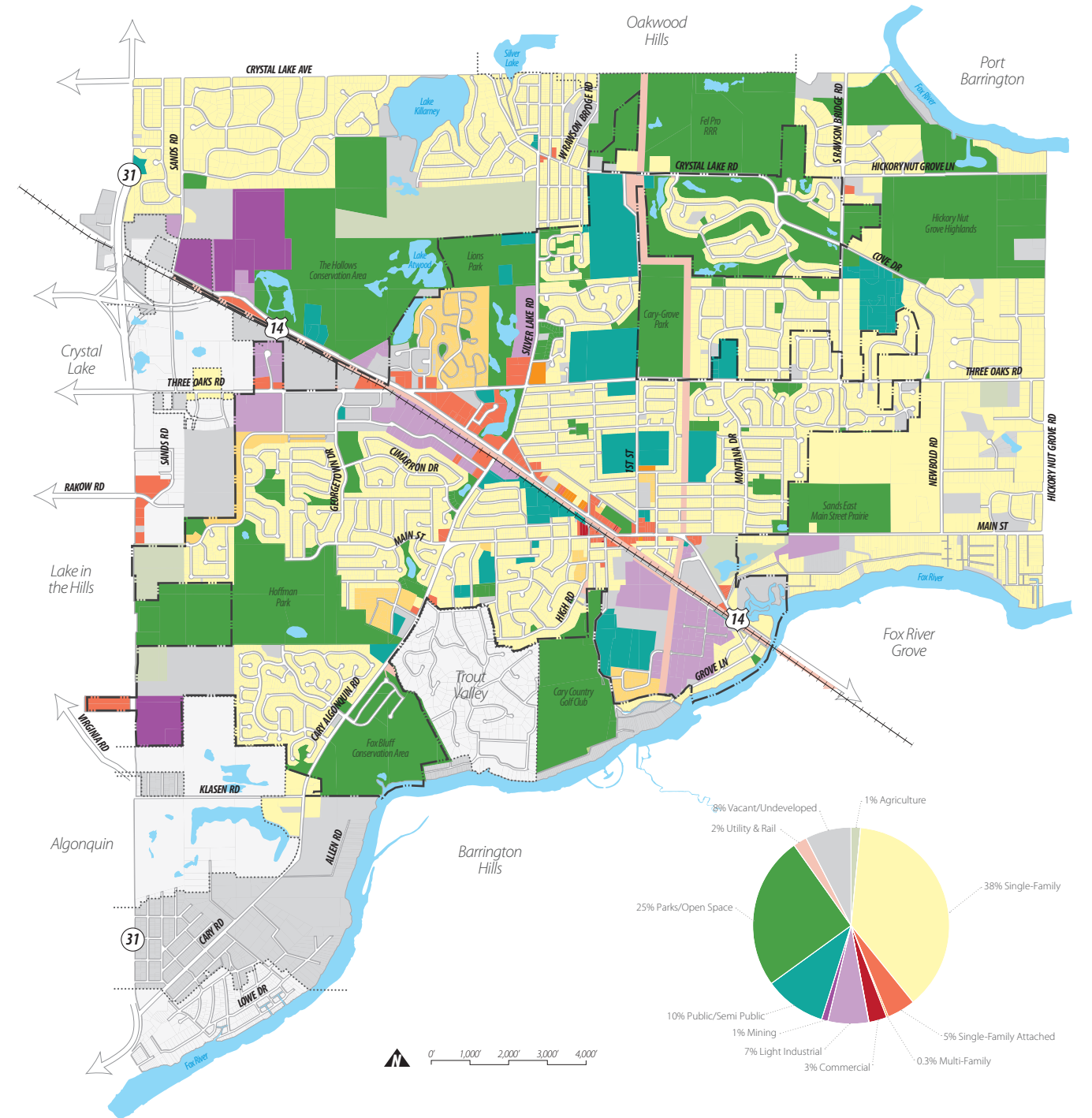
Underutilized land, such as empty lots or fields, are classified as vacant, including parcels within business parks and incomplete residential subdivisions.

EXISTING LAND USE

Cary has a strong base of residential neighborhoods predominantly composed of single family detached homes complemented by a mix of single-family attached and multi-family housing. Commercial and industrial uses are clustered along the US Route 14 corridor and adjacent major routes including Main Street, Three Oaks Road, and Silver Lake Road.

Map Legend

- Village of Cary
- Adjacent Municipalities
- Unincorporated Areas
- Railroads
- Rivers, Streams, & Lakes
- Agriculture
- Single Family Detached
- Single Family Attached
- Multi-Family
- Commercial
- Mixed Use
- Light Industrial
- Mining Activities
- Public/Semi-Public
- Parks/Open Space
- Utility/Rail ROW
- Vacant/Undeveloped



Chapter 03

VISION, GOALS & OBJECTIVES

The Vision Statement incorporates the main ideas and recurring themes discussed throughout the Comprehensive Plan community outreach process including key person and stakeholder interviews, meetings with the Steering Committee, community workshops, on-line questionnaires, visioning workshops, and subarea workshops. The Vision Statement provides a foundation for the goals, objectives, policies, and recommendations contained in the new Comprehensive Plan.

The Vision Statement is written as a “retrospective” in the year 2029 that identifies how the community has changed for the better. It describes Cary as it exists 15 years in the future following the adoption and subsequent implementation of the Comprehensive Plan.



CARY VISION

One of the first written descriptions of the Cary area in 1832:

"We pursue our way through a lovely country of alternate glade and forest, until we reach the Fox River. The current ran clear and rippling along, and as we descended the steep bank to the water, the question, so natural to a traveler in an unknown region, presented itself, "Is it fordable?"

- Juliette Kinzie: "Wau-bun, the Early Days in the Northwest" (published 1856).

Much has changed since Juliette Kinzie witnessed and wrote of the beautiful land that would become the greater Cary area. Even then the Fox River presented a challenge, but Kinzie and her fellow travelers persevered and quickly learned to work with the river to continue their journey. Twenty-four years later, William Cary crossed the river by train and an entire community's journey was underway.

In 2029...

Fifteen years after the adoption of the Comprehensive Plan, the Village of Cary's journey continues. Highway, transit, and trails lead residents and visitors to a bustling and expanded downtown. Residents of nearby multi-family developments visit the downtown's growing inventory of small shops and restaurants and a farmers market that is a weekly event that draws crowds from spring through fall. A revitalized US Route 14 corridor and vibrant gateway areas present the best of Cary to visitors.

Many new residents moved to Cary drawn to the high quality housing that caters to a wide range of lifestyles. Other residents, both young and old, simply desired to stay in their hometown with its high-quality parks, great schools, walkable downtown, and new riverfront area at Jack's Channel.

The development community has found the Village's business friendly attitude welcoming and employment-based expansion has led to growth in Cary's business parks, especially along Industrial Drive and the Three Oaks Road corridor. New retail development has occurred along IL Route 31 and US Route 14, bringing an extensive range of local shopping choices once available only to those willing to drive to other parts of the region.

Recent road extensions and improvements to the Village's key routes have enhanced access to Cary and lessened congestion.

Expanded Pace bus service and an enviable trail system mean less reliance on cars. Residents ride their bicycles to local and regional parks, the downtown, and commercial areas along US Route 14. Main Street opened up to more visitors and fewer delays following improvement to the Metra station and realignment of the US Route 14 intersection. The road improvements and train station improvements combine to make commuting to jobs elsewhere in the region more convenient. At the same time, the number of people commuting to Cary has also increased as the number of local job offerings has expanded.

The strategic application of a broad range of economic development tools and wise use of tax dollars has allowed the community to maintain its financial sustainability. Diverse and sustainable economic opportunities were created, providing jobs for residents and neighbors alike. The school districts and park district also benefit from these tools, with partnerships and revenue sources that have led to strong state school rankings and award winning Park District programming.

The Village's evolving stormwater and wellhead protection rules, in partnership with neighboring communities, have aligned with countywide efforts to resolve impacts to the drinking water system. The former quarry along IL Route 31 shares in the effort to replace, filter, and renew groundwater and provides a unique park amenity to Cary residents. New landscaping requirements have also created attractive properties that provide room for new buildings, efficient parking, and best management practices for stormwater solutions.

Cary celebrates its riverfront in a series of small festivals that attract boaters from up and down the Fox River to its public docks at Jack's Channel. A restaurant and banquet center next to the marina is busy every weekend, with visitors strolling along boardwalks enjoying the park's unmatched slopes and views. The new hotel at Jack's Channel also provides lodging to outdoor enthusiasts year round. Investment in this area is also complemented by new development across US Route 14 at Jandus Cutoff Road. Where industrial buildings and storage yards once stood, new retailers and restaurants now greet visitors as they travel across the Fox River to enter Cary.



HOUSING

Goal

Maintain and expand high quality housing opportunities that cater to residents at all stages of life, including senior citizens, young professionals, and new families.

Objectives

- Encourage and support the construction of new multifamily housing in and near the downtown to enliven the downtown and enhance its economic sustainability.
- Encourage new multifamily housing opportunities throughout the Village in a manner that is compatible with surrounding land uses.

- Promote more intense transit-oriented development (TOD), including a mix of residential and commercial uses, in areas walkable to the downtown and the Metra station.
- Make full use of the code enforcement tools to address property maintenance concerns and maintain building safety and property values throughout the Village.
- Enhance the appearance and integrity of existing housing where appropriate through the use of a property maintenance program.
- Promote the use of buffering and screening tools where non-residential uses are adjacent to residential areas, especially along US Route 14, IL Route 31, and the Three Oaks Road corridors.
- Continue to utilize design standards to promote high quality development that complements the desirable character of Cary's established neighborhoods.

DOWNTOWN

Goal

Enhance and expand Downtown Cary as a vital economic asset, residential area, and community destination.

Objectives

- Attract a diverse mix of commercial uses to promote a sense of activity within the district throughout the day and evening.
- Work with IDOT to evaluate an alternative alignment to the US Route 14 and Main Street intersection that allows for a 'T' intersection and enhances vehicular and pedestrian flow and safety.

- Work with Metra, the Union Pacific railroad, IDOT, and local property owners to improve the Metra Station and amenities for inbound travelers.
- Establish multi-purpose shared parking facilities to expand parking options for downtown business patrons, facilitate development of underutilized properties along Main Street and US Route 14, and provide spaces and focal points for downtown events.
- Install additional streetscaping and require increased parking lot landscaping along public rights-of-way to provide a more pedestrian-friendly and attractive environment. Also enhance opportunities for low impact stormwater management wherever possible.

- Improve and expand the use of wayfinding to direct attract visitors travelling along US Route 14, highlighting unique businesses, festivals or other opportunities.
- Install wayfinding signs in commuter parking lots to promote downtown businesses.
- Promote multi-family residential development within the downtown to promote a sense of activity within the district throughout the day and evening.
- Partner with School District 26 to assure responsible redevelopment of the Maplewood property with a combination of single-family attached and multi-family housing, and park space in keeping with the recommendations of the Downtown Subarea Plan.

- Increase the number of bicycle racks in highly visible locations and establish a network of on- and off-street bike routes throughout the downtown.
- Increase the number and types of festivals and special events in the downtown to attract people from beyond the community, enliven the area, and call attention to local businesses.
- Leverage the Cary Station TIF district to facilitate comprehensive redevelopment of commercial properties fronting US Route 14.

COMMERCIAL AREAS

Goals

Expand the Village's commercial and employment base to better capture local spending power, broaden the tax base, and provide more local employment opportunities while reducing the tax burden on residents.

Objectives

- Promote the redevelopment and repositioning of aging commercial properties along the western US Route 14 corridor and the creation of a more pedestrian-friendly environment within the corridor.
- Encourage the location of community-serving retailers, service providers, and eateries along the Three Oaks Road corridor to the west of US Route 14.

- Promote the comprehensive redevelopment of underutilized and vacant properties, including the Selcke property, along the eastern US Route 14 corridor and the creation of a unique district comprising a mix of high quality commercial development, housing, lodging and recreation facilities.
- Facilitate development of the Jack's Channel area as a unique destination featuring a mix of commercial development, entertainment, a marina, and easily accessible natural areas.
- Continue to promote light industrial and business park development along West Three Oaks Road, Industrial Drive, and South Jandus Road corridors.
- Promote high quality commercial development along the IL Route 31 corridor which leverages the corridor's high traffic counts.
- Improve the appearance of the commercial areas through the enforcement of stricter landscaping and screening requirements along public rights-of-way.
- Maximize the future use of the Meyer Material property as a commercial development opportunity, residential area, and parks and recreation amenity.

ECONOMIC DEVELOPMENT

Goal

Continue to support existing businesses and local employers in Cary while working to attract additional employment and tax generating uses that reduce the tax burden on residents.

Objectives

- Continue to support and partner with the Cary Grove Chamber of Commerce to promote businesses.
- Leverage both Tax Increment Finance (TIF) districts to facilitate redevelopment of key properties along the US Route 14 corridor. Evaluate the use of special service areas and business development districts to improve the appearance of and facilitate desired development within established districts, such as the downtown or the US Route 14 and Three Oaks Road intersection area.

- Establish and market a package of economic development incentives and tools available to both new and existing businesses as well as developers. In addition to Village-wide programs, this could include district and/or site-specific incentives in areas targeted for reinvestment.
- Ensure adequate infrastructure exists within all industrial and business park areas including telecommunications (voice/data), water, wastewater, electricity, stormwater management, etc.
- Enhance access, exposure, and visibility to industrial and business parks through improvements to signage along key corridors and points of entry.
- Utilize the newly adopted Comprehensive Plan as a marketing tool for the Village.
- Support and expand tourism within the Village through strategic investment and promotion in the community's numerous recreation and open space amenities including the Jack's Channel area, the Lake Julian Trout Farm, public and private golf courses, numerous natural areas, and the Fox River.

TRANSPORTATION & MOBILITY

Goal

Partner with IDOT and the McHenry County Division of Transportation to provide an efficient multi-modal transportation network.

Objectives

- Improve access management and traffic flow along the US Route 14 corridor by coordinating shared vehicle access points, reducing curb cuts, and promoting cross access and shared parking.
- Work with Metra, the Union Pacific railroad, IDOT, and local property owners to relocate the Metra Station to the east side of the railroad tracks.
- Work proactively with IDOT and McHenry County Division of Transportation to ensure that improvements on state and county roadways occur on a timely basis, providing safe and efficient travel for local and through-traffic.
- Revise parking lot and landscaping requirements to emphasize pedestrian scale lighting, appropriate screening, interior landscaped islands and walkways, and other welcoming pedestrian-oriented design elements.

- Work with IDOT to install a pedestrian crossing at Borden Avenue to aid commuters and visitors in safely crossing US Route 14 and accessing the Metra platform, and to better link eastern and western portions of the Downtown.
- Continue to implement the sidewalk repair and maintenance program and identify a long-term funding source for the program.
- Partner with IDOT and McHenry County Division of Transportation to prioritize the completion of gaps in the sidewalk network along US Route 14 and intersecting arterial and collector streets.
- Extend First Street and New Haven Drive to improve the limited connectivity throughout the Village.
- Partner with McHenry County and neighboring communities to study the potential for an additional river crossing to reduce reliance on the US Route 14 crossing and limited access provided by IL Route 31 and Cary Road.
- Establish a Complete Streets policy to provide safe and diverse transportation opportunities for vehicular, bicycle, and pedestrian travel within and through the Village.
- Work with the Regional Transportation Authority (RTA), Pace Suburban Bus, and McHenry County to examine the potential for fixed route bus service to Cary and neighboring communities.

COMMUNITY SERVICES & INFRASTRUCTURE

Goal

Enhance quality of life for Cary residents through the efficient provision of community services and well-maintained infrastructure.

Objectives

- Relocate Village Hall and Police Department to a new, centrally located facility.
- Maintain partnerships between the Cary Police Department and Cary Fire Protection District to continue to provide adequate levels of police and fire protection throughout the Village.
- Extend key roadways, such as First Street to Crystal Lake Road, and improve traffic flow along major roadways such as US Route 14 to enhance public safety response times.
- Coordinate plans for annexation and development with community service and facility providers to ensure adequate levels of service throughout the Village and its growth areas.

- Partner with School District 26 to assure responsible redevelopment of the Maplewood property in keeping with the recommendations of the Downtown Subarea Plan.
- Coordinate with the other taxing bodies in the Village to evaluate the costs and benefits of extending or expanding existing TIF districts and consider opportunities for new TIF districts where appropriate.
- Continue to provide adequate water, sewer, and stormwater infrastructure needs of current and future residents and businesses.
- Adopt a wellhead protection plan to protect the potable water supply in the Village.
- Promote the use of Best Management Practices (BMPs) and Low Impact Development (LID) to help protect and restore water quality and reduce the quantity of stormwater run-off throughout the Village.
- Work with McHenry County, regional agencies, and environmental non-profit organizations who share the same goals or responsibilities to identify innovative tools for water conservation and protection.
- Review and adjust permit fees as necessary to assure full cost recovery, so other general revenue sources are not required to subsidize review and inspections.

PARKS, RECREATION & ENVIRONMENTAL FEATURES

Goal

Enhance community health, Village image, and sustainability through the continued maintenance and expansion of local parks, community recreation facilities, and regional natural areas.

Objectives

- Partner with the Cary Park District to establish a public access point to the Fox River at the Jack's Channel property and provide amenities including a marina and nature walk.
- Partner with the Cary Park District to review and revise the zoning ordinance to simplify regulations and procedures impacting the development, maintenance, and enhancement of public park lands.
- Cooperate with the Cary Park District to establish new parks in underserved areas of the community and future growth areas as development occurs.
- Work with Algonquin Township and adjacent municipalities to create a connection to the McHenry County Conservation District's Prairie Trail along the IL Route 31 corridor.

- Continue to link commercial areas, parks, and areas of open space, including McHenry County Conservation District and Cary Park District properties, through the expansion of the local multi-use trail system.
- Make on-street and off-street bicycle paths part of the Village's annual capital improvements plan.
- Strengthen and enhance parkland dedication requirements for new developments to ensure adequate provision of parks for existing and future residents.
- Partner with the Cary Park District to make improvements to Cary Veterans Park in conjunction with the realignment of US Route 14 and redevelopment of commercial properties in the Cary Station TIF district.
- Annex Cary-Grove Park and work with the Cary Park District in pursuing development of the park to better meet recreation needs of local residents while remaining sensitive to adjacent residential areas.
- Continue to partner with the Cary Park District in providing services to the Village's growing senior population.
- Work cooperatively with the Cary Park District to establish protections to assist with the continued preservation of the Cary Sands Main Street Prairie property which is a designated Illinois Nature Preserve.
- Maximize the future use of the Meyer Material property as a commercial development opportunity, residential area, and parks and recreation amenity.

IMAGE & IDENTITY

Goal

Cary should preserve its small town character while thriving economically.

Maintain and enhance Cary's image as a close knit community with high quality housing and excellent quality of life.

Objectives

- Establish design guidelines for key portions of the US Route 14 corridor, including the established commercial area near Three Oaks Road and the area west of the Fox River, to enhance the appearance and pedestrian environment along the corridor.
- Pursue comprehensive redevelopment of the Jack's Channel property and adjacent commercial property to establish an attractive community destination visible from US Route 14 and the Fox River.
- Through planned development process or development agreement, promote high quality redevelopment of the Selcke property that provides an attractive gateway to the community and reflects positively on the Village's image.

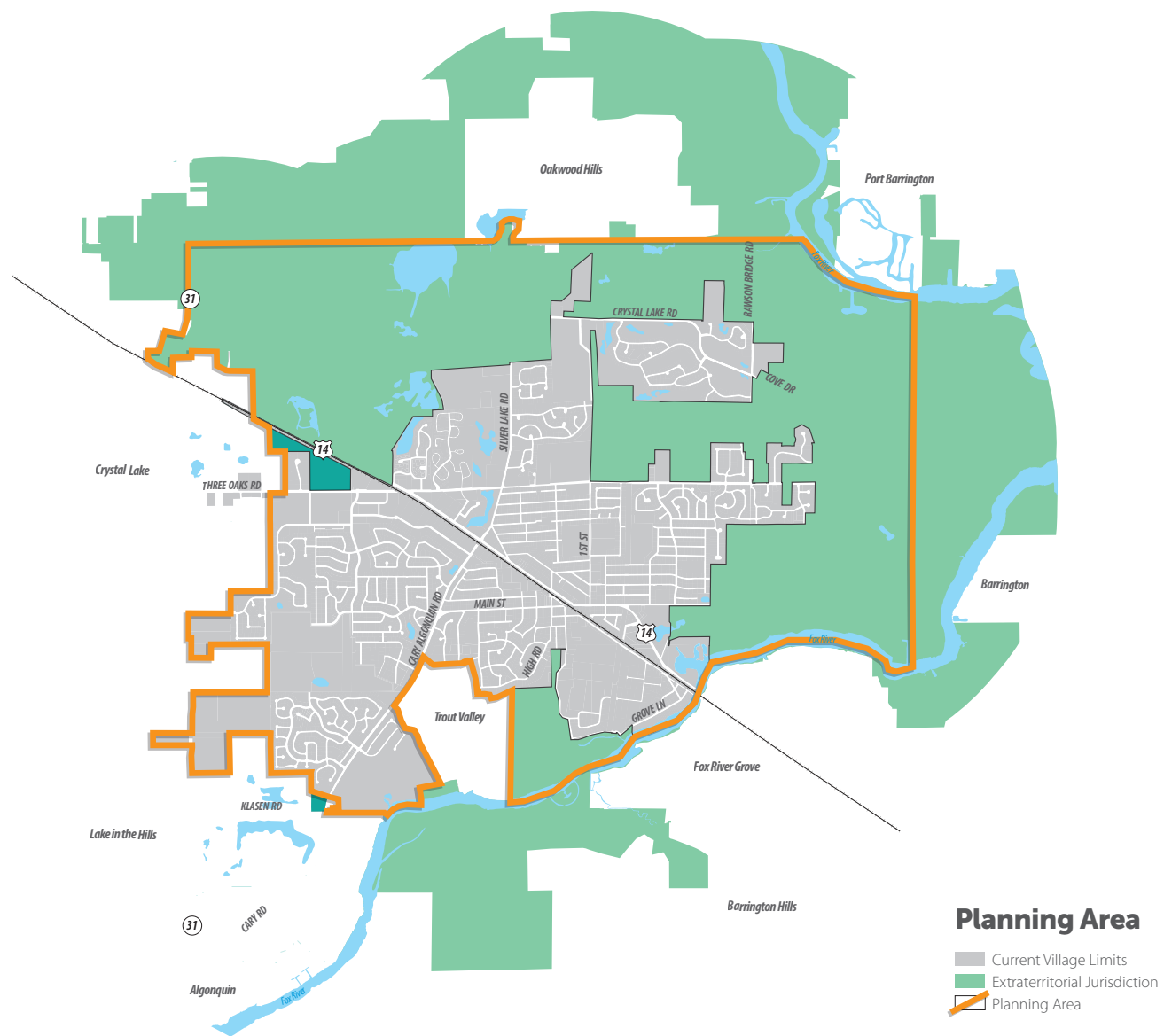
- Install prominent gateway features including signage, landscaping and hardscape features at key Village entryways including US Route 14 at Three Oaks Road and at the west end of the Fox River bridge.
- Pursue the strategic annexation of unincorporated properties adjacent to the Village to enhance control of the appearance and long-term development of key gateway areas.
- Encourage the social and civic participation of all residents in community events and local governance.
- Establish a loan or grant program to provide assistance to businesses with compliance and in making enhancements to their properties.
- Conduct a formal evaluation of downtown buildings and architecture and establish design guidelines that ensure new development reflects the desirable character of the historic downtown.
- Promote green initiatives and sustainability in all aspects of development of Village governance.

Chapter 04

LAND USE PLAN

The Land Use and Development Plan identifies desired future land uses for all areas of the Village and a significant portion of its extraterritorial planning jurisdiction (ETJ) as permitted by Illinois State Statutes. The Plan provides a framework for future planning decisions that builds upon the desired characteristics of Cary's established residential neighborhoods, commercial districts, and employment areas.

The Land Use and Development Plan strives to build from Cary's strong base of single-family residential neighborhoods while promoting the development of a more diverse housing stock. The Plan also seeks to stabilize and expand the established commercial areas along the US Route 14 corridor while promoting new commercial development in strategic locations throughout the Village. This includes the expansion of Downtown Cary as a pedestrian-friendly, mixed use district that is home to a growing number of residents. Cary's residential and commercial areas are also to be complemented by new employment-related development that expands the local workforce and diversifies the tax base.



Planning Area

As authorized by Illinois statute, the Village has the ability to plan for the area within 1.5 miles of its municipal limits which is known as its extraterritorial jurisdiction, or ETJ. The Comprehensive Plan establishes policies for the majority of the Village’s ETJ; however, areas to the north of Crystal Lake Avenue/Rawson Bridge Road and east of the Fox River and Hickory Nut Grove were not included in the planning area.

The northern and eastern portions of the ETJ that have been excluded from the planning area largely comprise rural and estate single-family subdivisions and sensitive floodplain areas with little land available for development. Given existing conditions, it was determined that these areas are not likely to experience significant growth and development over the life of the plan that could have any significant impact on the Cary community.

Boundary Agreements

The Village has boundary agreements in place with the Village of Lake in the Hills and the Village of Algonquin, which form a southern and western boundary to Cary’s planning jurisdiction. In addition to these boundary agreements, it is recommended that the Village seek boundary agreements with neighboring municipalities. The Planning Area could serve as a starting point in formally defining the boundary with other communities.

Framework Plans

In addition to Community-wide land use policies, the Land Use and Development Plan includes three framework plans that provide further guidance with regard to the unique issues facing the Village’s 1) Residential Areas, 2) Commercial Areas, and 3) Industry & Employment Areas.

Maintaining Flexibility

It should be underscored that the Land Use and Development Plan is a general guide for growth and development of Cary, serving as a foundation for future decision-making. It is not a site-specific development plan. While the Land Use and Development Plan provides specific guidance on land use decisions, it is also flexible enough to allow for creative approaches to land development that are consistent with the policies and guidelines included in the Comprehensive Plan.

Several significant redevelopment opportunities exist in the Village including properties along the IL Route 31 and Three Oaks corridors, the Selcke property, Jack’s Channel property and Maplewood School site. All of these important sites could accommodate a variety of uses. The Village should give priority to quality design and construction, rather than an end use, provided that the developments support the goals of the Comprehensive Plan.



LAND USE PLAN

The Land Use and Development Plan identifies appropriate uses throughout the Village of Cary and its planning area, providing for orderly and efficient growth and change over time. The Land Use and Development Plan identifies the following primary land uses.

Single-Family Detached

Found throughout all areas of the Village, detached single-family homes should continue to be the most predominant land use in the Village of Cary. Detached single-family homes in Cary include a wide variety of housing styles and sizes and should be largely owner-occupied. Near the Downtown, housing is typically smaller and plotted along a common street grid. Newer subdivisions in the Village include bigger homes sitting on larger lots in a curvilinear block pattern. Single-family detached neighborhoods should be well-served by the Village's key institutions, such as parks, schools, and the Village Hall.

Single-Family Attached

Attached single-family homes consist of structures containing multiple single family dwellings, each sharing a common wall with at least one adjacent dwelling. Within Cary, attached homes are generally found either in their own townhome and rowhome subdivisions, such as West Lake, or in high-density clusters within or bordering subdivisions primarily comprising detached single-family homes, such as the Cambria development. The density of single-family attached units should vary based on the density of nearby neighborhoods and districts including Downtown Cary. Single-family attached development can be used to buffer between single family neighborhoods and areas of more intense development including the IL Route 31 and US Route 14 corridors.

Multi-Family

The multi-family land use consists of structures with multiple housing units that utilize common entrances, hallways, and shared building amenities. Examples of multi-family residential developments include apartments, condominiums, and senior housing. Typically two stories in height, most of Cary's multi-family units are located along major roads, such as US Route 14, Silver Lake Road, and Three Oaks Road. Moving forward, additional multi-family development should be encouraged in and around Downtown Cary.

Commercial

Commercial uses provide for the day-to-day retail and service needs of Cary's residents and include a range of users such as restaurants, retail shops, entertainment venues, offices, and grocery stores. The US Route 14 corridor should continue to anchor Cary's primary commercial districts, accommodating auto-oriented, yet pedestrian-friendly development to provide goods and services to visitors and local residents alike.

Large-scale commercial development along IL Route 31 should provide goods and services to passing motorists as well as residents and visitors entering Cary from the west. Smaller nodes of neighborhood-scale commercial development along the Village's secondary roadways, including Cary-Algonquin Road and Silver Lake Road, should provide local shopping options for residences without convenient access to the US Route 14 corridor.

The commercial designation also provides the opportunity for entertainment and commercial recreation uses.



Mixed Use

As typified in Downtown Cary, mixed use development is characterized by two- to four-story buildings with restaurant, retail, and service uses on the ground floor and office or residential uses on the upper floors. Mixed use buildings should be located at or near the front property line with parking in the rear. Mixed use development should be encouraged within the Downtown and at the Maplewood School site and should also be incorporated within Cary's other commercial districts where appropriate.

Industry & Employment

Industry and employment areas are desirable, contributing to the economic health of the Cary community. This land use includes industrial and business parks consisting of a range of uses, such as research and development, distribution, light manufacturing, and service & consumer-oriented businesses.

Industry and employment uses should be restricted to select areas of the Village including portions of the US Route 14, Silver Lake Road, and Three Oaks Road corridors. When adjacent to commercial districts or residential neighborhoods, buffering and screening should be in place to appropriately mitigate potential negative impacts.

Public/Semi-Public

The public/semi-public land use is composed of institutions and community facilities that define Cary's overall quality of life and local culture. This use includes both public facilities, such as the library, schools, and the Village Hall, as well as private facilities such as religious institutions. Public/semi-public uses can be found throughout the Village, but they are generally located proximate to residential areas. Public/Semi-public land uses and related policies are discussed in more detail in **Chapter 7: Community Facilities**.

Parks/Open Space

The parks/open space land use category includes parks, open spaces, natural areas, and important natural features such as wooded areas, wetlands, streams, and rivers. These areas can be either public or private. The components of the parks and open space category and other relevant information are further explained and detailed in **Chapter 8: Parks, Open Space, and Environmental Features Plan**.

Utilities & Rail

Utilities and railroad rights-of-way and facilities provide critical infrastructure throughout the Village. In addition to needed services, rights-of-way should also be leveraged to improve pedestrian mobility and access to parks and open space. Utilities and rail are discussed in more detail in **Chapter 6: Transportation Plan** and **Chapter 7: Community Facilities**.

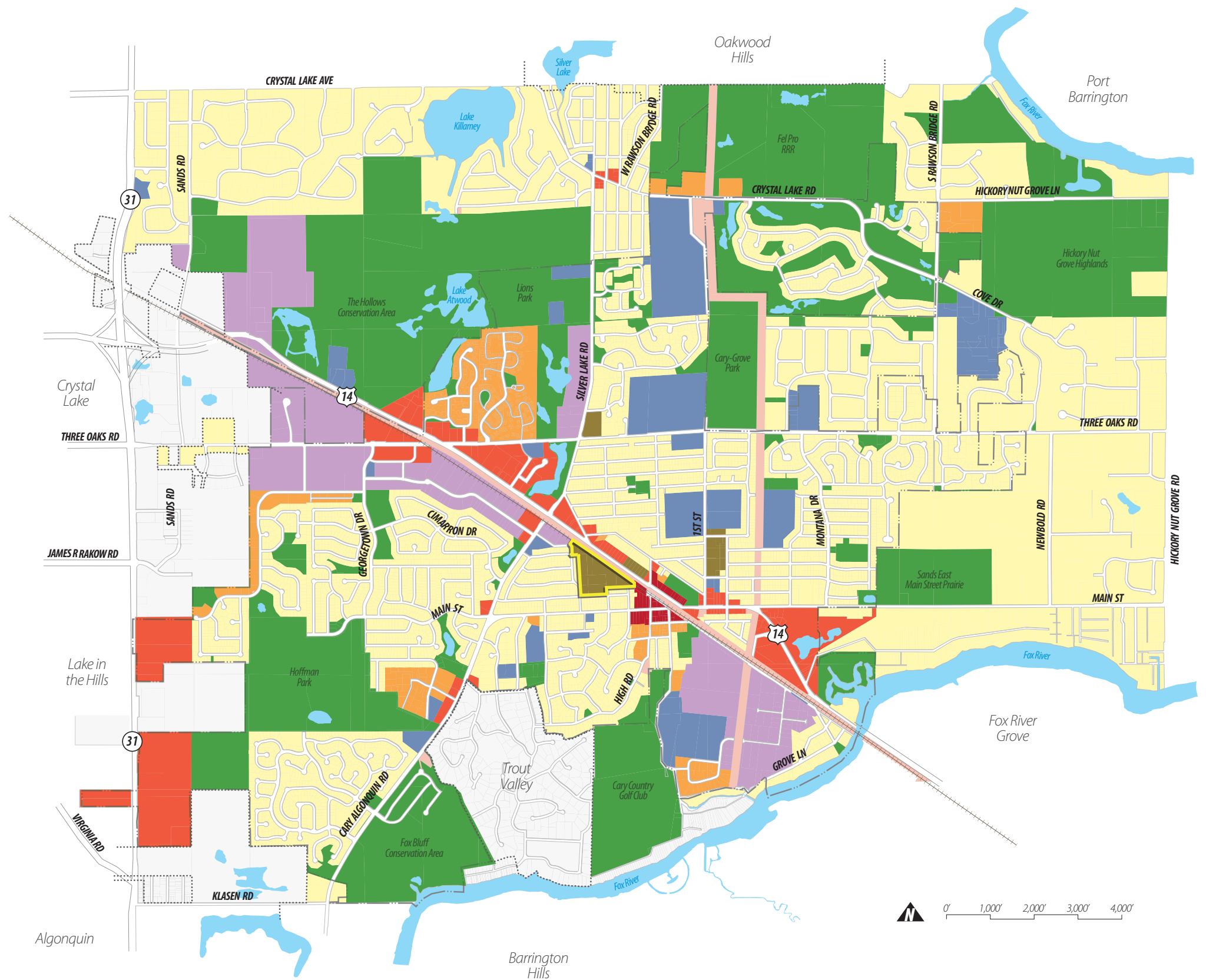
VILLAGE OF CARY LAND USE PLAN

Cary should continue to have a strong base of residential neighborhoods predominantly comprising single-family detached homes complemented by a mix of single-family attached and multi-family housing.

Commercial and industrial uses should be clustered along the IL Route 31 and US Route 14 corridors and adjacent major routes. Downtown should be expanded as a pedestrian-friendly, mixed use district that is also home to a growing number of residents.

Map Key

- Single-Family Detached**
Detached single-family homes will continue to be the primary form of housing in Cary and include a variety of styles and sizes.
- Single-Family Attached**
Attached homes are generally found either in their own townhome and rowhome subdivisions or in high-density clusters within or bordering subdivisions primarily comprising detached single-family homes.
- Multi-Family**
These residential developments include apartments, condominiums, and senior housing and are primarily located along major roads in Cary.
- Commercial**
Commercial uses provide for the day-to-day retail and service needs of Cary's residents, with the main commercial corridors along US Route 14 and IL Route 31.
- Mixed Use**
Mixed use development typically includes commercial uses on the ground floor and office or residential uses on the upper floors.
- Industry & Employment**
This land use includes industrial/business parks and a range of business uses that contribute to the economic health of Cary.
- Public/Semi-Public**
Public/semi-public include facilities such as schools, religious institutions, and public safety and can be found throughout the Village.
- Parks/Open Space**
The parks/open space land use category includes parks, open spaces, natural areas, and important natural features such as wooded areas, wetlands, streams, and rivers.
- Utility/Rail ROW**
Utilities and railroad rights-of-way and facilities provide critical infrastructure throughout the Village.
- Maplewood School**
The former elementary school site is a desirable location for a mix of multi-family, single-family attached, and park space. Mixed use development featuring commercial on the ground floor with multi-family above is also appropriate. See Chapter 5: Subarea Plans for a detailed discussion.



RESIDENTIAL AREAS FRAMEWORK

The Cary community prides itself on the quality of its housing and reputation as a desirable place to live and raise a family. The Residential Areas Framework Plan provides guidance on key issues impacting the residential areas of the Village. The primary goal of the Residential Areas Framework Plan is to preserve the established and desirable character of Cary's neighborhoods while diversifying housing options available to residents at various stages of life from young professionals and families to empty-nesters and seniors.

Neighborhood Character & Stability

While the Village has an attractive Downtown and a sizeable employment base, Cary's quality housing and neighborhoods represent the foundation of the community. Throughout the planning process, members of the community stressed the importance of maintaining the Village's established neighborhoods and preserving quality of life for local residents. These comments were often linked to discussion of the impacts of the Great Recession which has affected the build out of some developments and created concern about foreclosures and poor maintenance in portions of the community. There are several initiatives that the Village and its partners can undertake to stabilize established residential areas and preserve Cary's neighborhood character.

Property Maintenance

While Cary's neighborhoods remain healthy and stable overall, the Village has not been immune to the issues of foreclosures and poor property maintenance that were exacerbated by the Great Recession. These issues are symptomatic of regional and national housing market trends, and by no means unique to Cary, but the Village can play a role in improving housing conditions within its neighborhoods.

The Village should work with the community, including McHenry County and local financial institutions, to identify funds and establish maintenance assistance programs designed to aid homeowners and landlords in improving the condition of their properties. The intent of such a program would not be to subsidize routine maintenance, but provide assistance with improvements that support community-wide goals.

Code Enforcement

The enforcement of the Village building code and property maintenance related ordinances is crucial in maintaining a quality environment for residents and businesses throughout Cary. The Village should continue to budget for and support staff in undertaking consistent and effective code enforcement throughout the community. The Village should also establish a process through which concerned residents and neighborhood groups can assist with monitoring their own neighborhoods and limit the impacts of poor property maintenance. Such a process should include code enforcement education to familiarize residents with Village ordinances.

Multi-family

New multi-family housing can serve to expand housing opportunities for young professionals, small families, and seniors. As locations are considered for additional multi-family housing, preference should be given to proximity and pedestrian access to community facilities and amenities, transit, and goods and services.

Downtown Focus

The majority of Cary's single-family attached and multi-family units are located in subdivisions away from the central portion of the Village. Moving forward, multi-family development should be encouraged in and around the Downtown. In addition to providing a smaller, more affordable housing option to attract young professionals, seniors, and families, encouraging multi-family near the Downtown would also increase support for retailers and restaurants in the Downtown and promote the use of transit. In accordance with the Land Use Plan, specific areas where single-family attached and multi-family development should be encouraged include areas adjacent to the Downtown to the south near Cary Street and the portion of the US Route 14 corridor west of Borden Avenue.

IL Route 31 Corridor

While commercial development should be the focus of development along the IL Route 31 corridor, easy access to regional transportation, shopping, and Hoffman Park make the corridor an attractive location for multi-family housing as well. The Village should maintain some flexibility as it evaluates development proposals for sites along IL Route 31, including the Damisch Farm and Meyer Material Co. properties, and consider the merits of projects that incorporate multi-family residential along with commercial development.

Mixed Use Downtown

Downtown Cary has several mixed use buildings that feature apartments over ground floor retail space. As new development occurs within the downtown, mixed use development that features a multi-family component should be encouraged. New mixed use development in the downtown should be located at or near the sidewalk with parking in the rear. Over the long term, mixed use development will broaden the local customer base and add to a sense of activity in Downtown Cary that strengthens the area's position as a commercial district. For more detailed discussion of mixed use development in Downtown Cary refer to **Chapter 5: Subarea Plans**.

Maplewood School Property

The Maplewood School facility, which was closed in 2004, is owned by District 26 and is made up of five parcels totaling approximately 15 acres. The site's size and proximity to Downtown Cary make it an unique and important development opportunity within the Village. While the site could accommodate a variety of uses, community outreach and a market assessment conducted as part of the planning process indicate support for multi-family residences and mixed use development.

Development at the Maplewood site should feature a range of residential uses including multi-family (condominiums or apartments) and townhomes/rowhomes. Residential uses should be complemented by public open space that is accessible to surrounding residential areas. Mixed use development comprising commercial and residential uses should also be considered in accordance with the Commercial Areas Framework.

Site planning and design should be sensitive to the needs of the residential neighborhoods that surround the site to the west and south. For more detailed discussion of the Maplewood School property refer to **Chapter 5: Subarea Plans**.

Senior Housing

Cary residents support the concept of "aging in place" and have a strong desire to provide a broader range of housing options to seniors. It is important that residents seeking to downsize from a single-family home are given an option to remain in the community as they progress through the different stages of life. While senior housing can be accommodated in various types of residential development, multi-family housing provides an attractive alternative to those looking for a smaller, more affordable, and more accessible option to single-family homes with limited maintenance.

The Three Oaks Assisted Living and Memory Care facility is Cary's most significant senior housing development. While the Residential Areas Framework Plan does not identify specific future locations for senior housing, the Plan recognizes the importance of developing additional senior housing within the community to accommodate the Village's existing and future senior population.

Focus on Infill

Although Cary's housing market fared better than others in the region, it too was affected by the Great Recession, leaving several incomplete subdivisions with vacant lots. Completion of these subdivisions and other infill development should be encouraged. Changes to PUD agreements or relaxing guidelines or requirements may foster development within incomplete subdivisions. However, measures should be taken to facilitate new development that is of the same high quality as nearby homes that have already been built.

Overall, the reinvestment in and improvement of existing neighborhoods should be prioritized over the construction of new subdivisions and greenfield development. In addition to providing a more complete urban fabric and higher quality of life, infill development promotes the efficient use of Village resources and infrastructure that have already been invested in established neighborhoods.

Growth Areas

There are several undeveloped areas within Cary's extraterritorial jurisdiction in unincorporated McHenry County that could accommodate additional residential neighborhoods over the long term. Areas where future residential development are designated in accordance with the Land Use Plan, the Village should coordinate with service providers to ensure necessary community facilities and infrastructure are in place. Infrastructure and basic services should be extended in a logical and cost efficient manner, so as to accommodate growth while preventing leap frog development and the premature conversion of agricultural land.

Growth Area Single-family Attached & Multi-family

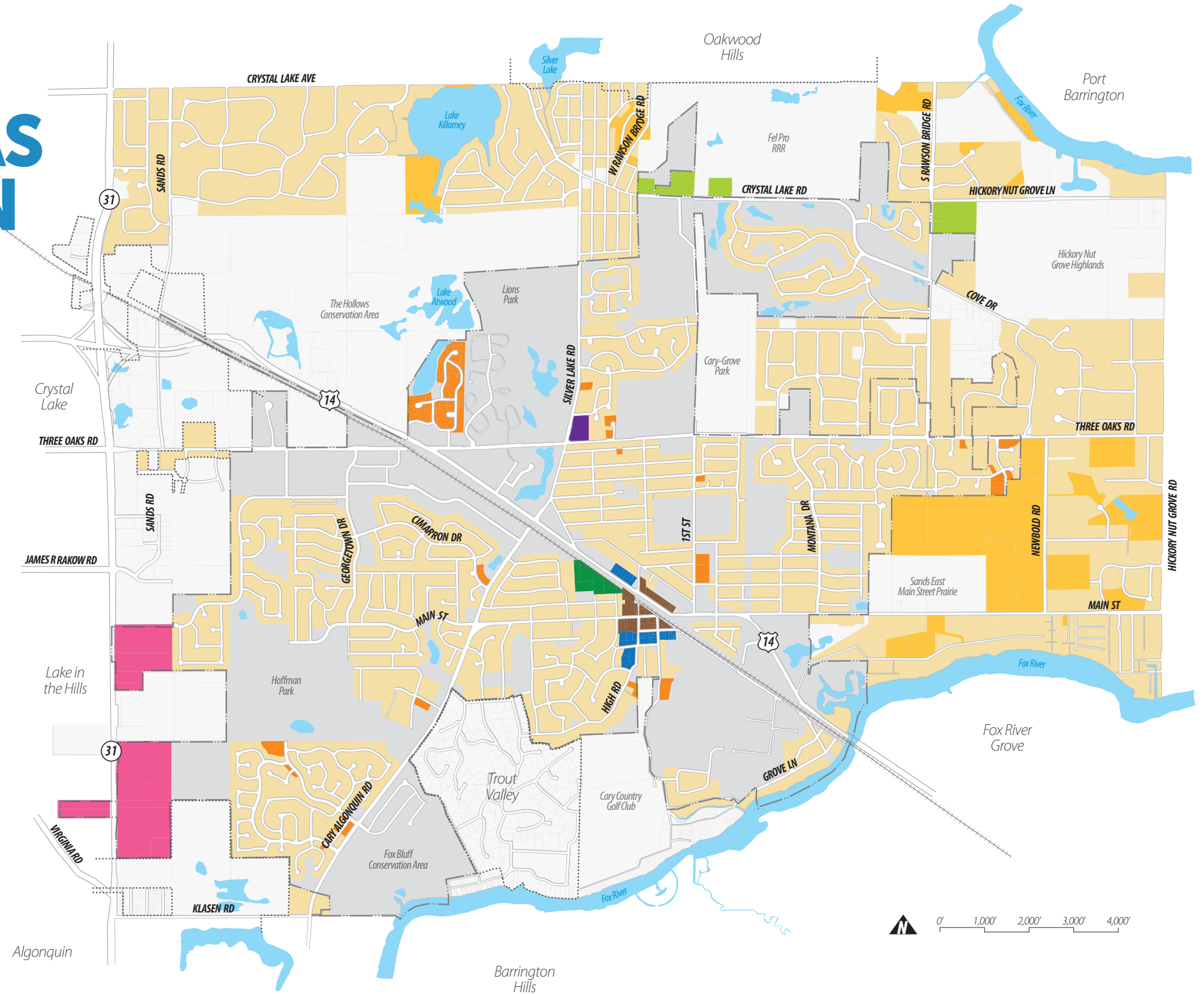
Cary is a built out community with limited opportunities for new development within its current boundaries. Residential development within the Village's growth areas should predominantly consist of single family detached neighborhoods, but the Village should also identify strategic opportunities for more intense residential development. Areas surrounding activity centers and community assets with access to major roadways should be considered for single-family attached and multi-family development. For example, several properties located along Crystal Lake Road, near the Deer Path Elementary and Cary Junior High School complex, and the MCCD's Fel-Pro RRR Conservation Area, that are appropriate for either high quality single-family attached or multi-family housing.

VILLAGE OF CARY RESIDENTIAL AREAS FRAMEWORK PLAN

The Residential Areas Framework Plan seeks to preserve the established and desirable character of Cary's neighborhoods while diversifying housing options available to residents at various stages of life from young professionals and families to empty-nesters and seniors. This includes expanding non-single family housing stock and encouraging mixed use development.

Residential Areas Plan Key

- Neighborhood Character & Stability**
To preserve the quality of its neighborhoods, the Village should continue to enforce building codes and property maintenance ordinances, while also working to promote infill and establish programs to assist home owners in improving the condition of their properties.
- Maplewood School Property**
The vacant Maplewood School site provides a tremendous opportunity to create a multi-family/mixed use neighborhood with a centralized open space adjacent to Downtown Cary.
- Focus on Infill**
Unfinished subdivisions and vacant properties in existing neighborhoods provide an opportunity for infill development that should be encouraged prior to growth area development.
- Growth Area Single-Family**
Many of the undeveloped areas within the Village's ETJ are appropriate locations for single-family development that reflects the scale and character of previously developed portions of the ETJ.
- Downtown Focus**
Multi-family development should be encouraged in and around the Downtown to provide housing options for young professionals and families seeking a downtown lifestyle and proximity to transit.
- IL Route 31 Corridor**
Accessibility and retail & recreation amenities make the IL Route 31 corridor an attractive option for multi-family development.
- Mixed Use Downtown**
New residential development in the Downtown should be primarily mixed use to enhance the existing character and increase vibrancy of the district.
- Growth Area Single-Family Attached & Multi-family**
Unincorporated areas adjacent to Cary provide an opportunity for more intense residential development in areas near key activity centers.
- Senior Housing**
Cary's growing senior population provides demand for smaller, more affordable and more accessible housing options that require less maintenance.





COMMERCIAL AREAS FRAMEWORK

The Commercial Areas Framework Plan identifies the scale and type of development appropriate for the Village's various commercial districts and corridors. The goal of the Commercial Areas Framework Plan is to strengthen Cary's established commercial districts, including the Downtown and portions of US Route 14 corridor, while encouraging the strategic redevelopment of key development sites. The Plan outlines development strategies to enhance existing commercial areas and promote the expansion of the Village's commercial base.

Neighborhood Nodes

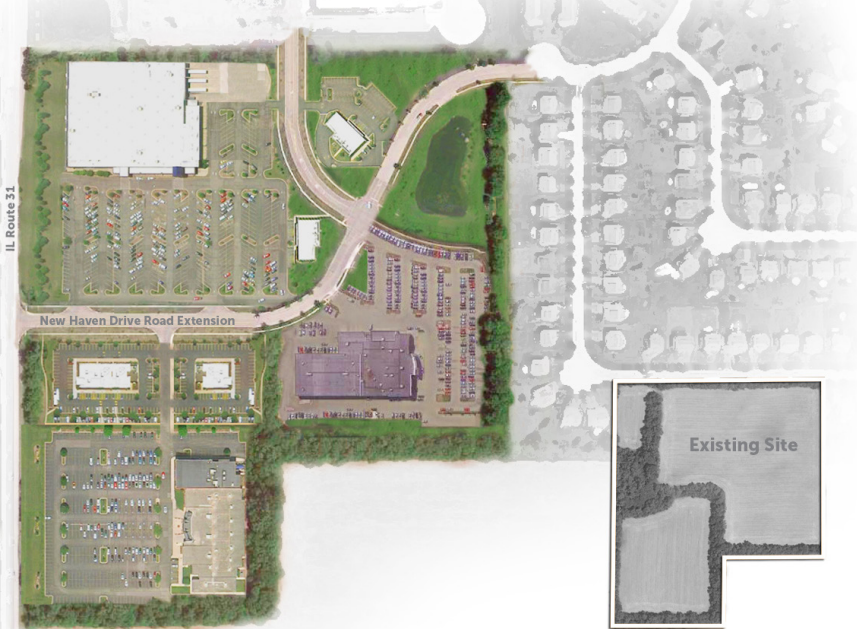
While the US Route 14 corridor provides many Cary residents with convenient access to shopping and dining options, there are areas in the far northern and southern portions of the community with limited access to Cary's established commercial districts. Neighborhood scale commercial development should be encouraged in strategic locations to provide local access to goods and services.

Nodes of neighborhood-serving commercial development should be established at key intersections. New development should complement the scale and character of existing commercial development and surrounding residential neighborhoods. Due to the residential setting of these neighborhood nodes, screening and buffering should be implemented to protect adjacent residential properties from the negative impacts of commercial activities. Where lots are shallow or small, strategic parcel assembly may also be required to facilitate modern commercial development. The small in-line retail plaza located at the northwest corner of Cary Algonquin Road and Harper Avenue is a positive example of neighborhood commercial development that could be expanded to adjacent sites.

IL Route 31

IL Route 31 is a key north-south route throughout the Fox Valley and eastern McHenry County. Recent improvements to IL Route 31, including the recent construction of a western bypass around downtown Algonquin and widening to two-lanes in each direction, will accommodate additional traffic and bolster the potential for commercial development along the Village's western edge. The Village should promote commercial development at key sites along the IL Route 31 corridor including the Damisch Farm and Meyer Material Co. properties.

Damisch Farm Redevelopment Concept



Damisch Farm

This 38-acre Damisch Farm property is located along IL Route 31 directly adjacent to the Walmart Supercenter in neighboring Crystal Lake. The site is similar in depth to the adjacent shopping center and could accommodate 'big box' retailers with outlots or a large user such as an auto dealership. While the site has significant retail potential, it also abuts the western edge of the Cambria subdivision. Careful site planning is necessary to ensure that the residential area is not negatively impacted by the more intense commercial development. A linear greenspace or park featuring a landscaped berm should be considered along the eastern edge of the site to provide a physical buffer between the new development and nearby residences.

Potential also exists for a through connection from IL Route 31 to New Haven Drive and this connection is desired by local residents. Such a roadway should be enhanced with traffic calming measures to limit the potential impacts of cut-through traffic travelling from IL Route 31 to New Haven Drive. Traffic control measures Additional discussion of the New Haven Drive roadway extension is located in **Chapter 6: Transportation and Mobility Plan.**

Meyer Material Co. Quarry Site

At the time of adoption of the Comprehensive Plan, the timing of the completion of mining activities and the restoration of the Meyer Material Co. property along Route 31 is planned for 2018. The eastern and southern portions of the site will eventually be developed as public parkland including an extensive bike trail network, however the northern portion and western portions may be prepared for development. With more than a half-mile of frontage along IL Route 31, the Meyer Material Co. property has significant potential as an economic driver for Cary.

The presence of a quarry lake will have a significant influence on site plan configuration for the developable portions of the site. There will also be a need to tie new development to the new park amenities at the site. Commercial uses should be encouraged to locate on portions of the site with the most significant depth to accommodate modern development. While commercial development should also be considered for the more constrained areas of the site, the Village should also consider multi-family development that can leverage the new park and water features as amenities for new residents. Careful site planning is also necessary to ensure that the Fox Trails subdivision to the east is not negatively impacted by development of the Meyer Material Co. property.



US Route 14

US Route 14 (Northwest Highway) is an important corridor throughout the Village. The corridor serves the Downtown while providing primary gateways to Cary from IL Route 31 to the west and bridging the Fox River to the east. US Route 14 follows varying patterns and intensities of development at different points along the corridor. For example, in some areas commercial businesses operate out of single-family homes in a neighborhood setting, while other areas comprise large retail centers and big box retailers. As such, the Commercial Areas Framework Plan delineates different character areas along the corridor and strategies for redevelopment and reinvestment.

Given the corridor's significance to the Village, US Route 14 is a primary subject of two detailed subarea plans. Additional discussion regarding the corridor can be found in **Chapter 5: Subarea Plans**.

Three Oaks Road Corridor

The Three Oaks Road corridor to the west of US Route 14 is the location of four vacant properties totaling 44 acres in size. All sites are fully improved and being actively marketed for sale. Given the area's proximity to US Route 14 and convenient access to IL Route 31, these properties may be suitable for retail development or industrial and business park uses. As discussed in **Chapter 5: Subarea Plans**, the portion of the corridor closest to US Route 14 should be developed for commercial uses, while the western portion of the corridor, including areas near Industrial Drive, should be retained for industry and employment uses.

While the Land Use Plan designates certain areas of the Three Oaks Road corridor for commercial or industry and employment uses, the Village should remain flexible as it considers development proposals.

Whether commercial, light industry, or office, the following policies should be used to best guide development regardless of end user:

- Landscaped buffers and screening should be used to protect neighborhoods from abutting development.
- Development should be appropriately scaled in relation to adjacent residential areas, transitioning in height and bulk as it approaches nearby subdivisions and Kaper Park.
- Access management strategies including shared access drives and cross access easements should be used to limit curb cuts along Three Oaks Road and related traffic should be limited on local streets such as New Haven Drive.
- Require parking lot perimeter landscaping and loading and service area screening to improve the appearance of the Three Oaks Road corridor and soften views to large fields of parking.

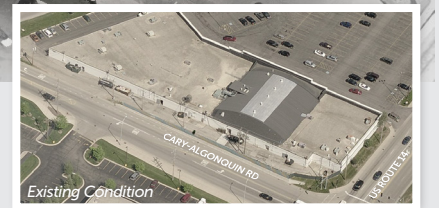
Reinvestment in Established Areas

The US Route 14 corridor is the location of the majority of the Village's commercial development, including the community's largest retail centers, a professional center with several office suites, and a wide array of single retailers and service providers. The quality of commercial development varies along the corridor with some properties in need of maintenance. The significant size and visibility of these commercial areas makes their appearance and condition a significant issue for the Village. The pressing nature of this issue was underscored through public input received throughout the planning process wherein residents cited the negative impact to Cary's image from poor quality commercial development along the highly visible US Route 14 corridor as top priority.



Recommended Enhancements

- 1 Install landscaping to screen loading docks and unsightly utilities
- 2 Apply a brick veneer to existing concrete retaining wall



Commercial Screening Example

US Route 14 is the most prominent roadway in the Village. For many, this corridor provides their only glimpse of the Cary community. The appearance and architecture of existing businesses along US Route 14 has a significant impact on the image of Cary perceived by visitors. As an established commercial corridor, US Route 14 is the location of several aging commercial properties that could benefit from simple site improvements that would greatly enhance their curb appeal.

The shopping center located on the northeast corner of Cary-Algonquin Road and US Route 14 back itself up to the corner, providing prominent views of service areas and uninviting blank facades. A six foot board on board wood fence and chainlink fence is in place for screening utilities and the loading area. Installing decorative fencing and landscaping could greatly enhance the views of this site and improve overall the aesthetic of the intersection.

Commercial Conversion



Development Guidelines

The Village should promote reinvestment and/or redevelopment of outdated shopping centers and other properties along the US Route 14 corridor. The Village should develop guidelines for improving the US Route 14 corridor that include updated landscaping, screening, and sign requirements, stricter property maintenance standards, and parameters to guide improvements to various aspects of a commercial site such as access management, pedestrian circulation, and building orientation.

Implementation of the adopted guidelines could be accomplished using a variety of mechanisms from monetary incentives to modified and strictly enforced development regulations. Required improvements could be accompanied by an amortization schedule to ensure compliance for non-forming properties within a set time frame.

Right-of-Way Improvements

Improvements to private property should also be complemented by public improvements to the appearance of the US Route 14 right-of-way made possible through partnerships between the Village, IDOT, and other partners. These improvements could include the installation of parkway trees, missing sidewalk segments, gateway signage, regional bikepath, and improved pedestrian crossings. **Chapter 5: Subarea Plans** identifies where such improvements are needed throughout the corridor.

New Development Opportunities

While the western portion of the US Route 14 corridor is in need of redevelopment and reinvestment, the eastern portion of the corridor is the location of several opportunities to accommodate new development. These sites include the Selcke property, Jack's Channel property, and a parcel assembly opportunity at Jandus Cutoff Road. Detailed discussion of these opportunity sites and site planning considerations are provided in **Chapter 5: Subarea Plans**.

Selcke Property

The 14-acre Selcke Property is located within TIF District 1 and is actively being marketed for sale. The property is a former industrial site that was cleared and prepared for development. The large size of the site and its location at a key entry point to the Village at the Fox River bridge along US Route 14 create significant potential for retail development including those uses that are able to best capitalize on rush period traffic in and out of Cary. Development of this prominent opportunity site should be of high quality that reflects positively on Cary's image.

Jack's Channel frontage

Cary has been described by some residents as a "river town with no riverfront". The majority of the Village's riverfront consists of single family homes and is under private ownership. The 30-acre Jack's Channel property located along the Fox River at US Route 14 presents an opportunity to better leverage the Fox River as an economic asset as well as provide publicly-accessible open space along the river. In partnership with the property owners, the Village should encourage development of the unique site with a mix of commercial, lodging, entertainment, recreation, and open space uses.

Property Assembly

The Village should support innovative approaches to parcel assembly and comprehensive redevelopment at key intersections within commercial areas identified in the Land Use Plan. Several vacant and underutilized parcels surrounding the intersection of Jandus Cutoff Road and US Route 14 could be assembled to create a larger opportunity site capable of accommodating modern commercial development. Similar opportunities exist at the intersection of Three Oaks Road and US Route 14.

Commercial Conversion

Several single-family and multi-family homes along the US Route 14 corridor have been converted to businesses. This is of particular concern between 1st Street and E. Main Street where approximately 10 single family properties have been repurposed for commercial uses. The Village should continue to allow for the commercial use of these sites, however access management must be improved to minimize or eliminate access points along heavily traveled US Route 14.

One solution to this issue is the development of shared rear alley and parking lot with access via 2nd Street and an extended 1st Street. The intersection of 1st Avenue and US Route 14 is currently signaled with an access drive to an AT&T hub occupying the southern leg of the intersection.

The AT&T access drive could potentially be widened to accommodate additional traffic, functioning as a limited access extension of 1st Street, and linked to a shared alley that served linked parking areas and connects to 2nd Street. Existing driveways along US Route 14 could then be eliminated.

In partnership with US Route 14 property owners, including the AT&T, the Village should further examine the costs and benefits of such an initiative. A special service area could also potentially be established with the property owners to assist with funding improvements. Similar access management strategies may also be possible along other portions of the US Route 14 corridor including the areas west of 1st Street to the north and west of Borden Avenue.

Downtown

Downtown Cary functions as the symbolic heart of the community and the area's healthy inventory of inline storefronts and traditional architecture make it an attractive destination for Cary residents.

Transit Oriented Development

Additional mixed development should be encouraged within the Downtown to increase the number of residents that call the district home and to bolster demand for additional retailers and restaurants. The Cary Metra station's location in the Downtown also serves as an attractive amenity to residents living nearby and to businesses who can benefit from commuter traffic.

US Route 14 Realignment

It is recommended that US Route 14 be realigned to widen the angle of approach as it passes the Downtown and create the opportunity for a 'T' intersection at Main Street. This realignment, discussed in detail within **Chapter 6: Transportation and Mobility Plan**, will improve vehicular and pedestrian safety at the Main Street and US Route 14 intersection and improve pedestrian flow between the Downtown and businesses on the north side of US Route 14. In concert with the realignment of US Route 14, it is recommended that the properties to the north of US Route 14 undergo comprehensive redevelopment to improve access management and accommodate modern mixed use and/or commercial development.

Downtown Subarea Plan

In addition to the land use recommendations provided in this section, a detailed subarea plan for the Downtown is provided in **Chapter 5: Subarea Plans**. The Downtown Subarea Plan contains recommendations related to a range of topics including appropriate sites for redevelopment, buildings for preservation, types of desired uses and appropriate business, and development guidelines that maintain the streetwall and foster a comfortable pedestrian environment.

Maplewood School Property

The Maplewood School site's 15-acre size and proximity to Downtown Cary make it a unique and important development opportunity within the Village. While the site could accommodate a range of uses, community outreach and a market assessment conducted as part of the planning process indicate support for multi-family residences and mixed use development.

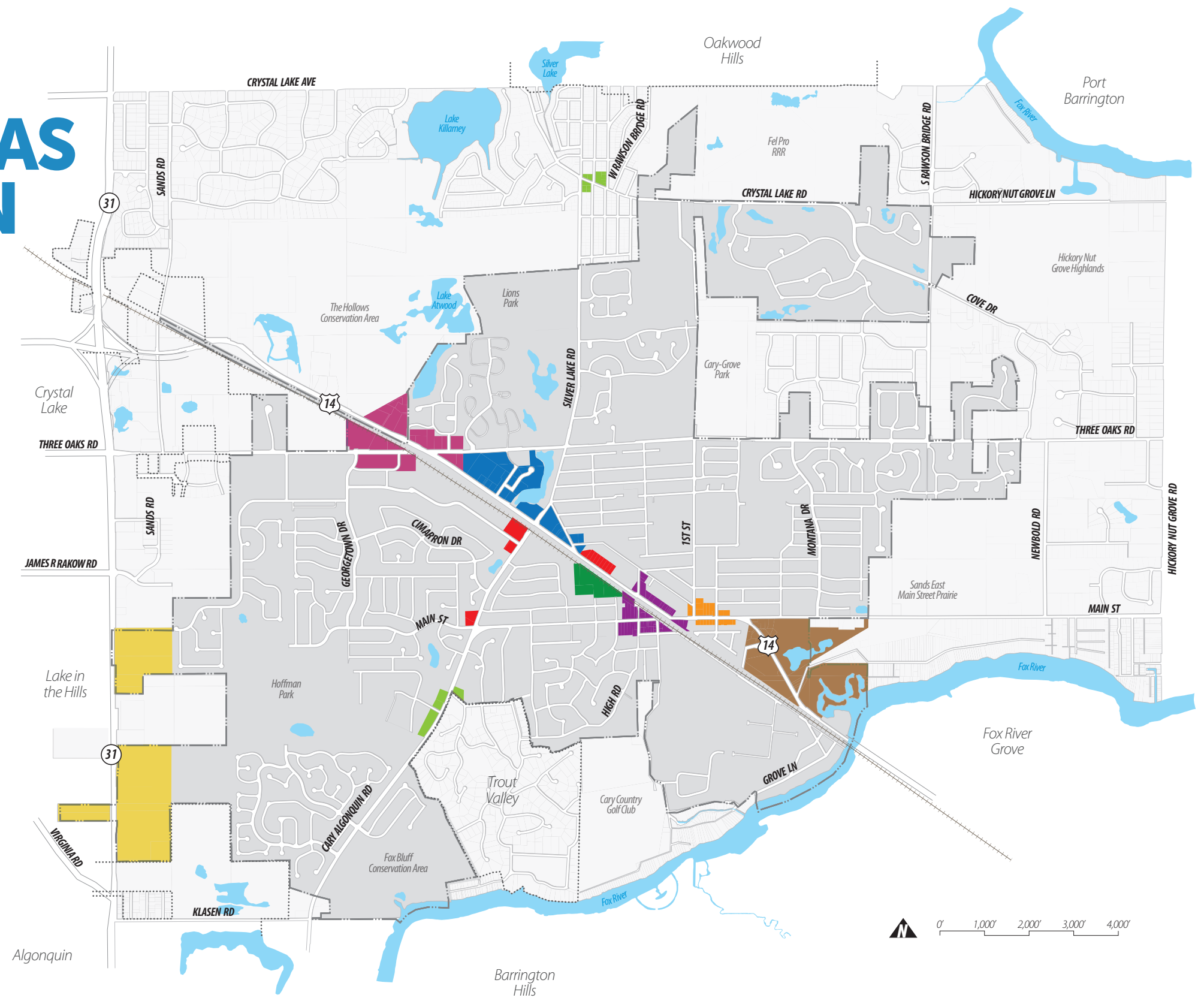
Mixed use development at the Maplewood site should be considered, especially along the east side of the site with proximity to the Metra station and other commercial properties in the Downtown. For more detailed discussion of the Maplewood School property refer to **Chapter 5: Subarea Plans**.

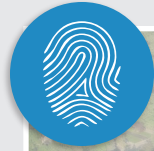
VILLAGE OF CARY COMMERCIAL AREAS FRAMEWORK PLAN

The goal of the Commercial Areas Framework Plan is to strengthen Cary's established commercial districts, including the Downtown and portions of US Route 14 corridor. The plan also encourages the strategic redevelopment of key development sites to expand retail and service options for Cary residents. The Plan delineates a strategy for redevelopment and growth of key corridors and nodes in Cary.

Commercial Areas Plan Key

- **Neighborhood Nodes**
This commercial type provides goods and services supportive of residential neighborhoods on the periphery of the Village.
- **Reinvestment in Established Areas**
Areas along US Route 14 are in need of reinvestment to improve the overall character and economic vitality of the corridor.
- **Commercial Conversion**
Single-family homes have been converted businesses in this area. While the businesses should be encouraged to remain, the number of driveways and curb cuts along US Route 14 must be reduced.
- **Three Oaks Corridor**
The area surrounding the intersection of US Route 14 and Three Oaks Road includes several vacant or underutilized properties suitable for retail development.
- **New Development Opportunities**
New development along the eastern portion of the US Route 14 corridor could have a significant impact on the Village's image while expanding the tax base.
- **Downtown**
Downtown should be expanded as a mixed use district and properties on the north side of US Route 14 should be repositioned in concert with a recommended realignment of the roadway.
- **IL Route 31**
Improvements to IL Route 31 make the Damisch Farm and Meyer Material Co. properties opportune locations for future commercial development.
- **Maplewood School Property**
The vacant Maplewood School site provides a tremendous opportunity to create a multi-family/mixed use neighborhood with a centralized open space adjacent to Downtown Cary.
- **Commercial**
Established commercial uses provide for the day-to-day needs of Cary residents.





Blending Industrial Uses with Traditional Suburban Landscapes

The western portion of the US Route 14 corridor is home to Cary's most significant commercial area including its largest shopping center. Several Industrial Drive properties back up to the railroad tracks that parallel US Route 14 and loading docks, dumpsters, and vehicle staging are visible to patrons and visitors travelling along the corridor. Several of the properties also suffer from poor maintenance of existing landscaping, providing an unkempt image. This negative visual impact is exacerbated by the prominent location in the western gateway to the community, setting the tone for the Cary community as a whole.

The appearance of the western US Route 14 corridor would be greatly improved with a formal landscaping treatment along the rear property line of Industrial Drive uses abutting the railroad. Such a treatment could feature a high wooden fence or masonry wall and coniferous tree plantings clustered at service drive locations along the fence line. Over the near term, landscaping on the rear of these properties should be properly maintained and trimmed back. Similarly, the Village should communicate with the Union Pacific Railroad regarding the trimming of trees and addressing poorly maintained landscaping along the railroad right-of-way in areas visible from public rights-of-way.

INDUSTRY & EMPLOYMENT AREAS FRAMEWORK

Cary's industrial users and business parks employ thousands of workers and form a critical role in broadening and diversifying the Village's tax base. This, in turn, serves to reduce the tax burden on Cary residents.

Employers are not only important for their supply of local jobs, but because of the daytime population they attract and the support they provide to retailers and restaurants. The following policy framework is intended to ensure the continued success of the community's business and industrial parks.

The Industry and Employment Areas Framework includes recommendations for placemaking and community branding efforts that work to give each employment area a recognizable, distinct identity. These initiatives can assist with marketing and tenant recruitment while improving the overall image of Cary by providing regional context and easily identifiable reference points for potential business tenants.

FRAMEWORK STRATEGIES

There are two main policy approaches to addressing Cary's industrial land uses: 1) Expanding established employment areas, and 2) Improving sense of place and related marketing efforts.

Industrial Expansion

The Village should evaluate expanding its existing industrial and business park districts. Tenant occupancy remains competitive and as job growth in McHenry County expands, Cary should be in position to capture more industrial and business park investment. Specific areas of expansion include the Three Oaks Road corridor, Industrial Drive, and the Cary Point Industrial Park. Specific recommendations for these areas are provided in the following sections of this chapter.

Strategic Annexation

The Village should also consider the strategic annexation of properties further west, on both Three Oaks Road and US Route 14. As discussed in the Targeted Areas section of this framework plan, annexation is needed to ensure responsible redevelopment over time and that the unincorporated property in key areas positively contribute to the Village's overall image. Future industrial investment should complement the existing, successful developments in the Village.

Branding

Although Cary features a number of successful business parks, their presence could be elevated within the regional marketplace. As demonstrated during community outreach, even residents and businesses in the local area are not fully aware of the scale, scope, and importance of light industrial and "back office" operations in the community. These businesses are major area employers and contribute meaningfully to the community's tax base. The Village could both implement branding and community design enhancements in the public right-of-way, as well as coordinate with private property owners to add branding and placemaking treatments to their own sites. These targeted investments would better establish a distinctive identity for Cary's industrial areas as prominent, competitive locations within the Chicago region. Recommended placemaking improvements are discussed for each of Cary's employment areas in the following section.

Screening & Buffering

While Cary's industrial users and employers are important contributors to the local economy, it is important that their operations do not negatively impact quality of life in Cary's established neighborhoods or the quality and function of Cary's commercial districts. Site screening including the use of landscaped berms along property lines, loading area and dumpster screening, and parking lot perimeter landscaping should be used to improve the appearance of established employment areas from public rights-of-way. As new industry and employment development occurs, screening as well landscaped buffers should also be constructed to establish horizontal separation between these more intense uses and adjacent residential and commercial areas. Additional discussion of buffering and screening techniques is provided in **Chapter 5: Subarea Plans**.

The Village should consider developing an assistance program to facilitate improvements in key employment areas of the community. As outlined in **Chapter 9: Implementation**, there are several potential mechanisms such as a Business Development District (BDD) that can be used to fund such improvements in a partnership between the Village and private property owners in targeted employment areas.

TARGETED AREAS

This section provides further recommendations for each of Cary's unique industry and employment areas. Additional discussion of some of these areas, namely the Three Oaks Road and US Route 14 corridors, is provided in **Chapter 5: Subarea Plans**.

Three Oaks Road

Sage Products Inc. is one of the largest employers in McHenry County and a prominent tenant in the Three Oaks Road corridor. The retention of these jobs is important for Cary, and the Village should coordinate with Sage to identify the potential for expansion and growth within the area. In accordance with the Land Use Plan, the vacant sites located along the Three Oaks Road corridor, such as along New Haven Drive, Georgetown Drive, and in the vicinity of Kaper Drive, should be targeted for light manufacturing and business park development.

Areas adjacent to the residential areas to the south should be of limited scale and intensity and could include office or research and development users in a more campus-like setting that are guided by an overall site development plan to ensure the coordination of building sites, traffic access and circulation, and amenities. High quality architecture and unified signage, landscaping treatments and building setbacks should also be used to provide an attractive appearance from public rights-of-way and from within the development.

Annexation

The unincorporated property located immediately north and east of the Three Oaks Industrial Park should also be annexed to facilitate comprehensive and coordinated development of the Three Oaks Road corridor. In accordance with the Land Use Plan, the site is an appropriate and desirable location for light industrial or business park development. The area's large size and location near both the IL Route 31 and US Route 14 also create the potential for commercial or multi-family development. While the Village should maintain high quality standards for development, it should also maintain flexibility in considering proposals for non-employment related development.

Established Industrial Parks

Cary's two oldest industrial parks include Cary Industrial Park along Industrial Drive and the Cary Point Industrial Park on Cary Point Drive. While some vacancies and small infill opportunities exist, these areas are generally well-occupied and function well as locations for a mix of small- to mid-sized manufacturers and industrial service providers. There are several strategies the Village can employ in its continued support of its established industrial parks where possible.

Marketing

With the exception of Village economic development marketing materials, there is little physical indication that the Cary Industrial Park or the Cary Point Industrial Park exist as formal designated areas. Neither area has gateway signage or other identifier at any of their primary entry points. Furthermore, both industrial parks lack any presence along nearby US Route 14.

The Village should work with industrial park property owners, businesses, and the Cary Grove Chamber of Commerce to establish formal gateway signs at entrances along primary routes including Cary-Algonquin and Jandus Road. Such signs could also include directory signage indicating tenants present within the park. Similarly, wayfinding signage should be considered near the intersections of US Route 14 with Three Oaks Road, Cary-Algonquin Road, and Jandus Cutoff Road.

Sign and wayfinding improvements could be used to strengthen marketing efforts for the industrial parks. Such strategies can ensure that the established industrial and business parks in Cary retain a strong regional presence as viable locations for businesses competing in the local, regional, and national markets.

Improved Access

Improvements to local roadways and the establishment of truck routes serving industrial areas can better position Cary's established industrial parks.

- **Roadway Extensions** - Per **Chapter 5: Sub-area Plans**, in concert with the redevelopment of the Maplewood School property, it is also recommended that Industrial Drive be extended to connect with High Road and the Metra parking area in Downtown. Similarly, pedestrian infrastructure should be improved along Jandus Road to establish a safe link between Cary Point Drive and Main Street. Such investments would ensure both the continued success of these areas as well as creating better linkages to jobs.
- **Truck Routes** - As outlined in **Chapter 6: Transportation & Mobility Plan**, the Village should designate Three Oaks Road, between US Route 14 and IL 31, as a local truck route to connect the local truck route system at Georgetown Drive and Industrial Drive to the State system at US Route 14 and IL 31. Roadways serving Cary Point Industrial Drive already have a local truck route designation.

Outreach

In partnership with the Cary Grove Chamber of Commerce, the Village should establish an annual or biannual outreach session with industrial park property owners and business owners and operators to ensure infrastructure and other needs are adequately fulfilled. Regular communication should be established so that the Village can identify issues impacting local industrial park businesses and be proactive in developing strategies to enhance these areas.





Greening Industrial Properties

It is also important the Village ensure future industrial expansion incorporates sustainable design practices into site planning to lessen impact from these major facilities. Further, opportunities may exist to use energy efficient components in building design and add elements such as green roofs or native plant landscaping to proposed and existing industrial facilities. In locations where such uses border residential areas, future impacts should be closely examined to ensure localized flooding issues are not created by future industrial expansion. Such facilities are also excellent opportunities to explore other sustainable construction and building operations technologies.

Sustainable Industrial Development Example

Testa Produce, Inc., of Chicago, works with farms throughout Illinois and distributes from the first LEED Platinum certified refrigerated food distribution facility in the United States.

Sustainable technology touches nearly every corner of Testa's operations, from electric light-fleet delivery trucks and heavier-freight trucks that run on compressed natural gas; to white-topping asphalt instead of traditional blacktop; to rain water cisterns, permeable pavement, native landscaping, and energy efficient HVAC systems; to using recycled building materials for about 30% of non-mechanical construction needs. These approaches have reduced on-site water consumption by 40% and electricity usage by 30%. The use of on-site solar panels and wind turbines generate enough local, renewable energy to reduce their remaining electric bill by another 50% from there.

Testa's property started as a brownfield that was cleaned and remediated, allowing for new construction and site development. All of these sustainable practices have been applied to an active industrial property, managing frequent distribution trucks coordinated with a 91,000 square foot refrigerated warehouse facility.

Feinberg Drive

The Cary Square Professional Center and other office and employment uses off of US Route 14 at Feinberg Drive effectively act as a small office park, although they are not marketed, branded, or identified in such a way. Signage from US Route 14 is difficult to read, the distinction from the large shopping center and its own tenants is not clear, and internal wayfinding circulation could be improved on Feinberg Drive itself. The Village should work with the Cary Grove Chamber of Commerce and property owners along Feinberg Court and Feinberg Drive to establish a unified marketing strategy for this area. Such an initiative could be used to market vacant sites for development and secure new tenants in the area. The monument sign at Feinberg Drive and US Route 14 could also be modified or replaced to feature a collective name for the area, such as 'Feinberg Business Park', and directory signage.

West US Route 14

Just outside of Village boundaries are light industrial uses such as Country Gas (a propane supplier) and Car Smart Total Car Care, which both feature outdoor fleet vehicle parking and equipment storage, along the US Route 14 frontage corridor. These uses may become less compatible with other commercial uses in the corridor, or adjacent residential development, as nearby areas are annexed and development occurs. Although not a near term priority, the Village should consider annexing these properties to facilitate site improvements and guide their redevelopment over the long term to improve the function and appearance of the US Route 14 corridor.

Silver Lake Road

There is a small cluster of business park users on Silver Lake Road, just north of Three Oaks Road and west of Cary-Grove High School, including the large facility owned by Aptar Group. Single-family detached residential development is adjacent, mainly off of Patriot Lane and Galway Drive. Although expansion opportunities in this area are limited, the Village should continue to coordinate with private property owners and businesses to ensure the success of these industrial properties. Further, the area should be reviewed for opportunities to improve site screening and buffering with non-commercial uses, such as Lions Park, the school, and residential neighborhoods.

Mining & Excavation Activity

Southeast McHenry County is somewhat unique in the Chicago region due to the presence of numerous active and inactive aggregate mines. The only mining area within Cary consists of a quarry operated by Meyer Material Co. on a 102-acre property located at IL Route 31 and Klasen Road. Per an agreement between the Village and Meyer Material Co., extraction at the mine will cease by June 2016 with reclamation and restoration work to be completed by June 2018.

Over the near term, it is important that the Village and McHenry County continue to enforce mining operation regulations to minimize negative impacts on nearby residents related to noise, dust, and potential nuisances.

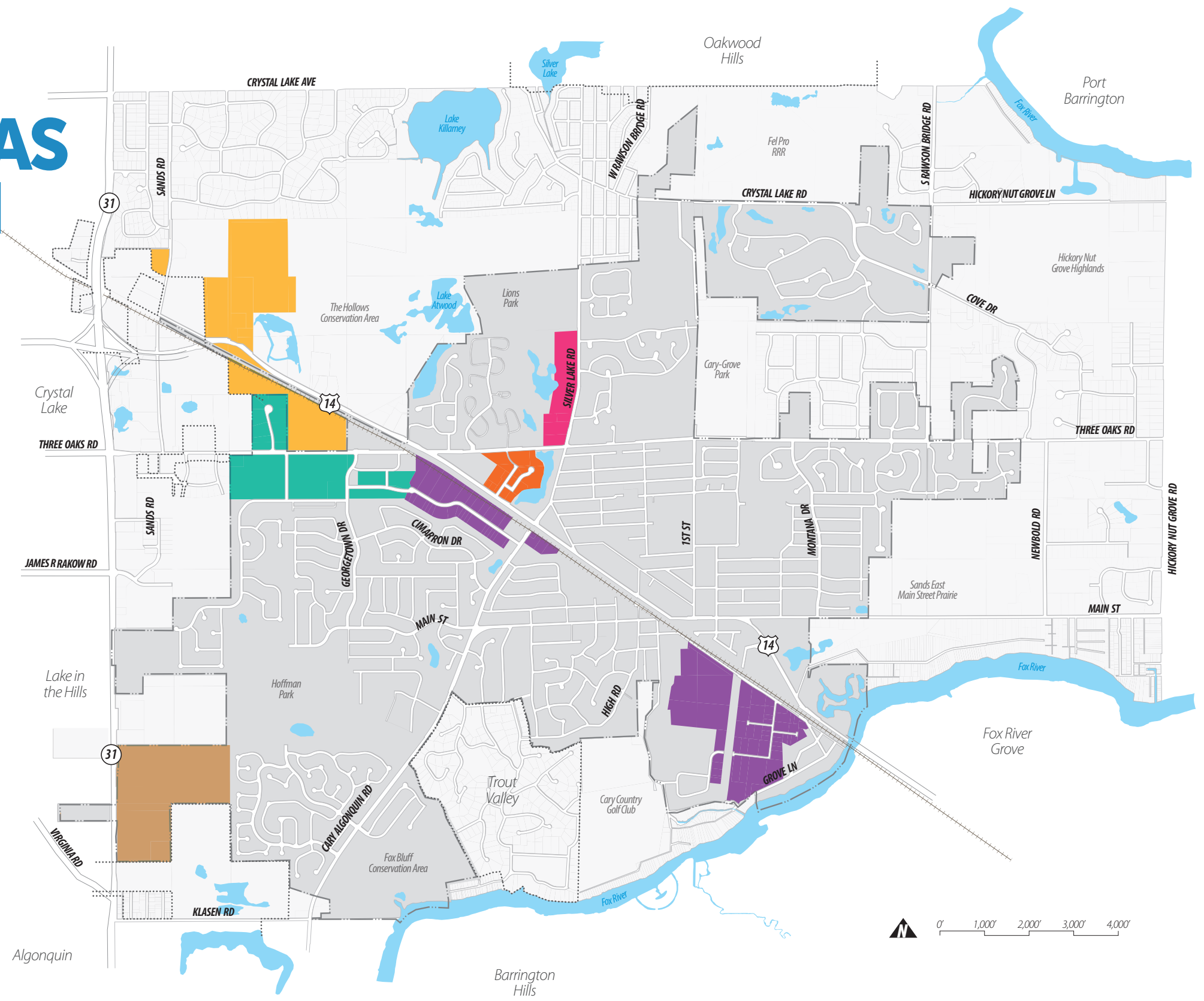
The property straddles the Cary and Algonquin border and is located within the Cary Park District. Joint planning is needed to facilitate development of the former mine site and ensure that both communities benefit from the site's location along IL Route 31. The development of the Meyer Material Co. property is discussed in both the **Chapter 8: Parks, Open Space, and Environmental Features Plan** and Commercial Areas Framework Plan section of this chapter.

VILLAGE OF CARY EMPLOYMENT AREAS FRAMEWORK PLAN

The Employment Areas Framework Plan seeks to maintain and grow the local employment base and broaden and diversify Cary's tax base. To accomplish this goal, the Village will need to expand existing business and industrial parks, annex new land, and enhance its image as an employment center and desirable location for industrial development.

Employment Areas Plan Key

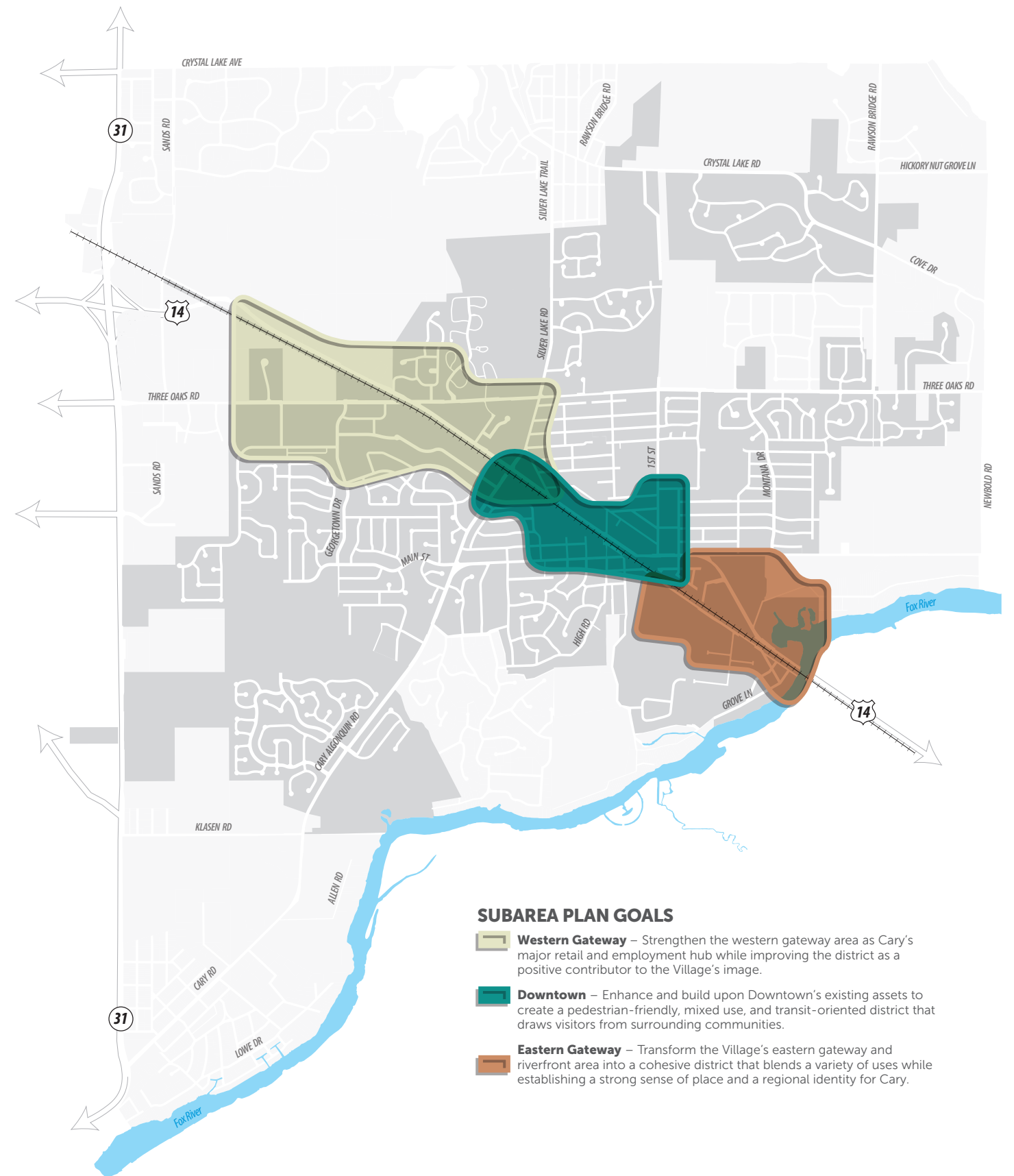
- Established Industrial Parks**
Business retention and reinvestment should be a priority within Cary's established industrial parks.
- Annexation**
The Village should annex the large property along Three Oaks Road to facilitate comprehensive development of the corridor.
- Three Oaks Corridor**
Property available along Three Oaks Road presents an opportunity to further establish the area as an industrial and employment hub for the community.
- Silver Lake Road**
The Village should work with property owners to maintain industrial uses along Silver Lake Road and identify opportunities to improve site screening and buffering with non-commercial uses.
- Mining & Excavating**
Over the near term the Meyer Material Co. operations provide a valuable economic asset to the Village. Once extraction has ceased, non parkland components of the reclaimed site will also provide opportunities for employment related development in the future.
- Feinberg Drive**
The Village should work with the Cary Grove Chamber of Commerce and property owners along Feinberg Court and Feinberg Drive to establish a unified marketing strategy for this area.



Chapter 05

SUBAREA PLANS







Building on the core components of the Comprehensive Plan, detailed Subarea Plans have been developed for the Downtown and the eastern and western gateway areas of the US Route 14 corridor. The subarea plans highlight key concepts and strategies for land use and development, transportation and circulation, and other improvements to these important areas of Cary. The subarea plans provide more specific recommendations for these key areas of the Village, building upon the general framework of the Comprehensive Plan to guide improvements, reinvestment, and redevelopment in each area including site-specific application of various planning principles presented in the Plan.



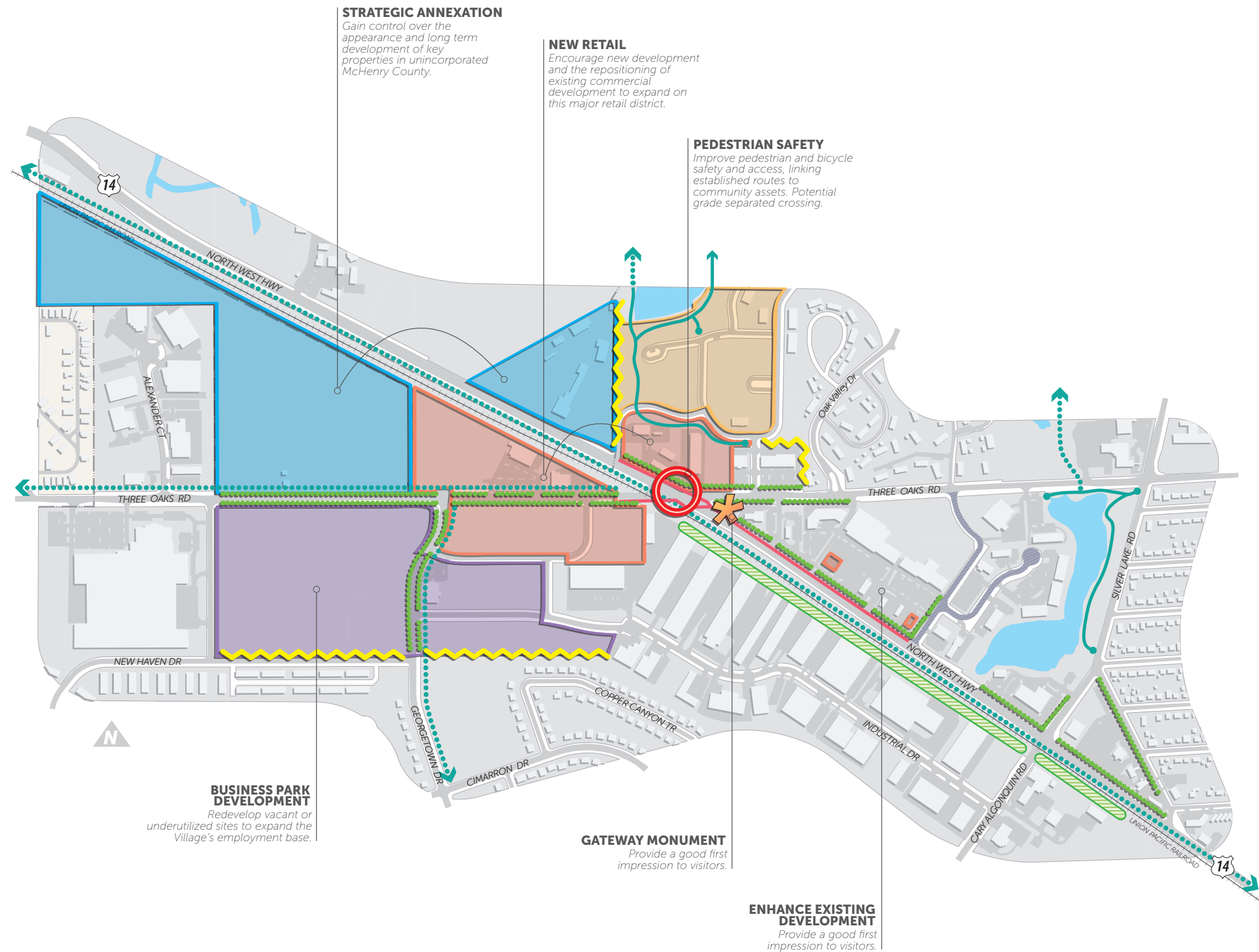
CARY SUBAREA WESTERN GATEWAY

US Route 14 serves as the main entry point into Cary from the west, forming the core of an established commercial and employment district. The western subarea is anchored by the Village's largest retail corridor and features sizable, development-ready sites along nearby Three Oaks Road, which will serve as the location for much of the Village's future commercial and employment-related growth.

An important goal for the western gateway is to enhance the Village's image by promoting the expansion and strategic redevelopment of the retail and employment base in the corridor while using effective placemaking strategies. The subarea plan identifies key development opportunities in the western corridor and illustrates the potential possessed by these targeted areas to provide a broad range of benefits to the Cary community.

-  **Annexation** These two key areas should be annexed to gain greater control over their appearance and long term redevelopment.
-  **Neighborhood Screening** New and existing residential areas should be buffered from more intense uses and parking and service areas within the western gateway area.
-  **Business Park Development** Due to its location and access to infrastructure this area should be targeted for a business park and light industrial development.
-  **Western Gateway** This property provides an excellent opportunity for a gateway feature including a high quality monument sign and pedestrian features.
-  **Parking Lot Screening** Parking lot screening should be provided on all lots throughout the corridor to minimize views of parked cars from public rights-of-way.
-  **Pedestrian Safety** There are several extensive gaps where sidewalks and crosswalks need to be established within the US Route 14 corridor. Various crossing treatments should be considered including a grade separated crossing.

-  **Feinberg Drive** This area could benefit from collective marketing as a formal business park with improved signage.
-  **Industrial Drive** The Village should ensure the industrial rear lot lines along US Route 14 and landscaping are well maintained and present an attractive appearance.
-  **New Retail** Areas near the intersection of Three Oaks Road and US Route 14 should be targeted for retail development within the western gateway area.
-  **Trail Links** Several trail segments exist that could be connected to establish an extensive trails network with regional appeal. On-street bicycle lanes should be considered where appropriate.
-  **West Lake Neighborhood** This development of the West Lake subdivision has struggled to reach build-out and the Village should focus on supporting this development.





01

01 – Corridor Design

The western gateway area is an auto-oriented commercial district with limited pedestrian infrastructure and poor sense of place. While the corridor is a vital contributor to Cary's economy and tax base, it does not provide a strong impression to visitors passing through the Village. The western gateway area should be updated to better function as a pedestrian-friendly commercial district with a positive appearance that proudly announces entry into Cary. As redevelopment and reinvestment occurs, existing commercial development should be repositioned to strengthen presence along public rights-of-way and improved with high-quality building materials, screening, and access management.

Annexation

The western gateway area is bordered by two significant properties in unincorporated McHenry County. One property comprises a large area located northwest of the intersection of Three Oaks Road and Georgetown Drive and represents a prime opportunity for future industrial and business park development. The other unincorporated area consists of a salvage company with extensive outdoor operations and storage. With its prominent gateway location along US Route 14, the poor appearance of this large property has a negative impact on the Village's image. These two underutilized areas should be annexed to gain greater control over their appearance and maximize their long term redevelopment.



02



03

02 – Neighborhood Screening

As development occurs within the western gateway area, existing residential areas should be buffered from more intense uses, parking, and service areas. New development should utilize vegetated buffers featuring a combination of berming, fencing, landscaping, and screening. The southern and eastern edges of the Sage Products property and the southern edge of the West Lake subdivision provide good local examples of effective use of landscaped berms to buffer residential areas from manufacturing and commercial uses.



04



05

03 – Western Gateway

The Three Oaks Road and US Route 14 intersection is a primary gateway to Cary from the north and west. The westernmost corner of the Fifth-Third Bank property is unused and provides an excellent opportunity for a gateway feature including a high quality monument sign, landscaping, and a masonry wall. This area could also accommodate a small pedestrian plaza where new sidewalk segments along US Route 14 and Three Oaks Road merge.

04 – Parking Lot Screening

Many existing parking lots lack both perimeter screening and any substantial landscaping. One impact is the community's initial impression to motorists of large, unattractive parking lots. Another impact is some residences directly face parking lots and commercial buildings, such as along Silver Lake Road. Screening should be provided on all parking lots throughout the corridor to minimize views of parked cars from public rights-of-way and residential neighborhoods. New screening should consist of a mix of features such as low hedge rows, ground cover, parkway trees, decorative masonry walls or fencing. This investment will improve the overall appearance of the gateway corridor and provide summer shade to minimize the heat island affect associated with large areas of concrete and asphalt.

05 – Pedestrian Environment

There are several extensive gaps in the sidewalk and crosswalk network within the US Route 14 corridor. Most notably, no pedestrian infrastructure exists along US Route 14 north of Feinberg Drive. There is also no link between US Route 14 and Three Oaks Road to the west, or between US Route 14 and Westbury Drive in the West Lake subdivision. Sidewalks should be installed along the eastern side of US Route 14 with connections to the south side of Three Oaks Road. Where possible, the sidewalk should be setback from the roadway to enhance pedestrian safety and minimize loss of useable sidewalk during winter months. Pedestrian crossings should also be enhanced through improvements such as zebra striping and push-button signals.

Business Park Development

The western portion of the Three Oaks Road corridor consists of several undeveloped properties. With new roadway, water, and sewer infrastructure already in place, and a location isolated from residential development, this area should be targeted for a business park and light industrial development. Areas to the south near established residential uses should be less intense and comprise smaller users more in keeping with the scale of neighboring residential development.

Feinberg Drive

An infill development opportunity exists behind the Jewel-Osco shopping center along the west side of Feinberg Drive. The area has a strategic location between US Route 14 and Three Oaks Road. This site is an appropriate location for business park and professional office development similar in scale and character to the uses along nearby Feinberg Court. Signage along US Route 14 and Three Oaks Road should also be improved to collectively market the area as a cohesive single business park. The current monument sign features the names of individual Feinberg Court tenants, but lacks any unifying brand or name for the location and does not clearly direct visitors into the area.

Industrial Drive

The US Route 14 corridor functions as a gateway into Cary and the appearance of buildings on Industrial Drive is an important perspective for motorists. The Village should ensure the industrial rear lot lines and landscaping are well maintained and present an attractive appearance, including upgrades and additional site screening as needed. Signage in the rear of these parcels facing US Route 14 should be prohibited. Industrial Drive should also be extended south to connect with High Road and the Metra parking area in Downtown.

Outlot Development

Development outlots exist on the underutilized portions of the Jewel-Osco shopping center parking lot and should be a focus for new retail businesses. Outlot development closer to the roadway will enhance the pedestrian environment by increasing sense of enclosure adjacent to future sidewalks and breaking up the visual impact of large surface parking lots.

New Retail

Areas near the intersection of Three Oaks Road and US Route 14 should be targeted for retail development which would leverage the visibility and high traffic volume while further establishing the western gateway as a retail center. As new development occurs here, the aging retail development north of the intersection, as well as the unincorporated salvage company property west of Westbury Drive, should also be targeted for repositioning and redevelopment.

Trail Links

There are several parks and natural areas within the western gateway area. A more extensive trails network could be established by connecting existing trail segments together, linking multiple parks, and creating more of a regional open space amenity. For example, the Lake Atwood trail at The Hollows Conservation Area is within 150 feet of the West Lake subdivision, as well as near the recreation facilities and existing parking at Lions Park. A trail and boardwalk through the southern portion of Lions Park, where several wetlands exist, could also connect trails to Jaycee Park. Other trail connections are needed to connect to the broader regional trail network including: 1) a multi-use trail along the Union Pacific/US Route 14 corridor; 2) an on-street bike route connecting to a trailhead at Hoffman Park; and 3) a multi-use trail along the Three Oaks Road corridor connecting to a multi-use trail along IL. Route 31.

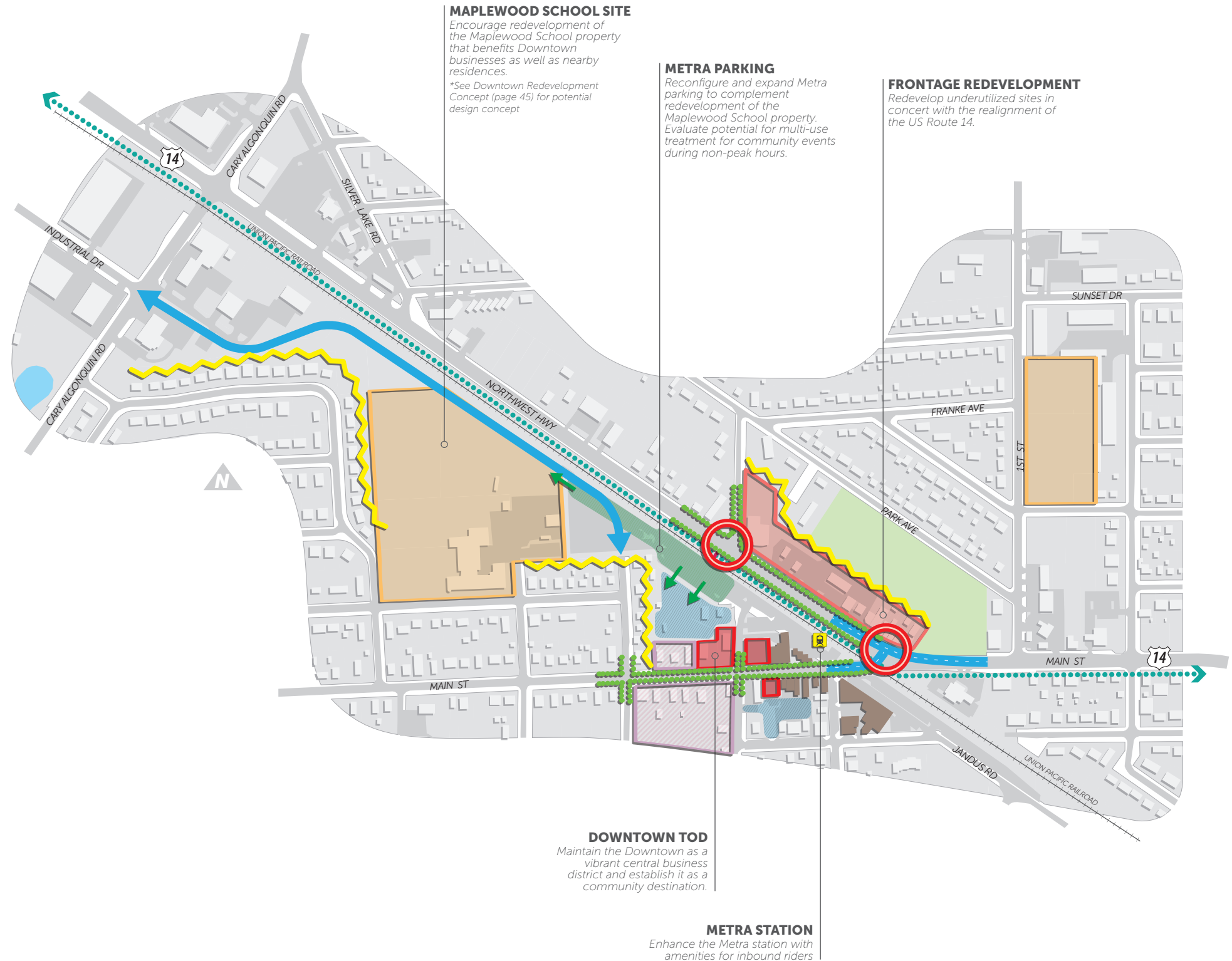
West Lake Neighborhood









The development of the West Lake subdivision has struggled to reach build-out. The appearance of the nearby salvage company at US Route 14 and Westbury Drive may be limiting the subdivision's appeal to potential buyers. Allowing for a different type of development to take place at the site may also revive development activity at the site. For example, West Lake is an attractive location for small lot single family development. The Village should focus on supporting this development and should be open to exploring alternatives for the site provided that they complement the single-family attached homes already located there.








CARY SUBAREA DOWNTOWN

Downtown is the historic core and community center of Cary. The district is also a unique economic asset for the Village, but is currently underutilized. The goal of the Downtown Subarea Plan is to enhance and expand Downtown and assist with its transformation into a regional destination capable of drawing in visitors from surrounding communities. The subarea plan promotes the strategic

redevelopment of key properties to strengthen Downtown Cary as a pedestrian-friendly, mixed use district. The subarea plan clearly defines where and how Downtown should expand, reinvest, redevelop, and intensify to fully leverage its location and access to transit, while preserving and enhancing the characteristics valued by the community.



-  **US Route 14 Realignment** The realignment of US Route 14 and redesign of the intersection would allow for more efficient traffic flow on US Route 14 while improving access and circulation for vehicles and pedestrians.
-  **Metra Station** The existing Metra station should be enhanced with improvements to amenities on the inbound side of the platform.
-  **Metra Parking** The Village should partner with Metra and property owners in expanding Metra parking northwest along the railroad right-of-way and allowing overflow parking in the surrounding commercial areas. The potential should also be explored for the use of a portion of this area for community events during non-peak hours.
-  **Buffering** New development should utilize vegetated buffers featuring a combination of berming, fencing, landscaping, and screening.
-  **Centralized Parking** Centralized parking facilities shared by multiple businesses offer an effective strategy in making better use of existing parking.
-  **Downtown Transit Oriented Development (TOD)** Underutilized properties along Main Street and US Route 14 should be viewed as TOD opportunities, accommodating more intense commercial and multi-family development within a short walk of the station and Downtown.
-  **Historic Character & Design Guidelines** Downtown Cary already offers a historic character that should be echoed and strengthened by future infill development projects.
-  **Cary Veterans Park** This park could benefit from improved stormwater management and enhanced interface with adjacent commercial properties.

-  **Maplewood Access** Extending Industrial Drive south along the railroad frontage to Seebert Street and extending local roads through the site would connect new residents and businesses directly to Downtown and Cary Algonquin Road.
-  **Multi-Family Housing Infill Projects** Multi-family development should be encouraged as a primary component in the redevelopment of the Maplewood School property and Bartlett Manufacturing property redevelopment. Mixed use development should also be encouraged at the Maplewood School property.
-  **US Route 14 Pedestrian Crossings** Pedestrian and bicycle safety enhancements should be implemented as a component of the realignment of US Route 14 and creation of a more traditional "T" intersection at Main Street.
-  **Western Expansion** Strategic redevelopment of properties west of High Road would strengthen connections between the Main Street and the Maplewood School property, allow for additional commercial space and residential units within the Downtown, increase public parking, and establish a firm gateway to the Downtown.
-  **Redevelopment of US Route 14 Frontage** Properties located in the Cary Station TIF district and should be targeted for comprehensive redevelopment that contributes more to the Downtown character.
-  **Streetscape & Placemaking** Building on West Main Street improvements would further define the district.
-  **Trail Opportunity** The County and Park District support the installation of a multi-use trail along the Union Pacific/US Route 14 rights-of-way.



06



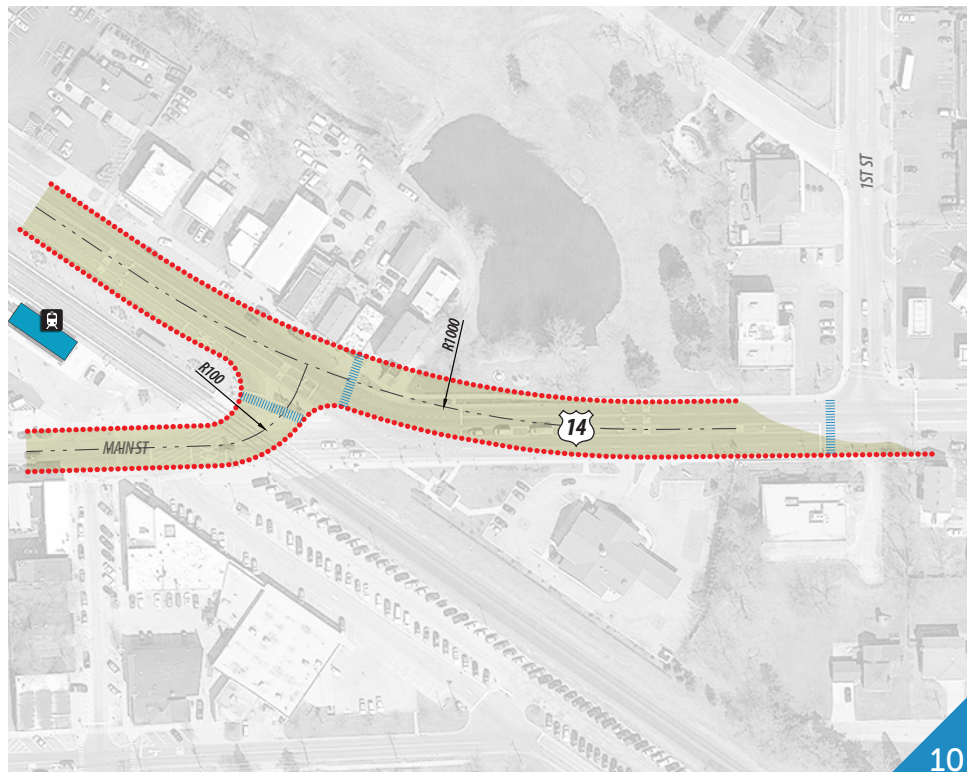
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Metra Parking

The Cary Metra station is a major community asset that is visited by more than a thousand commuters on a daily basis. Metra parking lots are near capacity during weekdays and to accommodate new ridership additional Metra parking will be needed. In concert with the redevelopment of the Maplewood School property, the Village should consider expanding Metra parking northwest along the railroad right-of-way. A linear parking configuration with angle spaces (similar to that which exists near High Road) could be implemented and would allow for the expansion of total parking spaces as well as the reconfiguration and partial redevelopment of the lot currently adjacent to the Maplewood School property.

06 – Buffering

As the historic core of the community, Downtown Cary is located in the midst of an established neighborhood that should be insulated from any negative impacts of new development. As redevelopment occurs at the Maplewood School property and other areas of the Downtown, existing residential areas should be buffered from more intense uses and parking and service areas. New development should utilize vegetated buffers featuring a combination of berming, fencing, landscaping and screening.

07 – Metra Station

Ideally, Metra station buildings are located on the inbound side of tracks, where they provide ticket sales and comfortable waiting areas for Metra riders. Station buildings are typically open in the morning to provide these services to the high concentration of peak hour inbound travellers.

Cary's Metra station is located on the outbound side of the railroad tracks, which creates pedestrian safety issues and an inconvenience for morning commute passengers who otherwise have limited protection from the weather. The proposed realignment of the US Route 14 and Main Street intersection could create the potential for the Metra station to relocate on the inbound side of the railroad tracks over the long term.

Regardless of location, Cary's Metra Station should reflect positively on the community, and be attractive and consistent with the historic character of the Downtown. Improving the existing station, or constructing a new one would place Cary's Metra station in similar standing to the many other communities along the Union-Pacific Northwest Line who have recently renovated or rebuilt their stations.

Cary Veterans Park

The connection between Cary Veterans Park and the downtown should be improved with enhanced pedestrian access to the site and stream corridor. Opportunities may exist to integrate businesses like restaurants with outdoor seating areas that take advantage of views into the park space. Also, if US Route 14 is modified from the current alignment, opportunities may exist through such a project using Illinois Department of Transportation or TIF district funds to make long term stormwater improvements to the stream corridor and the stormwater pond which is viewable from US Route 14.

Centralized Parking

Parking for local businesses is limited in the Downtown, particularly during weekdays when commuter parking lots near capacity. If the Downtown is to attract additional businesses and grow as a community and regional destination, parking will likely need to be expanded and existing parking configurations made more efficient. Centralized parking facilities shared by multiple businesses offer an effective strategy in making better use of existing parking. The block bound by Main Street, High Road, Spring Street and Seebert Street contains several adjoining parking areas for various businesses. Working with property owners, the Village should encourage the consolidation and partial expansion of this area as a centralized, municipal lot. Shared access points should be provided off of side streets with a pedestrian arcade providing parking patrons with direct access to Main Street.

08 – Downtown Transit Oriented Development (TOD)

The underutilized properties surrounding the intersection of Main Street and High Road present opportunities for transit oriented development. The redevelopment of surface lots and setback commercial buildings will allow for multi-story, mixed use structures that increase sense of activity along Main Street while leveraging proximity to the Metra station. The Maplewood School property should also be viewed as a TOD opportunity, accommodating more intense multi-family development within a short walk of the station and Downtown.

09 – Historic Character & Design Guidelines

Downtown Cary has a unique historic character and formal design guidelines should be adopted to ensure that future infill development echoes and strengthens that character. Mixed use and commercial structures on Main Street, Jandus Road, and Spring Street provide positive examples of both masonry and wood siding facades, cornices, window treatments, and other desirable components that can be modeled throughout the district. Important structures can be preserved while other buildings can be renovated and improved. Downtown's established size, height, architectural style, building materials, and structural massing can be captured by urban design guidelines.

10 – US Route 14 Realignment

US Route 14 serves as the primary access point to the Downtown. US Route 14 is reaching capacity and its poor alignment creates an awkward intersection with Main Street that results in longer queuing times, problematic turning movements, and poor pedestrian safety and access. The realignment of US Route 14 and redesign of the intersection would allow for more efficient traffic flow on US Route 14 while improving access and circulation for vehicles and pedestrians. Realignment of US Route 14 will require the acquisition of property to accommodate a redesigned road, and existing right-of-way to the south and east could be vacated to accommodate other desired improvements, including a relocated Metra station and gateway features welcoming visitors to Downtown Cary. These infrastructure improvements will require close collaboration with IDOT, Metra, and Union Pacific.



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11 – US Route 14 Pedestrian Crossings

Eastern pedestrian access to the Downtown is currently limited to the Main Street crossing and an at-grade pedestrian railroad crossing near Borden Avenue at the end of the Metra station platform. Pedestrian and bicycle safety enhancements should be implemented as a component of the realignment of US Route 14 and creation of a more traditional 'T' intersection at Main Street. In addition, a pedestrian crossing is desired at Borden Avenue that would link the north side of US Route 14 with the nearby Metra station platform railroad crossing. This crossing could feature an overpass, underpass, or at-grade crossing with a pedestrian island in the median. The at-grade pedestrian island is the most feasible with regard to engineering, but may require additional changes to US Route 14 such as a slower speed limit. These solutions will have to be ultimately approved by IDOT.

12 – Multi-Family Housing Infill Projects

Multi-family housing (i.e. condominiums or apartments) in the Downtown is currently limited to only a few rental properties adjacent to the Metra parking lot at High Road and some rental properties and apartments above storefronts along Spring Street. Multi-family residential development should be encouraged as a component of future mixed use projects and should comprise the primary portion of the redevelopment of the Maplewood School property and Bartlett Manufacturing property. Increased residential density will benefit from access to the Metra and will bolster Downtown's competitiveness for retail and restaurants uses.

13 – Maplewood School Redevelopment

The redevelopment of the Maplewood School property provides a significant opportunity for catalytic development in Downtown. Unless a desirable adaptive reuse of the existing school structure can be identified it should be demolished to accommodate comprehensive redevelopment of the site. Townhomes and lower density single-family attached residential development should border existing single-family homes to the west with the interior of the site transitioning to higher density housing as it nears the railroad tracks. The site should also feature a central open space that can serve as an amenity to new residents, visitors to the Downtown, and residents in nearby neighborhoods. Mixed use development is also appropriate and desirable for the site to complement commercial and mixed use properties in Downtown Cary.

Maplewood Access

Extending Industrial Drive south along the railroad frontage to High Road would create a direct connection from Downtown to Cary-Algonquin Road. The alignment should utilize existing right of way and provide connections to Metra parking and the station area. Local roadways should also be extended into the redevelopment site and enhance connectivity.

Western Expansion

A critical policy consideration for Cary is the expansion of Downtown into the predominantly residential area to the west. Strategic redevelopment of properties west of High Road would strengthen connections between the Main Street and the Maplewood School property, allow for additional commercial space and residential units within the Downtown, increase public parking, and establish a firm gateway to the Downtown.

Redevelopment of US Route 14 Frontage

The US Route 14 frontage near Borden Avenue is underutilized. These properties are located in the existing TIF #2 district and should be targeted for comprehensive redevelopment that contributes more to the Downtown character. The realignment of US Route 14 creates the opportunity to redevelop the remainder of the block with new buildings brought to the street and common parking created in the rear. Shared access points could be established along US Route 14 and Borden Avenue, reducing the number of curb cuts along US Route 14. Certain elements of this approach will require coordination with IDOT.

Regional Trail Opportunity

The concept of a multi-use trail along the Union Pacific/US Route 14 corridor is supported by CMAP and is reflected in both the McHenry County 2040 Transportation and Cary Park District 2006 Comprehensive Master Plan. As an alternative transportation option to Downtown Cary and the Metra station, there may be additional grant opportunities available beyond typical trail funding sources.

14 – Streetscape & Placemaking

West Main Street already features some streetscape and placemaking improvements such as the Cary pavilion gateway, historic-styled streetlights, banners, potted flowers, street trees, and decorative street signs. Building on these improvements would further define the district. Differentiated paving materials should be installed to highlight pedestrian crosswalks. Surface parking adjacent to existing business at the southeast corner of West Main and High Road should be replaced by angled parking. Doing so would create the opportunity for outdoor dining space and a sidewalk adjacent the building, enhancing the sense of activity along the Main Street corridor. Depending on the location, some of these elements could be located on IDOT right-of-way.

15 – Enhancing the Pedestrian Environment

Pedestrian flow and safety should be a priority within Downtown Cary. Walkways and intersections, particularly along Main Street, should be improved to provide a safe, consistent, and predictable experience for pedestrians and vehicles travelling throughout the downtown. Improvements could include: creating highly visible crosswalks, corner bump-outs to calm traffic and shorten walking distances, crosswalk signals that indicate a countdown timer, pedestrian scale lighting, and streetscape features to buffer pedestrians in higher traffic areas. Universal design and accessibility standards are also important considerations.

REDEVELOPMENT CONCEPT DOWNTOWN

The proposed concept represents the site-specific application of subarea strategies to reposition underutilized properties and increase activity in the Downtown. The concept identifies infill opportunities for mixed-use development along the Main Street corridor, the creation of centralized shared parking facilities serving Main Street businesses, consolidated access drives, and a stronger presence along the public right-of-way in an effort to create an environment similar in character to the established Main Street district.

The Maplewood School property is shown with a mix of townhomes, multi-family, and mixed use development and a central green.

Metra parking areas are illustrated with a new configuration that extends to the north along the railroad tracks, providing for the more efficient development of adjacent sites. A new roadway connection is also shown between Main Street and Cary Algonquin Road. A central component of the concept is the realignment to the US Route 14 to improve pedestrian safety and facilitate relocation of the Metra station to the east side of the tracks.



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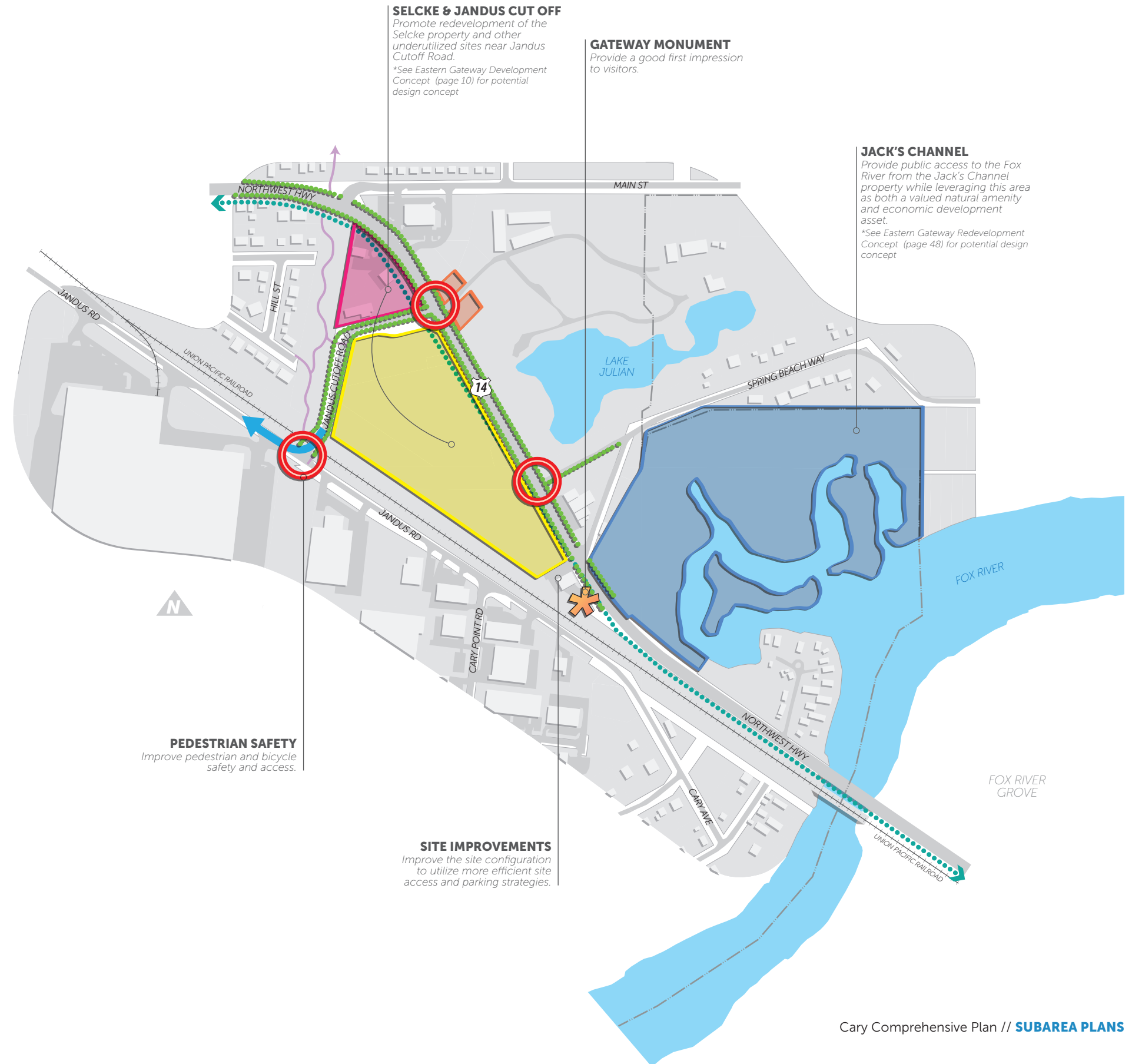
CARY SUBAREA EASTERN GATEWAY

US Route 14 serves as the main entry point into Cary from the east, crossing the Fox River before entering the downtown district. The eastern subarea is an underutilized corridor in transition that is poised for a renaissance with two major properties available for redevelopment. The vacant Jack's Channel site and Selcke property both offer catalyst opportunities to redefine the character of the eastern gateway and enhance the image of this key corridor.

Subarea strategies can better promote the expansion of Cary's commercial and employment base, establish new destinations and regional amenities, and create linkages to the broader community. The subarea plan identifies key development opportunities in the eastern corridor and illustrates the potential possessed by these targeted areas.

-  **Gateway Monument** The US Route 14 bridge approach over the Fox River is a well-suited location for a gateway sign that welcomes residents and visitors to Cary.
-  **Jack's Channel & Riverfront** The 30-acre Jack's Channel property holds tremendous potential to serve as both a natural and economic asset for the community.
-  **Selcke Property** The site will play a significant role in establishing the character of the eastern gateway and is an important catalyst for the broader Cary community.
-  **Jandus Cutoff Corner Properties** These properties should be assembled and redeveloped to complement the high quality development nearby.
-  **Lake Julian Opportunity** Development that fits the future land use and design character of the corridor should be evaluated and pursued for these lots.

-  **Jandus Road Downtown Connection** This at-grade crossing should be widened to include sidewalks that will allow pedestrians to safely traverse the tracks and connect to a sidewalk leading to Downtown Cary.
-  **Pedestrian Safety** Pedestrian and bicycle safety enhancements should be implemented especially at major intersections.
-  **Streetscape & Pedestrian Improvements** Sidewalks, pedestrian pathways, and crosswalks should be implemented where there are gaps in coverage in the eastern gateway area along US Route 14 and Jandus Cutoff Road.
-  **ComEd Easement Trail** As a pedestrian amenity and to better connect the Selcke Property with the adjacent neighborhood, a trail should be implemented in the utility corridor to the west of Jandus Cutoff Road.
-  **Trail Opportunity** The County and Park District support the installation of a multi-use trail along the Union Pacific/US Route 14 rights-of-way.



SELCKE & JANDUS CUT OFF
Promote redevelopment of the Selcke property and other underutilized sites near Jandus Cutoff Road.
*See Eastern Gateway Development Concept (page 10) for potential design concept

GATEWAY MONUMENT
Provide a good first impression to visitors.

JACK'S CHANNEL
Provide public access to the Fox River from the Jack's Channel property while leveraging this area as both a valued natural amenity and economic development asset.
*See Eastern Gateway Redevelopment Concept (page 48) for potential design concept

PEDESTRIAN SAFETY
Improve pedestrian and bicycle safety and access.

SITE IMPROVEMENTS
Improve the site configuration to utilize more efficient site access and parking strategies.



20 – Selcke Property

The Selcke property is a vacant 14-acre site that will play a significant role in establishing the character of the eastern gateway area as a catalyst project for the broader Cary community. The site's large size, location near Downtown Cary and Jack's Channel property, and more than 1,000 feet of US Route 14 frontage make it amenable to a range of development including retail, residential, lodging, and other land uses. Regardless of the use mix, the rear of the site near the railroad tracks should be programmed as the most intense part of the development. Pedestrian infrastructure should be provided throughout the site with connections to Jandus Cutoff Road and along the US Route 14 frontage. Two concepts have been prepared for the Selcke property illustrating alternative configurations of retail development that could occupy the site. In promoting development of the site, the Village should remain open to a range of options provided that the proposed development is high quality and reflects positively on the character and image of Cary.

21 – Jandus Cutoff Road Corner Properties

In addition to the Selcke property, the other three corners of the intersection of Jandus Cutoff Road and US Route 14 comprise several vacant or underutilized properties. This is an active and highly visible intersection that establishes a community impression to motorists. These properties should be redeveloped to complement the high quality development represented by the nearby CVS Pharmacy property and future redevelopment of the Selcke property.



22 – Jack's Channel & Riverfront

The Village owns the 30-acre Jack's Channel property which holds tremendous potential to serve as a both a natural and economic asset for the community. A banquet and special event center, coupled with a marina along the Fox River, would attract visitors from throughout the region. Future development should be sensitive to floodplain and wetland areas that extend into the site. To maximize the site's full potential, the southern leg of Spring Beach Way should be vacated to facilitate comprehensive redevelopment of the Jack's Channel property as well as the existing retail center. Commercial development should occupy the US Route 14 frontage leveraging its traffic volume and high visibility. For example, a hotel would complement the nearby banquet center and provide a local lodging option in Cary. A concept has been prepared illustrating one potential configuration of the site.

Eastern Gateway

US Route 14 is a primary eastern gateway to the Village of Cary. Although a wood sign marks the entry to the community, it is modest in size and can be easily missed by passing motorists. In addition, existing development along this important stretch of roadway also fails to make a good impression, greeting visitors with a large vacant site known as the Selcke Property. The US Route 14 bridge approach over the Fox River, along with a long retaining wall frame a distinct entry to Cary, with a terminating vista for inbound visitors. This provides an excellent location and opportunity for a more substantial gateway treatment to welcome people to the Village.

23 – Pedestrian Safety & Access

Sidewalks are present in portions of the eastern gateway area along US Route 14 but are incomplete. Gaps should be filled and sidewalks should be added to the southern side of the street as part of the Selcke property redevelopment. The crosswalks at US Route 14 and Jandus Cutoff Road should be improved with enhancements to pedestrian safety such as zebra striping and push-button signals. A similar crossing should be created at US Route 14 and the northern segment of Spring Beach Way as part of the redevelopment of the Selcke property and Jack's Channel.

Lake Julian Opportunity

The Lake Julian Trout Farm has been in business for generations and brings visitors into the community. Their property also includes valuable US Route 14 frontage. Potential redevelopment lots exist both north and south of the entrance drive to the trout farm, at the signalized intersection of Jandus Cutoff Road and US Route 14. Development that fits the future land use and design character of the corridor should be evaluated and pursued for these lots.

Regional Trail Opportunity

There is potential for intra community multi-use trail connection to Fox River Grove via the US Route 14 corridor. As properties develop along US Route 14 frontage, multi-use trail connectivity should be encouraged to expand the trail network within Cary and leverage opportunities for development of intra-community trail connections. Opportunities also exist to establish a multi-use trail linkage along East Main Street.

24 – Desirable Development

The CVS Pharmacy located at US Route 14 and East Main Street is a positive example of high quality, attractive commercial development. Development of opportunity sites along the US Route 14 corridor should reinforce the positive elements of the CVS pharmacy including 360-degree architecture, orientation to the intersection, pedestrian infrastructure, and site landscaping. Ultimately, the US Route 14 corridor should be developed as an attractive auto-oriented commercial district with a welcoming and easily navigated pedestrian environment.

25 – Jandus Cutoff Road Downtown Connection

Currently there is only one railroad crossing south of Main Street, provided via Jandus Cutoff Road. This at-grade right-of-way should be widened to include sidewalks that will allow pedestrians to safely traverse the tracks and connect to a sidewalk leading to Downtown Cary. Future redevelopment of the eastern gateway, including the Jack's Channel natural areas, will generate pedestrian traffic to the site and connectivity to Downtown is important. As supported by the Cary Park District 2006 Comprehensive Master Plan, a multi-use trail should also be provided along the ComEd easement to connect the nearby residential area to Jandus Cutoff Road and US Route 14 via Cherry Street. This would also create the potential to connect to an existing multi-use trail along Detroit and Spring Streets.

REDEVELOPMENT CONCEPT EASTERN GATEWAY

This proposed concept plan illustrates the redevelopment and repositioning of several vacant or underutilized sites throughout the eastern gateway area. The concept identifies opportunities for parcel assembly and redevelopment surrounding the Jandus Cut Off Road.

The Jack's Channel area is shown with a mix of commercial development and recreation amenities, establishing public access to the Fox River and improving the appearance of the corridor.

Alternative concepts for the Selcke property are shown on the following page. The concepts eliminate the southern portion of Spring Beach Way, establishing the northern portion of the roadway as a primary access point to the Jack's Channel and Selcke properties.



TRAIL CONNECTIONS
Trails should be incorporated into the utility right-of-way to enhance the overall pedestrian network and provide connections for new retail development along Route 14.

RETAIL DEVELOPMENT
These developments respond to underutilized portions of US Route 14.

HOTEL/RESTAURANT
A new hotel and restaurant in Jack's Channel would support the new convention center and provide lodging in Cary.

A CONVENTION CENTER
The convention center will include space for banquets and special events, while providing interesting views of the Fox River and support marina activities.

B RECREATIONAL AMENITIES
A pedestrian path would connect the hotel, convention center, and boat docks, thus improving the Jack's Channel experience.

SELCKE PROPERTY
Concepts on the next page (page 49) illustrate potential development scenarios for the site based on retail uses.

C CROSSWALK IMPROVEMENTS
To improve pedestrian safety, crosswalks along US Route 14 should be updated and installed where needed.

D EASTERN GATEWAY
A more robust and aesthetically pleasing gateway will help Cary reinforce a positive identity.





SELCKE OPTION #1
MEDIUM BOX

This proposed redevelopment concept illustrates the capacity of the Selcke property to accommodate a 'medium-box' retailer with additional outlot development. Spring Beach Way is shown extending into the site, providing a southern access point for the

development and serving as an anchor to retailers. The proposed development would have a strong presence along the US Route 14 frontage with parking to the rear or adjacent to the businesses.



SELCKE OPTION #2
COMMERCIAL CENTER

This development strategy illustrates a neighborhood scale in-line retail center. The proposed configuration would feature one anchor tenant located at the northern end of the site along Jandus Cut Off Road and several smaller in-line tenants. The proposed development would be located at the rear of

the property with one outlot development located at the corner of US Route 14 and Jandus Cut Off Road. Spring Beach Way is shown extending into the site, providing a southern access point to the retail center.

Chapter 06

TRANSPORTATION PLAN

A balanced, efficient, and well-connected transportation system provides access to goods, services and community resources, and supports land use development through a variety of modes. The transportation system in the Village of Cary consists of an integrated network of roadways, regional public transit services, and a developing network of bicycle and pedestrian facilities.

The Transportation and Mobility Plan focuses on strategic improvements to the transportation system that capitalize on the Village's public transit assets, reduce system inefficiencies and areas of congestion, provide missing linkages in the roadway network, increase downtown parking opportunities, and expand the bicycle and pedestrian system to reach all of the Village's important community and recreational facilities.

The plan is based on an assessment of the existing transportation conditions in the Village and considers input received during the community outreach process. The plan incorporates regional improvements planned by the Illinois Department of Transportation, McHenry County, Metra, and Pace, as well as the local plans of the Village and the Cary Park District. The plan also aligns with the existing and planned transportation infrastructure in Cary's adjoining communities of Algonquin, Barrington Hills, Crystal Lake, Fox River Grove, Lake in the Hills, Oakwood Hills, and Port Barrington.



ROADWAYS

Jurisdiction

The roadway network serving the Village of Cary is governed by several jurisdictional entities, including IDOT, MCDOT, and the Village of Cary. Many of the major travel arteries are under IDOT and MCDOT jurisdiction, which limits the ability of the Village to make improvements, control access or unify roadway character. The Village will need to maintain close coordination with these two governmental agencies in order to accomplish the goals and objectives of the Comprehensive Plan that will result in a well-balanced transportation system.

Functional Classification & Thoroughfare Type

Roadways have two basic functions: to provide mobility and to provide land access. For planning and design purposes, roadways are classified in a hierarchical structure by function to define their role in the transportation system and their eligibility for certain types of federal transportation funds. Four general functional classifications are used, including freeways, arterials, collectors and local roads. Arterials are commonly subdivided into major (principal) and minor designations based on location, service function, and design features (i.e., right-of-way, road capacity, continuity within system, speed limits, parking controls, traffic signal spacing, etc.). Each roadway classification serves as a collecting/distributing facility for the next higher classification in the system.

The following summarizes the roadway functional classification system serving the Village of Cary, as defined by IDOT, and further describes these thoroughfares based on their context and design features. The Village should maintain the classifications of its roadway system and work with IDOT and McHenry County to improve the operation and multimodal function that these roadways should provide.

Freeways

Freeways provide the highest degree of mobility, with access limited to grade-separated interchanges to preserve capacity for high volumes of traffic and high travel speeds. The nearest freeways to the Village of Cary are Interstate 90 (Jane Addams Memorial Tollway), which is accessed from IL Route 31 in Elgin approximately 8.5 miles south of the Village, and IL 53, which is accessed from US Route 14 and Lake Cook Road in Palatine approximately 12 miles southeast of the Village. The Tollway is under the jurisdiction of the Illinois State Toll Highway Authority and IL 53 is under IDOT jurisdiction.

Principal Arterials

Principal arterials provide a high degree of mobility and function as the primary travel routes through urban areas. These roadways are continuous and serve the broader region, connecting the freeway system with the local system of minor arterials and collector roads, as well as the major activity centers within a community. Principal arterials are higher capacity facilities that carry high volumes of traffic and require more stringent access controls and traffic signal spacing.

In the Chicago metropolitan area, IDOT has established a 1,500-mile network of the most important principal arterials into the Strategic Regional Arterial (SRA) system. This system is a component of the Chicago Metropolitan Agency for Planning's (CMAP) Go To 2040 Comprehensive Regional Plan and is intended to supplement the freeway system by accommodating a significant portion of the long-distance, high volume automobile and commercial vehicle traffic in the region.

In Cary, the principal arterials are also part of the SRA system and include US Route 14 (Northwest Highway), IL Route 31 (north of Rakow Road) and Rakow Road. US Route 14 and IL Route 31 are under IDOT jurisdiction and Rakow Road (V29) is under MCDOT jurisdiction. The principal arterials are generally four-lane roadways with a center median that accommodates a left-turn lane at key inter-sections. The right-of-way width of these principal arterials generally ranges from 80-120 feet.

ROADWAY CLASSIFICATION

PRINCIPAL ARTERIALS	MINOR ARTERIALS	COLLECTORS	
<ul style="list-style-type: none"> US Route 14 IL Route 31 (North of Rakow Rd) Rakow Road (West of IL Route 31) 	<ul style="list-style-type: none"> IL Route 31 (South of Rakow Rd) Cary Algonquin Road Silver Lake Road Three Oaks Road S Rawson Bridge Road Crystal Lake Avenue (West of Silver Lake Rd) Virginia Road Woodland Road 	<ul style="list-style-type: none"> E. Main Street W. Main Street First Street Georgetown Drive Jandus Road Industrial Drive Decker Drive Jandus Cutoff Road Rakow Road (East of IL Route 31) Klasen Road Sands Road 	<ul style="list-style-type: none"> Silver Lake Road (US Route 14-Cary Algonquin Rd) Crystal Lake Ave (Silver Lake Rd-S. Rawson Bridge Rd) Newbold Road Cimarron Drive W Rawson Bridge Road Hickory Grove Lane Lutter Drive

Minor Arterials

Minor arterials augment the principal arterials by accommodating somewhat shorter trips to and from residential neighborhoods, commercial areas, employment centers and recreational activity areas at the community level. As such, operating speeds and road capacity may be less than that of principal arterials, with less stringent controls on property access.

Minor arterials in Cary include IL Route 31 (south of Rakow Road), Cary Algonquin Road, Silver Lake Road, Three Oaks Road, S. Rawson Bridge Road, Crystal Lake Avenue (west of Silver Lake Road), Virginia Road, and Woodland Road. IL Route 31 is under IDOT jurisdiction. Cary Algonquin Road (V36) and Virginia Road (V23) are under MCDOT jurisdiction between US Route 14 and IL Route 31. IL Route 31 is a four-lane roadway with center median generally within a 120-foot right-of-way. The other minor arterials are two-lane roadways, with or without a center median, with right-of-way widths generally ranging from 80 to 100 feet.

Collectors

The collector system is designed to support the arterial network. Collector roads consist of medium-capacity, medium volume roads that have limited continuity and serve to distribute traffic between the higher level arterials and the lower level local roads. Collectors provide some direct land access but to a more limited degree than local roads. In Cary, the collectors are maintained by the Village and are two-lane roadways, with or without a center median, with right-of-way widths generally ranging from 60-80 feet. If Industrial Drive is extended south to High Road, the functional role of these roadways would change and they would be reclassified from local roads to collector roads.

Local Roads

Local roads provide direct access to private property and are accessed from arterial and collector roads. Trip lengths on local roads are typically short and volumes and speeds are typically low. All remaining roadways in Cary not mentioned above are classified as local roads and are generally two-lane roadways with a right-of-way width of 60 feet. The local roads are also maintained by the Village.

Truck Routes

Truck routes are typically roadways that provide continuous regional travel and/or are designed to support heavy commercial traffic while avoiding residential areas. IDOT has established a Designated State Truck Route System that consists of three classifications of roadways (Class I, II and III), each with specific design standards and maximum legal vehicle dimensions and loaded weights. In Cary, two roadways are part of the State system, US Route 14 and IL Route 31, both of which are designated as Class II truck routes. In addition to the State system, the Village maintains their own local Class II truck route system to serve local manufacturing businesses. Local truck routes include Jandus Cutoff Road and sections of Jandus Road, Silver Lake Road, Georgetown Drive, and Industrial Drive.

The Village should designate Three Oaks Road, between US Route 14 and IL Route 31, as a local truck route to connect the local truck route system at Georgetown Drive and Industrial Drive to the State system at US Route 14 and IL Route 31. This will require coordination with the City of Crystal Lake which has jurisdiction over the western portion of Three Oaks Road.

Primary Travel Corridors

The backbone of the Village of Cary's roadway system is its arterial network. These roadways convey the highest volumes of traffic through the community, connect with the collector and local roads, and provide auto and truck access to the community's commercial and industrial areas.

US Route 14 carries the highest volumes (25,000-30,000 vehicles/day) and bisects the community from northwest-southeast. The other major roadways generally form a road grid oriented in a north-south and east-west direction.

North-South Arteries

IL Route 31, Cary Algonquin Road/Silver Lake Road, and S. Rawson Bridge Road are the primary north-south arteries in Cary, which are spaced from 1.5-miles to two miles apart. These arterial roadways are supplemented by the north-south collector roads including First Street, Decker Drive/Montana Drive, Newbold Road, and Georgetown Drive, which are spaced approximately ½-mile to one-mile from the other north-south arteries. IL Route 31 carries volumes in excess of 25,000 vehicles per day while the other primary roadways carry volumes ranging from 3,000-11,000 vehicles per day.

East-West Arteries

The primary east-west arteries in Cary are Three Oaks Road, Crystal Lake Avenue, E. Main Street, and W. Main Street, which carry volumes ranging from 7,000-15,000 vehicles per day. The spacing between these roadways ranges from ¾-mile to 1.5-miles. These roadways are supplemented by the east-west collector roads including Jandus Road, Jandus Cutoff Road, Klasen Road, Industrial Drive, Hickory Grove Lane, and Cimarron Drive.

System Continuity & Capacity Issues

The Cary roadway system is a comprehensive network of tangential and curvilinear streets that provides good connections between local neighborhoods and the arterial and collector system, given the barrier created by the Union Pacific Railroad. While the spacing between minor arterial roadways is relatively far, these roadways are continuous through the Village and provide access to the regional system of principal arterials. The collector system; however, which typically supplements the arterial system and provides local continuity between neighborhoods, is limited in Cary but can be supplemented and improved with the extension of a couple of key roadways, including First Street, Industrial Drive, and New Haven Drive.

The limited continuity of the collector system in Cary places a heavier burden on the arterial roadways for travel within and through the Village. Congestion persists during peak periods along US Route 14, IL Route 31, Three Oaks Road, and at the Cary Algonquin Road/Silver Lake Road/James Way intersection due to high traffic volumes, roadway design and capacity constraints, and/or traffic controls that do not effectively serve the peak traffic demands.

The following sections of this chapter include recommendations for the modification of existing roadways including roadway extension, widening, and other improvements. Additional engineering and traffic safety studies should be undertaken prior to implementing any of these recommendations to ensure public safety.

Pedestrian Refuge Borden Avenue & US Route 14

- 1 Ladder crosswalks
- 2 Pedestrian refuge island
- 3 Pedestrian crossing sign
- 4 Direct pedestrian access to existing Metra platform



US Route 14

US Route 14 carries high volumes of traffic through Cary (24,000-32,000 vehicles per day) and is nearing the capacity of a four-lane roadway. The dog-leg alignment of US Route 14 at West Main Street combined with the short spacing of traffic signals (four signals within 1/2-mile) between West Main Street and Jandus Cutoff Road, hampers traffic progression, creates congestion during peak commuting hours, causes acute turning movements and traffic diversions onto Jandus Cutoff Road and Jandus Road into the downtown area, and impacts safety for pedestrians trying to reach the Metra station and downtown area. Metra riders oriented to the east end of the station platform cross US Route 14 at W. Main Street and must complete a time-consuming two-stage crossing that traverses an island in the middle of the intersection. Metra riders oriented to the west end of the station platform cross US Route 14 at an uncontrolled location at Borden Avenue that lacks crosswalks, signage or any measures for pedestrian safety.

Proposed Realignment

A realignment of US Route 14 to soften the curve at W. Main Street and create a more traditional T-type intersection would eliminate the island, improve traffic flow on US Route 14 and access to the downtown area, allow for safer pedestrian crossings, and potentially create space to relocate the Metra station to the inbound side of the tracks.

Borden Avenue Pedestrian Crossing

At the west end of the realignment at Borden Avenue, a crosswalk should be installed to enhance pedestrian and bicycle access to the Metra platform and downtown area. The traffic volume and speed along US Route 14 will require that this crossing be designed to maximize pedestrian safety and should include a high-visibility zebra striped crosswalk, refuge island, crossing signs with pedestrian-actuated yellow flashing devices (such as Rectangular Rapid Flash Beacons (RRFB) or High-intensity Activated crossWalk (HAWK) beacons), and advanced crossing signs. Long-term, the Village could consider a pedestrian underpass or overpass at Borden Avenue.

Coordination

The improvements to US Route 14 could be coordinated with enhancements to the IDOT-maintained traffic signal system along US Route 14, which extends from Three Oaks Road to Jandus Cutoff Road, as well as the lowering of the speed limit past the downtown area, which is currently posted at 35 mph. The US Route 14 realignment, pedestrian crossings, speed limit reduction, and signal system modifications will require close collaboration with IDOT, Metra and the Union Pacific Railroad. It will also require the acquisition of property on the north side of the road and could include the vacation of existing right-of-way on the south side of the road, which could be used for a gateway feature to downtown Cary and/or the relocation of the Metra station.

Signal Synchronization

In addition to realignment, the US Route 14 corridor could benefit from signal synchronization between Main Street and the Village of Fox River Grove. Synchronization involves the coordination of signal phasing at multiple locations throughout a network. The intent is to allow for the platooning of vehicles, or the efficient movement of groups of vehicles along a corridor. Synchronization can be modified to provide priority to US Route 14 and can vary throughout the day or week to respond to peak volumes.

IL Route 31

IDOT's \$33.3 million roadway reconstruction project for IL Route 31 is anticipated to be completed in the spring of 2015. The project included the widening and resurfacing of existing portions of IL Route 31 to a four-lane divided highway and the construction of a new alignment around the west side of the Village of Algonquin (aka. Western Algonquin Bypass). The final segment of the project, which adjoins the village of Cary and Lake in the Hills, is currently underway to widen the roadway from approximately 1,200 feet north of Trinity Drive to approximately 80 feet south of Rakow Road; interconnect the traffic signals into a system between Virginia Road and Rakow Road; install curbs, gutters, and a barrier median; and construct a bike path. Upon completion of the IL Route 31 project, IL Route 31 will be a four lane roadway as far north as IL Route 176. This segment of IL Route 31 was carrying volumes in excess of 24,000 vehicles per day, which far exceeded the capacity of a two-lane roadway.

Three Oaks Road

The section of Three Oaks Road west of US Route 14 carries approximately 14,600 vehicles per day, which is nearing the capacity of a three-lane roadway. There is a center median that accommodates left-turning movements at all cross-streets except for a short two-lane segment between Old Post Road and Monticello Way, just west of the Village limits in Crystal Lake. To improve traffic flow and reduce that delays to through traffic when vehicles are waiting to turn, the Village should work with the City of Crystal Lake to widen this segment of Three Oaks Road.



At US Route 14, the skewed intersection alignment with Three Oaks Road, combined with the proximity of the railroad grade crossing, reduces the speed and efficiency of turning movements between the two roadways. The addition of an eastbound right-turn lane on Three Oaks Road would reduce traffic delays and improve intersection operations.

The intersection project should also incorporate pedestrian and bicycle safety improvements that would extend the existing bicycle trail on the south side of Three Oaks Road and the existing sidewalk on the north side of Three Oaks Road across the rail tracks to US Route 14. Crosswalks would be installed on US Route 14 to connect the Three Oaks Road pedestrian/bicycle facilities to those on the east side of US Route 14.

Silver Lake Road/ Crystal Lake Avenue Intersection

This intersection is in unincorporated McHenry County, approximately 1,300 feet from the Village's corporate limits, and is under the jurisdiction of Algonquin Township. Silver Lake Road carries approximately 9,800 vehicles per day through the intersection and Crystal Lake Avenue carries approximately 8,000 vehicles per day. The intersection experiences congestion and traffic back-ups during peak times due to the all-way stop control and the limited capacity of the two-lane roadways. Algonquin Township has proposed the installation of a modern roundabout to improve traffic operations and the Village of Cary has agreed to limited participation with the Township.

Cary Algonquin Road/Silver Lake Road/James Way Intersection

This four-leg intersection is presently under all-way stop control. Cary Algonquin Road carries approximately 12,400 vehicles per day through this intersection and Silver Lake Road carries approximately 4,200. James Way contributes low volumes through the intersection. The acute approach angles of the intersecting streets also create sight line issues. The combination of the high traffic volumes and intersecting street alignment make this intersection another good candidate for a roundabout.

First Street

There are no north-south collector roads north of Three Oaks Road for a span of 1.5 miles between Silver Lake Road and S. Rawson Bridge Road. To fill the gap in the roadway system, the Village should work with Commonwealth Edison, Community High School District 155, Cary Community Consolidated School District 26, the Cary Park District, and the Cary Fire Protection District to explore the feasibility of extending First Street from Three Oaks Road north to Crystal Lake Road, immediately west of the Commonwealth Edison right-of-way. The alignment would need to cut through the west edge of Cary-Grove Park while avoiding impact to Cary Junior High School and the Village's water storage tank adjacent to the school. The extension of this roadway could also potentially impact the extent of the Cary-Grove Park site.

A local road connection should be provided to the adjoining neighborhood at Adare Drive and bicycle trail and sidewalk facilities should be designed into the project to accommodate non-motorized travel to these important community facilities and parks. The new alignment would improve local circulation within the northern portion of the Village and increase access to the adjoining neighborhood, schools and parks. The adjacency to the Fire Protection District's Station 2 would also result in reduced response times for emergency service vehicles.

When implementing the First Street extension, the Village should work with the Cary Park District to minimize potential impacts on adjacent residential areas. This includes limiting the potential for cut-through traffic on local cross streets such as Adare Drive and Mink Trail. Pedestrian only connections may be appropriate for cross streets.

Any extension of First Street should be preceded by additional engineering and traffic safety studies to ensure public safety.

S. Rawson Bridge Road

Between Three Oaks Road and E. Main Street, west of Decker Drive, there is a one-mile gap between continuous north-south roadways that could be corrected by the extension of S. Rawson Bridge Road south through the Sands E. Main Street Prairie (a designated Illinois Nature Preserve) to E. Main Street. However, one of the fundamental objectives of the Comprehensive Plan is to collaborate with the Cary Park District to establish protections to preserve the prairie. As such, this road extension option was dropped from further consideration. The four-leg intersection of S. Rawson Bridge Road and Three Oaks Road is presently under all-way stop control with turn lanes on all approaches. Three Oaks Road carries approximately 11,000-15,300 vehicles per day through this intersection and S. Rawson Bridge Road carries approximately 2,800. The Village should monitor this intersection and install traffic signal control or roundabout when warranted.

Spring Beach Way

To maximize the development potential of the Village-owned Jack's Channel property, the segment of Spring Beach Way between US Route 14 and Ebert Drive should be vacated. Future access from US Route 14 to the Jack's Channel property and the residential community along Spring Beach Way would be provided from Ebert Drive. Access to new development proposed on the Selcke property along the west side of US Route 14 would be aligned with Ebert Drive, which would enhance the potential for meeting warrants for a new traffic signal at the intersection. The intersection should be designed with crosswalks, pedestrian signals, and signage to accommodate pedestrian access across US Route 14.

Industrial Drive

An extension of Industrial Drive southeast to High Road would have multiple benefits. It would provide a western point of access to the Maplewood School property, which would connect with Cary Algonquin Road, enhance the site's development potential, and reduce the development's traffic impacts through the adjoining neighborhood. It would also create a direct connection between Cary Algonquin Road and downtown Cary, including efficient access to the Metra station and adjoining parking lots. The new Industrial Drive road alignment would wrap around the existing subdivision on the north side of Norman Drive and run parallel to the Union Pacific railroad to connect up with High Road, making use of as much existing right-of-way as possible. Connections would be provided to Seebert Street and Prairie Street to improve circulation within the Maplewood School redevelopment project.

New Haven Drive

From Three Oaks Road to Klasen Road there are no east-west connections between the Cary local road system and IL Route 31, a gap of approximately two miles. The ideal location for a new road connection would be in the vicinity of Hoffman Park; however, impacts to the park would be too severe for consideration. An alternative consideration is the extension of New Haven Drive west through the Damisch Farm property to IL Route 31. The road extension would provide local access from the Cambria subdivision to the future development on the Damisch Farm property and the IL Route 31 commercial corridor without having to travel a circuitous path to Three Oaks Road or Klasen Road.

The alignment of the road extension would intersect IL Route 31 at least 1/4 mile south of the Rakow Road signal. The intersection would be signalized when warranted and cross-access with the Damisch Farm property should be provided with the Wal-Mart Supercenter. The extension should continue the bicycle trail and sidewalk system that exists along New Haven Drive to IL Route 31. Traffic management measures would need to be installed on New Haven Drive at Savoy Lane to deter through traffic from cutting through the neighborhood. These measures could include the installation of a barrier allowing vehicular access from the neighborhood but not back into the neighborhood. Other measures could address travel speeds in the neighborhood, pedestrian crossing safety, etc.

Any extension of New Haven Drive should be preceded by additional engineering and traffic safety studies to ensure public safety.

New River Crossings

There is only one roadway crossing of the Fox River in Cary, located on US Route 14, which funnels traffic oriented to and from the east onto US Route 14 and increases traffic demand on the roadway as well as reliance on the roadway by emergency service providers. The nearest river crossings to US Route 14 are approximately one mile north of the Village on Rawson Bridge Road in Port Barrington and approximately two miles south of the Village on Algonquin Road (IL 62) in Algonquin.

An additional river crossing within Cary or very close to Cary would create a better dispersion of traffic across the community and relieve congestion on US Route 14. McHenry County's 2040 Long Range Transportation Plan envisions a new river crossing to the northeast of downtown Algonquin. It is rated as a medium-priority project for the County with a construction cost estimated at \$76.5 million. The project was initially investigated as part of the alternatives analysis for the Western Algonquin Bypass project and modeling of future traffic conditions indicated a need for the additional crossing. While an alignment for the new river crossing was not specified, it would likely intersect with Cary Algonquin Road, which would provide direct benefits to the Cary community as well. As a long-range project for the County, its implementation is likely beyond the planning horizon of Cary's Comprehensive Plan.

Union Pacific Railroad Crossing Improvements

The Cary community is divided by the Union Pacific Railroad. This creates traffic delays and safety issues limiting the number of locations where vehicles, pedestrians and bicyclists can move between the east and west sides of town. There are only four locations within the community where vehicles, pedestrians, and bicyclists can cross, including Three Oaks Road, Cary Algonquin Road, W. Main Street, and Jandus Cutoff Road. The crossing at Cary-Algonquin Road is the only grade-separated crossing. The other three crossings are located at-grade, which creates traffic delays and safety issues when trains are present.

Ideally, more of the crossings would be grade-separated to eliminate traffic delays and conflicts. Grade separation at W. Main Street would not be feasible as it would result in substantial negative impacts to the downtown area. However, long-term, there may be potential in the future to grade separate the crossing at Three Oaks Road by extending the railroad embankment at Cary Algonquin Road further to the west, and grade-separate the crossing at Jandus Cutoff Road by lowering the roadway. Feasibility studies would need to be completed at each location.

Near-term improvements would focus on improving safety at the existing grade crossings, as follows:

- **Three Oaks Road Crossing** – Extend bicycle trail on south side of roadway across the rail track, continuing east with zebra-striped crosswalk across US Route 14 (with pedestrian signals) and connecting with the existing trail on the east side of US Route 14. The trail crossing at the railroad would be enhanced with crossing gates, flashing light signals, crossbuck signs, audible devices, and pavement markings.
- **W. Main Street Crossing** – The realignment of US Route 14 at W. Main Street will narrow the width of the grade crossing and improve pedestrian safety and access to the Metra station. The rail crossing is currently designed with sufficient safety equipment, but relocations will be necessary when the intersection is realigned.

- **Jandus Cutoff Road Crossing** – Widen the rail crossing to include a sidewalk on the east side of the road and a shared path on the west side. Sidewalks would continue along both sides of Jandus Cutoff Road to US Route 14 and along Jandus Road leading to the downtown area. A bicycle trail would branch off from the west side of the crossing and continue north through the utility corridor on the west side of the Selcke property with a connection to Cherry Street. The crossing equipment should be enhanced to provide gates across the sidewalk and shared path along with flashing light signals, crossbuck signs, audible devices, and pavement markings.



METRA STATION

STATION	WEEKDAY BOARDINGS	WEEKDAY ALIGHTING	PARKING CAPACITY	PARKING OCCUPANCY	PARKING UTILIZATION
Cary	988	940	595	528	89%

Source: Regional Transportation Asset Management System (RTAMS), Metra boarding and alighting counts, 2006, Metra Parking Capacity and Utilization Counts, 2013.

TRANSIT

Public transportation service in the Village of Cary is provided by Metra commuter rail and Pace suburban bus.

Metra

The Cary Metra station is located at 100 W. Main Street (at Northwest Highway) and receives daily service by Metra's Union Pacific Northwest Line (UP-NW), which links the Village of Harvard and the City of McHenry with the Ogilvie Transportation Center in downtown Chicago. Metra has plans to upgrade and extend the UP-NW line as noted in CMAP's Go To 2040 Comprehensive Regional Plan. The improvements listed below would result in more frequent train service and the ability to increase peak hour capacity by 63 percent. The \$442.6 million project would add over 1,000,000 trips to the UP-NW line each year, increase the number of inbound trains from 17 to 24, and increase the number of outbound (reverse-commute) trains from 4 to 8.

The added benefit to the area transportation system makes this one of the top 5 projects in McHenry County's 2040 Long Range Transportation Plan.

- Implement infrastructure improvements that increase operating capacity and reliability
- Extend service to Johnsburg
- Build new stations at Johnsburg (McHenry branch), Prairie Grove (McHenry branch) and Ridgefield (Harvard branch)
- Build new rail yards in Woodstock and Johnsburg
- Increase number of express trains with improved railroad signaling and switching

There are two rail tracks that extend through Cary and the station is located on the west side of the tracks. Eastbound Metra trains towards Chicago utilizes the east track, which limits the time that passengers can wait within the weather-protected station building before having to cross the tracks to reach the east platform. It also results in late arriving passengers scurrying across uncontrolled sections of busy US Route 14 to board the train. Westbound trains utilize the west track, which allow for quicker access to the commuter parking lots.

The proposed realignment of US Route 14 and the reconfiguration of the US Route 14/W. Main Street intersection would create space at the southeast corner of the intersection to potentially relocate the Metra station to the inbound side of the tracks. Regardless of the location of the station, amenities should be added to the station that provide comfort to waiting passengers and encourage increased ridership, such as improved warming shelters, seating areas, and safer access across US Route 14.

The Metra Station Table summarizes Metra ridership at the Cary station. Most Metra riders in Cary drive alone or are dropped-off at the station, as shown in table.

The Village maintains commuter parking lots for approximately 595 vehicles along the south side of the rail tracks to the northwest and southeast of the station. The commuter lots are heavily utilized on weekdays (89% occupancy) and operate near capacity, as shown in Table 3. Additional commuter parking should be provided to accommodate new ridership in the future. The most proximate location for additional commuter parking is to the northwest of the Metra station by reconfiguring the existing parking lot immediately north of Seebert Street into a linear parking configuration, similar to the stalls along High Road, and extending the linear parking lot west along the railroad right-of-way into the redeveloped Maplewood School property. A second location to expand commuter parking is to the southeast of the Metra station by extending the existing commuter lot opposite the True Value Manufacturing plant further southeast towards Jandus Cutoff Road.

Bus Service

While Cary is not currently served by fixed-route bus service, Cary residents have access to dial-a-ride service. There is potential to modify and expand existing service to the Village through both Pace Suburban Bus and McHenry County's MCRide program.

Pace

Pace service in Cary is available to the general public, but is limited to Dial-a-Ride service and vanpool programs. Dial-a-Ride is a "demand-response service" (aka. paratransit) in which passengers must reserve a ride one-day in advance. Unlike fixed-route service, in which buses travel the same route in a regular pattern and pick up any waiting passengers, Dial-a-Ride vehicles make only pre-arranged trips within a service area between Cary, Fox River Grove and the area defined as west of the McHenry/Lake County border, north of Three Oaks Road, east of Pingree Road, and a line south and east of Route 176, Hilline Road and Sunset Drive, to and from Crystal Lake. The Dial-a-Ride service is available Monday-Friday between 6:00 A.M. and 5:00 P.M.

The Village should engage with Pace to establish ridership thresholds that need to be achieved in order to move from Dial-a-Ride to fixed-route service.

McHenry County

IL Route 31 Bus Service

The McHenry County 2040 Long Range Transportation Plan envisions the initiation of regularly-scheduled weekday fixed-route bus service along IL Route 31 from the Crystal Lake Metra Station south to the Elgin Transportation Center with stops in downtown Algonquin and

at the Spring Hill Mall. This high priority project has an initial capital cost estimate of \$720,000 to purchase two 30-foot buses and one paratransit vehicle, and a total operations and maintenance cost estimate of \$13.2 million. Federal funding sources would be required to initiate this service.

MCRide

In 2012, McHenry County combined the existing municipal dial-a-rides in Crystal Lake, McHenry, and Woodstock into one system. Known as MCRide, this program broke down barriers by allowing for travel between the communities while providing one phone number to call. Known as a "general public" dial-a-ride service, travel within MCRide cities is available to everyone, regardless of age, income, disability status, or trip purpose; so long as the rider travels within the city limits.

After two years of successful operation of the MCRide program, the County has expressed a desire to expand the service to new areas. McHenry County has identified the southeast portion of the county, including the Village of Cary, has been identified as a high demand area for public transportation.

The Village should seek to partner with McHenry County to evaluate the potential for the expansion of the MCRide program to Cary. Adding partners to MCRide requires a rational cost-sharing arrangement with the County wherein Cities and Villages will be invoiced at \$2 per resident per year. MCRide is also pursuing Federal and County grants to reduce this cost-share amount by up to 20 %.



Sustainable Transportation

Support Transit

Cary presents unique opportunities for a suburban community to integrate transit because of the Metra station and a traditional historic core. Transit service can be enhanced by integrating station areas with extensive sidewalk and trail networks, linking pedestrians and bicyclists to neighborhoods in proximity of transit service, such as leveraging the planned Union Pacific/US Route 14, First Street, Main Street trail corridors. The Village should continue to work with Metra and Pace bus to promote transit use in the community and implement the Transit-Oriented Development (TOD) elements of the Downtown Subarea plan, detailed in **Chapter 5: Subarea Plans**. Transit ridership, particularly when linked to walkable and bikeable neighborhoods near the station area, help lower Vehicle Miles Traveled (VMTs), not only reducing air pollution emissions and improving air quality, but also benefiting sustainable practices in a variety of ways.

Use High-Efficiency Vehicles

The Village of Cary should evaluate its fleet management program and identify any opportunities to phase-in the use of hybrid and/or electric vehicles, particularly for use in its light-duty passenger fleet. Hybrid and electric vehicles use less fuel and thus generate less air pollution emissions than vehicles using conventional gasoline-powered engines – hybrid or electric technology use reduces municipal fuel expenses and contributes to a cleaner environment. Prominently detailing and branding the vehicles would also position the Village as a visible community leader in sustainable practices.

Convert to LED Lights

LED light bulbs are more energy-efficient and have a longer life than traditional lights, which can substantially reduce the municipality's energy costs. The Village should evaluate its signalized intersections and street lights and develop a plan to convert this infrastructure to LED bulbs. This practice reduces energy consumption thereby reducing pollution emissions and reliance on fossil fuels.

DOWNTOWN PARKING

Parking in Cary's downtown business district is provided in the Village's 26-space parking lot located just north of BMO Harris Bank, in private lots, and along W. Main Street, Spring Street, Jandus Road, Cary Street, and High Road. In total, there are approximately 135 public parking spaces and more than 200 private spaces available for free for downtown customers and employees.

The Village should conduct a comprehensive downtown parking study to establish peak parking demands, quantify the additional parking need, and/or determine ways that the existing parking supply can be better managed. An effective strategy for achieving additional convenient parking within the downtown is to consolidate and expand existing public and private parking lots into a centralized municipal parking resource that can be shared by all downtown users. The block bounded by Main Street, High Road, Spring Street, and Seebert Street is one location where several adjoining parking areas can be consolidated into a more efficient parking facility that is accessed from multiple streets.

Additional commuter parking, as described above and in the subarea plans, would provide a further parking resource for downtown users on weekday evenings and weekends.

In order to properly size the new parking facilities, the Village should undertake a comprehensive downtown parking study to establish peak parking demands, quantify the additional parking need by user group, determine ways that if the existing parking supply can be better managed, and develop conceptual parking layouts and space requirements.

The Village should also expand its transportation offerings in the downtown area while giving preferential parking treatment to those that choose to travel in more efficient and sustainable ways. Parking spaces should be dedicated for no- or low-emission vehicles, car-share services, carpools, and/or vanpools adjacent to the Metra station and within public and private parking lots that are shared by Cary's residents, commuters, employees, and visitors.

There are also few bicycle parking facilities available in the downtown. The Village can reduce parking demands in the downtown and encourage non-motorized travel for short-distance trips into the downtown by increasing the number of bicycle racks and locating them in highly visible and well-lit locations. The preferred bicycle rack styles are the inverted "U", "A", Post and Loop, and Wave, all of which provide good support to the bicycle while allowing the user to lock both the wheels and frame of the bicycle to the rack. Establishing a network of on- and off-street bicycle routes and pathways that link the downtown with the surrounding neighborhoods is another effort that the Village should pursue to encourage bicycle travel to the downtown.

Downtown Multi-use Lot

While Main Street can be closed off to accommodate special events such as Cary Cruise Nights, Downtown Cary lacks a formal central gathering space. The Metra parking lot located to the north of Main Street could be enhanced to better function as a venue for outdoor public events. The Village should work with Metra and adjacent property owners to evaluate the potential for improvements to the site that would make it more amenable to regular community events.

For example, the site could be enhanced with improvements such as removable bollards, landscaping, public art, pedestrian-scale lighting, seating areas, decorative fencing, and paving treatments. Improvements could be done in a manner that preserves the area for parking during typical operation, but allows for the temporary closure of the site to auto traffic.

FREIGHT

Union Pacific carries freight along the double-track railroad in addition to Metra commuter rail passenger service. Freight service is provided from the City of Chicago north to the Village of Ringwood and northwest to Janesville, Wisconsin. Within or adjacent to the Village of Cary there are at-grade crossings of the Union Pacific mainline at Three Oaks Road, W. Main Street, Jandus Cutoff Road, and Sands Road, and grade-separated crossings of the railroad at Cary Algonquin Road, US Route 14, and IL Route 31. There is also an at-grade crossing of a spur track serving the True Value manufacturing plant at Jandus Road just south of the commuter parking lot.

COMMERCIAL AIR TRANSPORTATION

The nearest regularly scheduled airline passenger service to the Village of Cary is located in Chicago at O'Hare International Airport and in Rockford at Chicago/Rockford International Airport. Lake in the Hills Airport is the nearest public facility providing general aviation services. IDOT has programmed improvements to Lake in the Hills Airport in its multiyear Airport Improvement Program which will construct a new apron/ramp area, relocate the access road to the new terminal and ramp area, and remove design deviations and obstructions within the runway object free area.

VILLAGE OF CARY TRANSPORTATION PLAN

The Transportation Plan focuses on strategic improvements to the transportation network that capitalize on the Village's public transit assets, reduce system inefficiencies and areas of congestion, provide missing linkages in the roadway network, increase downtown parking

opportunities, and expand the bicycle and pedestrian system to reach all of the Village's important community and recreational facilities. The plan incorporates regional improvements as well as the transportation plans of neighboring communities.

Transportation Key

- US State Route
- IL State Route
- McHenry County Highway
- Existing IDOT Class II Truck Route
- Proposed IDOT Class II Truck Route
- Metra Station
- Proposed Bus Service
- Existing Traffic Signal
- Proposed Traffic Signal
- Parking Expansion
- Roadway Widening
- Roadway Realignment
- Intersection Improvements
- Roundabout

Roadway Classification

- Principal Arterial
- Minor Arterial
- Collector Street
- Local Roadway Extension
- Collector Roadway Extension





BICYCLE & PEDESTRIAN MOBILITY PLAN

Communities strive to develop a comprehensive bicycle and trail system to promote mobility by non-auto means and to encourage an active, healthy lifestyle. The system should be thorough and contiguous across the community, providing connections to the downtown business district, major community facilities (Village Hall, schools, parks, community centers, religious institutions, library, post office, train station, etc.), commercial centers, and residential subdivisions. The system should also connect to the regional trail system and the bicycle networks of its adjoining communities so that Village residents can take advantage of the resources that are available within the larger metropolitan area.



Regional Trails

The nearest regional bicycle trail is the McHenry County Conservation District's Prairie Trail, which is a 26-mile, shared path that follows a former railroad line, parallel to Main Street in Crystal Lake and Pyott Road in Lake in the Hills, and extends from the Kane County line in Algonquin to the Wisconsin state border. The Prairie Trail provides access to over 100 miles of trail network including the Fox River Trail, the Great Western Trail and the Illinois Prairie Path.

Trails in Adjoining Communities

The adjoining communities of Crystal Lake, Lake in the Hills, Algonquin, and Fox River Grove have bicycle path networks that are close in proximity to Cary. The Crystal Lake network extends through the Three Oaks Recreation Area from Pingree Road at Three Oaks Road to the Prairie Trail, and along Pingree Road from US Route 14 to Three Oaks Road. The Lake in the Hills and Algonquin bicycle path systems branch off of the Prairie Trail. The Fox River Grove bicycle system, though limited, is within reach of US Route 14.

Bicycle Facility Plans

McHenry County has long-range bicycle facility plans that would connect the Village of Cary to the Prairie Trail and the bicycle networks of Crystal Lake and Lake in the Hills. These plans include bicycle path extensions along Rakow Road (IL Route 31-Ackman Road) and US Route 14 (Prairie Trail-Lake County line). The Northwest Municipal Conference (NWMC) Bicycle Plan, December 2010, also includes future bicycle facility projects, including paths along US Route 14 (Northwest Highway Corridor), Crystal Lake Road, and the Commonwealth Edison corridor, and a route along Klasen Road. The NWMC plan also includes ancillary improvements such as regional destination signage, bicycle parking facilities, and the implementation of Complete Streets policies.

Cary Bicycle System

The current bicycle system in the Village consists of a network of off-street trails and shared paths, as shown on the Bicycle & Pedestrian Mobility Plan (page 63), which are owned and maintained by the Village, the Cary Park District, or Cary Community Consolidated School District 26.

The trail and shared-path system has been gradually expanding and now reaches many of the Village's parks and community facilities, including Cary-Grove High School, Cary Junior High School, Deer Path School, Cary Area Public Library, Hoffman Park, Lions Park, Cary-Grove Park, Jaycee Park, and Foxford Hills Golf Club.

Bicycle System Gaps

The Village should continue its efforts towards achieving its goal of providing a cohesive non-motorized transportation network that reaches all community assets, as well as the regional bicycle trails and the developing bicycle networks in the adjoining communities.

To reach the MCCD’s Prairie Trail and the trails in adjoining Crystal Lake, Algonquin, and Lake in the Hills, new side paths will need to be constructed along Rakow Road or by extending the existing paths on Three Oaks Road, Cary Algonquin Road, and New Haven Drive. The Village should partner with Crystal Lake, Algonquin, and Algonquin Township Road District to insure these connections get built. Within the Village, infill of the system gaps will be completed by constructing new side paths or, in some locations, replacing existing sidewalks with wider (8-10 feet) shared paths that can accommodate a wider range of users.

Other opportunities to extend the bicycle system make use of the Commonwealth Edison and Union Pacific rights-of-way for bicycle trails or could include modifications to wider or lower-volume local streets to accommodate dedicated bike lanes, marked shared lanes, paved shoulders or posted bike routes. The Village should develop an Active Transportation Plan to identify the specific bicycle facility and type appropriate for each location.

Priority should be given to the infill of bicycle facilities leading into the downtown/Metra station area, to Trinity Oaks Christian Academy, through the ComEd right-of-way and the Cambria subdivision, and along sections of the Village’s arterial and collector roadways, including US Route 14, IL Route 31, Cary-Algonquin Road, Three Oaks Road, E. Main Street, W. Main Street, First Street, Georgetown Drive, and S. Rawson Bridge Road. Secondary priority should be given to key local streets such as Industrial Drive, Krenz Avenue, New Haven Drive, Feinberg Drive, Briargate Road, Wulff Street, Bell Drive, Spring Street, Charlotte Place and Seebert Street, among others.

Bicycle System Infill Projects

US Route 14

The McHenry County 2040 Long Range Transportation Plan includes a new side path from Crystal Lake through Cary to the Lake County line. This \$2.1 million project is identified as a high priority for the County as it would provide a connection to the Prairie Trail. Segments to be constructed or upgraded within the Village include:

- IL Route 31 to Feinberg Drive, side path (partner with Crystal Lake and Algonquin Township)
- Feinberg Drive to E. Main Street, upgraded sidewalk
- CVS Pharmacy Drive to Fox River Bridge, upgraded sidewalk

IL Route 31

The current construction of the final segment of IDOT’s 33.3 million roadway reconstruction project for IL Route 31 from 1,200 feet north of Trinity Drive to approximately 80 feet south of Rakow Road includes the construction of a new side path that will connect with the existing path to the north and south of the project.

- South of Raymond Drive to Three Oaks Road, side path

Rakow Road

The McHenry County 2040 Long Range Transportation Plan includes a new side path/greenway trail from IL Route 31 to the Kane County line via Rakow Road. This \$1.3 million project is identified as a high priority for the County as it would provide a connection to the Prairie Trail and an opportunity to connect with the Cary trail system at New Haven Drive. Segments to be constructed or upgraded within the Village.

Cary Algonquin Road

- Industrial Drive to W. Main Street, side path
- Fox Trails Drive South to Klasen Road, side path (partner with Algonquin)

Three Oaks Road

- Sage Parking to Cary Village limits, side path
- Cary Village limits to Pingree Road, side path with potential for connection to Prairie Trail (partner with Crystal Lake and Algonquin Township)
- West side of Union Pacific rail crossing to East side of US Route 14, side path
- Jewel-Osco Drive to Jaycee Park, side path
- Silver Lake Road to First Street, upgraded sidewalk or side path
- East of Nighthawk Way to S. Rawson Bridge Road, upgraded sidewalk
- S. Rawson Bridge Road to Hickory Nut Grove Road, side path (partner with Algonquin Township)

E. Main Street

- Montana Drive to Hickory Nut Grove, side path (partner with Algonquin Township)

W. Main Street

- Georgetown Drive to High Road, upgraded sidewalk or bike lane

First Street

- US Route 14 to Three Oaks Road, upgraded sidewalk or bike lane

Georgetown Drive

- New Haven Drive to W. Main Street, bike lane

S. Rawson Bridge Road

- Mink trail to W. Main Street, side path
- W. Main Street to Sands East Main Street Prairie, upgraded sidewalk

Industrial Drive

- Georgetown Drive to Cary Algonquin Road, side path or upgraded sidewalk
- Cary Algonquin Road to High Road along planned Industrial Drive extension

Krenz Avenue

- Cary Algonquin Road to Seebert Street, upgraded sidewalk

New Haven Drive

- As a side path along the planned New Haven Drive extension to IL Route 31 or as a trail that extends along the back (east) side of the Wal-Mart Supercenter from New Haven Drive to Rakow Road.

Feinberg Drive

- US Route 14 to Three Oaks Road, upgraded sidewalk

Briargate Road

- W. Main Street to Glen Garry Road, upgraded sidewalk

Wulff Street

- W. Main Street to Glen Garry Road, upgraded sidewalk

Spring Street-Charlotte Place-Seebert Street

- Downtown Cary to Cary Country Club, upgraded sidewalk

Bell Drive

- ComEd right-of-way to Sands E. Main Street Prairie, upgraded sidewalk

ComEd Right-of-Way

- Three Oaks Road to Detroit Street, trail
- Crystal Lake Avenue to Rawson Bridge Road, trail (partner with MCCD)

Pedestrian System

The sidewalk system in the Village is extensive, with sidewalks generally located on one side or both sides of most roads.

Pedestrian System Gaps

The pedestrian system should extend across the entire Cary community with contiguous connections to all neighborhoods, community facilities, the downtown business district, parks and recreational areas, and commercial and employment centers. Any gaps in the system should be filled with new sidewalk or shared pathways. The Village can complete this over time through its annual Capital Improvement Program. Coordination with IDOT and MCDOT will be required for road facilities under their jurisdiction. Priority should be given to the infill of sidewalk segments along US Route 14, Three Oaks Road, Cary Algonquin Road, Jandus Road, W. Main Street, E. Main Street, Montana Drive, and Jandus Cutoff Road. Local roads should also be addressed with an ultimate goal of providing sidewalk in good repair on both sides of the road. Residents can take advantage of the Village’s 50/50 Cost Share Program that allows residents to split the cost of repairing sidewalk in front of their homes for aesthetic purposes. A complete list of pedestrian system gaps is located in the Appendix to this report.

Pedestrian Crossings

The signalized intersections along the Village’s arterial and collector roadways are the safest locations for pedestrians and bicyclists to cross the road. The Village should review each of its signalized intersections to identify locations in need of safety upgrades. All intersections should feature high-visibility crosswalks, pedestrian signals with countdown features, ADA-compliant curb ramps, proper lighting, and adequate “walk” times for people to cross the street. Deficiencies on the arterials under IDOT or MCDOT control should be addressed with those agencies. Crosswalk design standards should also be developed as a component of the Active Transportation Plan.

Complete Streets

A “complete street” is a roadway that is designed to be safe for all users of the transportation network, including motorists, transit riders, bicyclists, and pedestrians. Designing streets that encourage walking, biking, and public transit use is an effective strategy for increasing traffic safety, mitigating congestion and air pollution, and promoting a healthy, active lifestyle. In addition, these street design projects have been shown to improve property values, boost local business, and allow families and individuals to save on transportation costs.

Complete Streets design features vary by location but can include narrower travel lanes, bike lanes or side paths, sidewalks, high-visibility crosswalks, pedestrian refuge islands, curb extensions that narrow pedestrian crossings, roundabouts, accessible pedestrian signals with countdown displays, transit enhancements, and more.

IDOT has adopted design policy changes in response to the 2007 Complete Streets state law, which requires the agency to construct bicycle and pedestrian ways when an urban roadway is constructed, reconstructed, or widened. McHenry County plans to dedicate up to \$400,000 each year to implement Complete Streets accommodations in the urban areas of the County. Fellow McHenry County municipalities have adopted local Complete Streets policies, including Algonquin, Woodstock, and Lakemore. The Village of Cary should follow the lead of these governmental agencies and adopt a local Complete Streets policy that formalizes the Village’s intent to plan, design, operate, and maintain streets that are safe and accessible for users of all ages and abilities. The Village should then apply the policies to all roadway improvement projects included in this Comprehensive Plan.

MODAL SHARE

METRA STATION	Cary
DRIVE ALONE	69%
DROPPED OFF	16%
WALKED	9%
CARPOOL	4%
BIKE	1%
OTHER	1%

Source: Metra On-Board Survey, 2006.

TRAVEL TIME

	CARY	MCHENRY COUNTY	CHICAGO REGION ¹
Housing Costs	35.45%	32.84%	28.15%
Transportation Costs	24.88%	25.98%	21.82%
Housing & Transportation Costs	60.33%	58.82%	49.97%

Source: CNT “H+T Affordability Index”. Primary dataset from the 2005-2009 American Community Survey, U.S. Census Bureau.

¹ Reflects the Chicago Metropolitan Statistical Area (MSA)

Travel Behavior

Tracking travel behavior of Cary’s working residents provides insights into how the community moves around town and how much Cary’s households spend on transportation. It also provides a benchmark for comparison with the travel patterns of all McHenry County residents and with the greater Chicago region as a whole.

Mode of Travel

The table above shows the commuter travel modes by Cary’s working residents. The majority of Cary residents (78.4%) drive alone to work, which is a lower proportion than McHenry County as a whole but higher than the Chicago region average. Those that do not drive alone and do not work at home mostly either carpool or use transit, which in Cary is primarily via Metra commuter rail.

While Cary has fewer transit options than other parts of the Chicago region, the service that it does have is still better than many other areas of McHenry County and is reflected by a higher transit share (5.7%) than the County as a whole. Very few Cary workers walk or bike to work, similar to the McHenry County averages, but less than the Chicago region. A higher proportion of Cary residents work at home compared to county and regional averages.

Strategies have been incorporated into the Comprehensive Plan that promote increased transit use and reduced dependence on the automobile, including expanded parking facilities and safer pedestrian access at Cary’s Metra station, initiation of scheduled Pace bus service along IL Route 31, and the extension of bicycle and pedestrian facilities connecting the downtown area with all corners of the community.

Travel Time

As shown in table above, approximately 68.3 percent of Cary residents are able to drive to their jobs in less than 45 minutes, which is lower than the drive time average for McHenry County and the Chicago region. The vast majority of Cary residents that commute by transit have travel times over 60 minutes similar to McHenry County residents as a whole but substantially higher than the average transit commute times for the region.

Vehicle Miles & Auto Ownership

The average annual vehicle miles traveled per household in Cary is less than that of McHenry County but greater than that for the Chicago region, which can be attributed to the longer travel times to work and shopping and to the limited transit options in the Village.

The auto-dominant travel patterns of Cary residents are also reflected in the number of vehicles available in each household. Approximately 89.8 percent of Cary households have two or more vehicles available, which is approximately 3.4 percent higher than the average in McHenry County and 19.8 percent higher than the average in the Chicago region.

Spending on Transportation








Affordability of a community can be measured in terms of the average percentage of household income devoted to housing and transportation costs, with a threshold of 45 percent or less being representative of an affordable community. The table above shows that a household in Cary making the region’s median income (\$60,289) would spend 60.33 percent of their household income on the combined costs of housing and transportation, making Cary a less affordable location than other communities in McHenry County and the Chicago region as a whole.

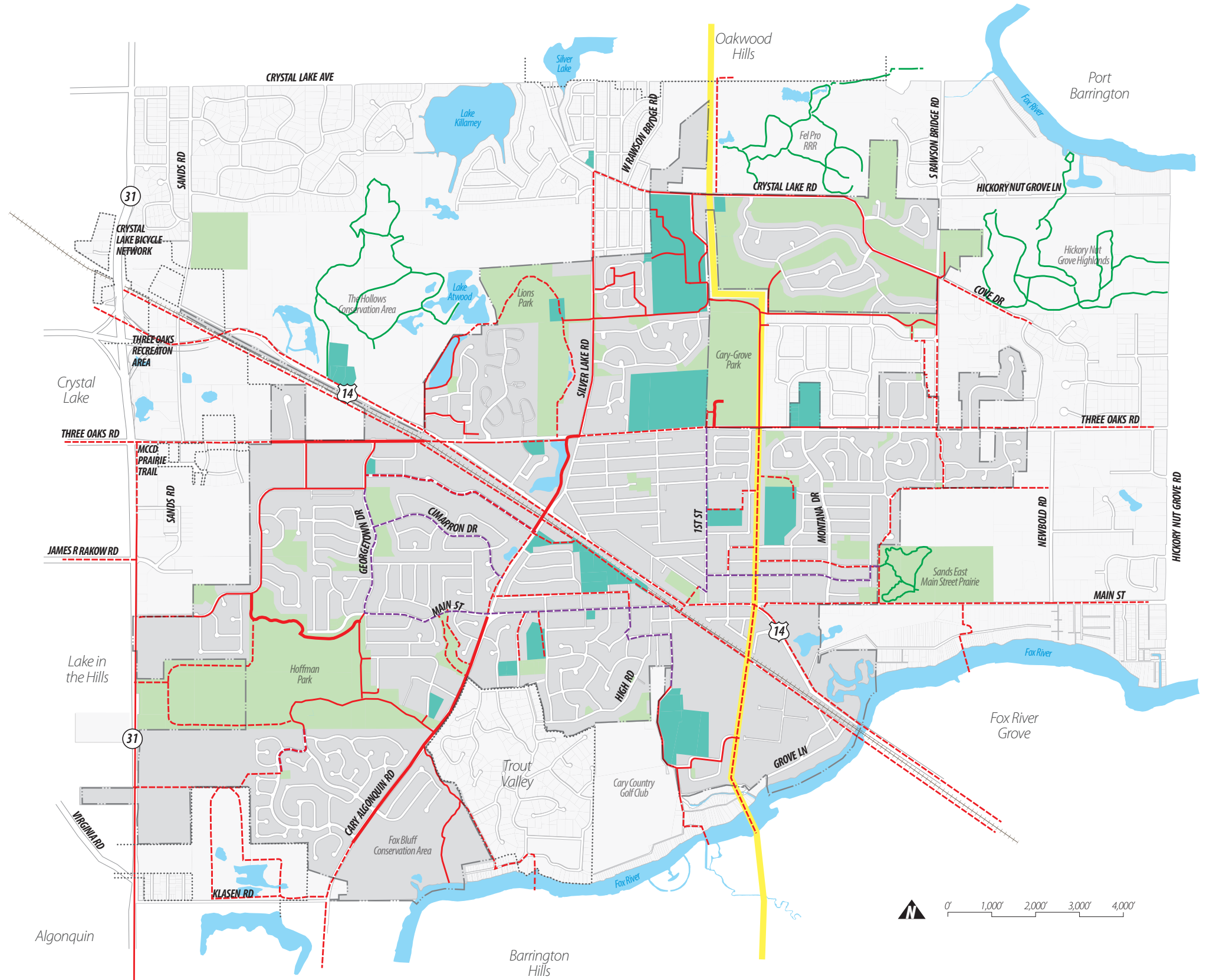
VILLAGE OF CARY BICYCLE & PEDESTRIAN MOBILITY PLAN

A well connected bicycle and trails network, complemented by quality pedestrian infrastructure, promotes non-auto mobility and encourages an active, healthy lifestyle. The Bicycle and Pedestrian Mobility Plan promotes the development of a comprehensive and contiguous network across the community, providing connections

to the downtown business district, major community facilities (Village Hall, schools, parks, community centers, religious institutions, library, post office, train station, etc.), commercial centers, and residential subdivisions. The local bicycle and trails network should also connect to the regional network and that of adjoining communities.

Bicycle & Pedestrian Key

-  Existing Trails
-  Planned Trails
-  Planned Bike Lanes or Bike Routes
-  Existing Nature Trails
-  ComEd Right-of-way
-  Parks
-  Community Facilities



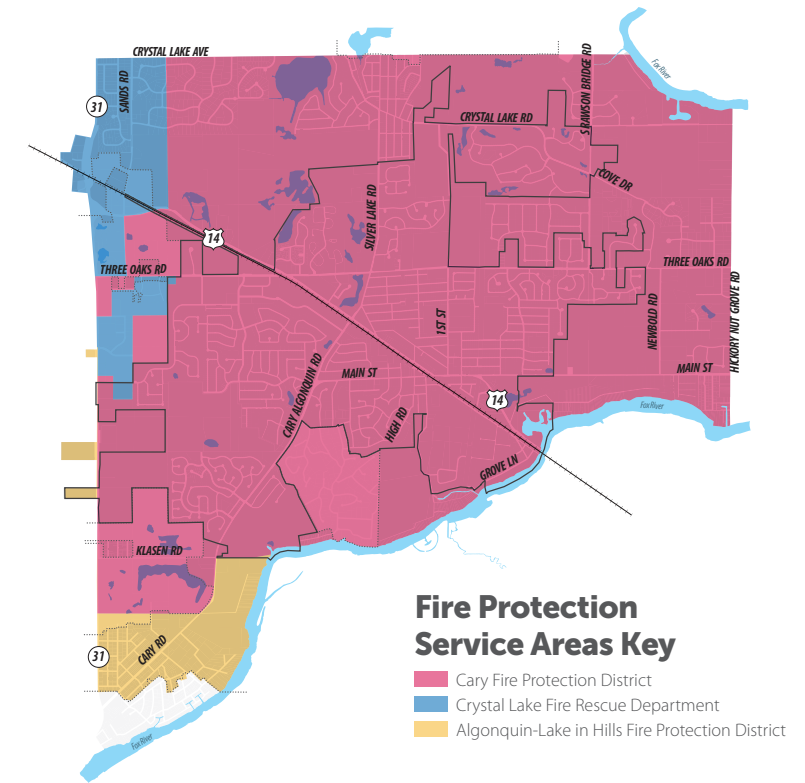
Chapter 07

COMMUNITY FACILITIES PLAN

One of the strengths of the Cary community is the quality of its community facilities and local government services. As a result of steady growth over the past several decades, opportunities for large-scale expansion are limited and the Village's focus has shifted from expansion to reinvestment. Continuing to modernize local government facilities and services to match the growing size and evolving needs of the Cary community will ensure a high quality of life for local residents well into the future while preserving a predictable operating environment supportive of business investment.

The Community Facilities Plan identifies partnership opportunities with community service providers and recommends specific actions including new investments in infrastructure and public use buildings.

Since many of Cary's vital community facilities and local government services are not provided by the Village itself, it is important that the Village maintain regular communication and active coordination with other agencies. The Community Facilities Plan is not intended to supersede the goals and policies of other agencies, or substitute for the need to conduct more detailed, technical analysis by independent stakeholders as part of their decision-making processes. The following recommendations emphasize the need to leverage shared assets to more efficiently and effectively meet the facility and service demands of the Cary community well into the future.



PUBLIC SAFETY

Police Department

The Cary Police Department provides a wide range of services, spanning from traditional emergency call response and crime prevention to community programming such as the Police Explorers and Citizen Police Academy. According to FBI data, the average number of sworn officers for a community Cary's size in the Midwest region is approximately 31 officers; the Village currently staffs 28 officers and department representatives indicate personnel levels are adequate. The Village should continue to budget for the adequate staffing of the police department and to monitor personnel needs to ensure that the department continues to provide high quality services to Cary's residents and businesses.

Police Station Facility Needs

The primary challenge facing the Police Department is the long-term inadequacy of the police station which is located in the same structure as the Village Hall. The Village Hall's location off of Briargate Road within a residential neighborhood isolates the Police Department, creating issues for visitors trying to locate the facility and increasing response times from the station. Police Department representatives have indicated that the configuration of the space itself also does not allow for safe processing of prisoners/detainees, has inadequate interview areas, and has no training facility. Employees are have inadequate locker facilities and parking is an issue for employees as well as the public.

New Police Department & Village Hall Facility

The structure housing the Police Department also contains the Village Hall which provides space for various governmental functions including Village Administration and other critical departments. The Village Hall currently meets most of the administration's needs, but personnel lacks space to expand and needs more storage.

Village officials and Police Department representatives desire to improve the police facility within the next three to 10 years, which may involve moving to a new location, either independent of the Village administration offices or in a new joint facility. A study should be undertaken to document the costs and benefits associated with renovating and potentially expanding the current Police Department/Village Hall facility in comparison to constructing either 1) a new joint facility, or 2) a new police station at an alternative location.

If it is determined that a new joint Police Department and Village Hall facility is needed, the Village should consider several factors when evaluating potential sites.

These factors include, but are not limited to:

- Being located near arterials and at signalized intersections to assist in police response.
- Occupying a centralized location within Cary, such as the Downtown, that provides opportunities for other public spaces and community placemaking.
- Being easily accessible via pedestrian and bicycle infrastructure, and transit.
- Possessing adequate space for ample parking and the potential for shared parking access during non-business hours for other community uses.
- Having the potential to accommodate weekend community events such as the Cary Farmer's Market.

As it evaluates potential sites, the Village should seek feedback from various stakeholder groups including local residents, businesses, and other taxing bodies and service providers. The Park District has expressed specific interest in coordinating activities if a potential site is evaluated adjacent to Kaper Park. The library district has also expressed a desire for expansion and could play a role in the development of a larger municipal complex if the opportunity arises.

Fire Protection

The Cary Fire Protection District (CFPD) provides fire prevention and response services for all of Cary as well as areas in adjacent communities. The community has an ISO (Insurance Services Office) rating of 4, which is similar or better than surrounding areas. An ISO rating indicates how well a community is protected in the event of a fire on a scale of 1 through 10, with 1 being the best rating.

The CFPD expanded their facilities in anticipation of future growth in Cary and there are no identified immediate needs or challenges that impact the Village. The Village should continue to foster an effective partnerships between the Cary Police Department and Cary Fire Protection District and continue to provide adequate levels of public safety service throughout the community. The Village should also maintain active communication and solicit review and comment from the CFPD as significant development projects are proposed, particularly in regards to multi-family and senior community residential housing.

First Street Extension Opportunity

Roadway network design plays an important role in public safety response times and key streets should be extended to improve traffic flow and enhance response times. The CFPD supports the recommendation to extend First Street north from Three Oaks Road to Crystal Lake Road.

This improvement would help alleviate traffic on other north-south routes such as Silver Lake Road and improve congestion along US Route 14. In addition to traffic flow, the First Street extension would better connect CFPD Fire Station #2 to the southern portions of Cary, and directly link Deer Path Elementary, Cary Junior High, and Cary-Grove High schools. Additional discussion of the First Street extension and other roadway extensions is located in **Chapter 6: Transportation & Mobility Plan**.



PUBLIC WORKS

Water

The Village of Cary's Public Works Department manages the community's water service, including the collection, treatment, and distribution of potable drinking water. The Village is responsible for a network of both above and below-ground water system infrastructure, including maintaining the operability of fire hydrants. The Village should continue to monitor capacity as new development occurs to meet projected demand, as well as proactively invest in treatment capacity. Water supply and conservation efforts are addressed more specifically in the following section of this plan chapter.

Sanitary Sewer

The Public Works Department is also responsible for providing the community's sewer service, managing a treatment plant, pumping stations, and other infrastructure. The system is meeting demand based on capacity and should continue to do so into the future. The Village should continue to provide sewer infrastructure and service quality that meets current and projected demand, as well as keeps pace with future growth.

Stormwater

The Public Works Department's responsibilities also include the Village's stormwater management programming and its National Pollutant Discharge Elimination System (NPDES) permit, listing the Fox River, Cary Creek, and an unnamed tributary as local receiving waters. It also provides a variety of public information pieces and fact sheets on topics ranging from native landscaping, to river and stream health, to green infrastructure techniques; the Village also organizes some waterway clean-up events.

Five year goals have been established in the Village's Notice of Intent with the EPA. Goals established include reviewing and updating the Storm Sewer Map and Pollution Prevention Plan, reviewing and enforcing Section 13.20 of the Municipal Code, tracing, detecting, and removing all illicit discharges, and conducting public information and employee training activities.

Localized Flooding

A particular area of focus is localized rain event flooding in some of Cary's parks and open spaces. The Cary Park District has expressed interest in project coordination to address several initiatives including several detention basin locations.

The Village should partner with the Park District to evaluate these areas, develop project plans, and identify a course of action to address stormwater management concerns through capital budgeting.

Green Infrastructure

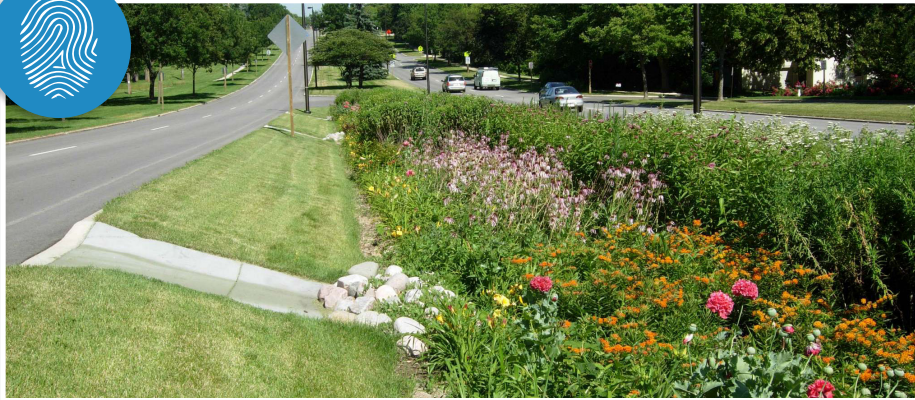
The Village should continue to provide stormwater management infrastructure that serves the needs of current and future residents and businesses. The Village should also promote the use of Best Management Practice (BMPs) and Low Impact Development (LID) techniques that help protect and restore water quality while reducing the quantity of stormwater run-off throughout the Village.

The McHenry County Stormwater Management Ordinance, revised in 2014, can provide a model policy to coordinate with Village regulations. That ordinance establishes land development standards that require, in certain instances, the use of stormwater wetlands, sedimentation basins and traps, vegetated swales, riparian buffers, permeable pavement, native landscaping, as well as other approaches to protect areas classified as the Waters of the United States and Isolated Waters of McHenry County. The focus is on preservation of existing prairie and woodlands to assist in the management of storm and flood waters in the area, and the Village of Cary can locally adopt similar regulations and practices.

McHenry County Green Infrastructure Plan

Further, the County's Green Infrastructure (GI) Plan, adopted in 2012, provides additional, related guidance on this topic. The GI Plan was rooted in the County's 2030 Comprehensive Plan and sought to expand on its vision, goals, and objectives by developing detail on GI implementation. Both of these plans stress the need for intergovernmental coordination and partnership as a critical need to achieve objectives. Specifically the GI Plan recommends the expanded public acquisition of lands needed to better preserve and protect lakes, streams, rivers, and the natural recharge of underground aquifers.

The GI Plan calls on local governments to work with the McHenry County Conservation District and collectively acquire 15% of the open space recommended in the 2030 Plan. The GI Plan also calls for the identification of locations for conservation easements on private lands, the use of conservation design land use and development controls, and the retrofitting of existing stormwater infrastructure to use GI techniques such as native plantings in detention ponds, bioswales instead of paved storm sewers, and permeable pavement for parking areas. The County's Green Infrastructure Plan provides a vision and set of implementable actions that the Village of Cary can adapt to its local activities.



The Low Impact Approach Implementing Stormwater Best Management Practices and Green Infrastructure

Traditional approaches to stormwater management tend to accelerate the rainwater's flow into natural bodies of water, but the pollution runoff from salt, petroleum byproducts, and other surface contaminants harms rivers, lakes, and streams. It becomes much more expensive and difficult to treat when part of a larger ecosystem and therefore newer approaches try to both manage the runoff rate as well as filter and remove pollutants closer to the source. Common approaches now use detention and retention ponds, but green infrastructure approaches call for the replacement of grass, turf, riprap, and cement or metal components with natural solutions that can be cheaper to maintain and more effective in treating stormwater.

The potential for green infrastructure is considerable in Cary due to the prevalence of granular soils that are conducive to infiltration practices. The construction of new trails and roads, such as a potential First Street extension, should consider planning for the installation of bioswale medians and parkway trees. New community facilities should evaluate permeable pavement parking lots, cistern and rain garden site treatments, green roofs, and native landscaping. As parks and open spaces are developed these approaches can be combined with riparian buffers, wetland preservation, and vegetated detention facilities as well. The goal remains the same – to slow and clean water before it reaches Cary's natural water sources

Drinking Water Supply

Like all of McHenry County, Cary is located in an area that has a high likelihood of groundwater shortages in the future and throughout the comprehensive planning process residents have expressed growing concern. Cary is similar to most of McHenry County in that it relies on groundwater for virtually all of its supply. Increased groundwater pumping may threaten the community's water supply in the future and programs and policies need to be developed to ensure a reliable, long-term supply of this critical resource.

Related to other community facility goals and objectives, comprehensive and rigidly enforced stormwater management policies will not only prevent flooding and reduce polluted runoff into the nearby Fox River, but more importantly, will help recharge the groundwater supply. The relationship between potable water supply management and stormwater management policies and practices is important and coordination is critical.

McHenry County Initiatives

Ultimately working to ensure a safe, reliable drinking water supply in Cary is also a regional challenge. The McHenry County 2030 Comprehensive Plan outlines strategies and policies to address this issue. The Village should cooperate with McHenry County, regional agencies, and environmental non-profits to identify innovative tools for water conservation practices and policies.

Groundwater Protection

As potential demand increases, it is anticipated that withdrawal from the aquifer will increase and lead to supply shortages in McHenry County.

The establishment of Wellhead Protection Areas (WHPAs) and groundwater protection ordinances can protect the water supply from contaminants, help monitor water quality issues, and establish recharge protection standards. The Illinois EPA provides information through their Groundwater Quality Protection Program in the Division of Public Water Supplies and McHenry County's 2030 comprehensive plan outlined a set of strategies in a dedicated water resources chapter.

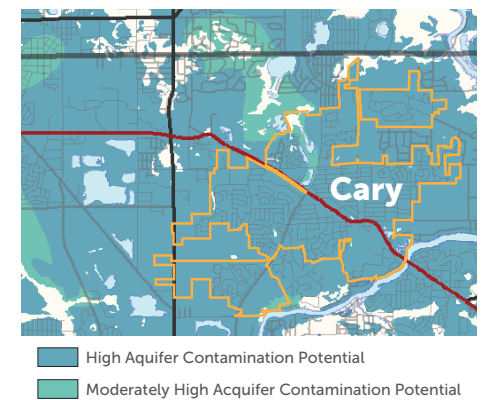
The McHenry County 2030 Comprehensive Plan calls for land use development decisions to evaluate impacts on the goal to preserve and protect Sensitive Aquifer Recharge Areas (SARAs) and Wellhead Protection Areas (WHPAs). Major real estate development projects, such as the type of grading, cut-and-fill, and surface paving activities associated with shopping centers, parking lots, and large subdivisions, can not only be damaging to natural groundwater recharge functions, but also introduce the increased risk of contamination from salt and petroleum byproduct runoff.

Certain land uses in proximity to wellheads pose pollutant risks and the establishment of new wells near such uses is hazardous to groundwater contamination extending beyond that local area. The Illinois Groundwater Protection Act gives local governments the authority to protect SARAs and WHPAs through zoning and development ordinances, and the Village should consult the County's Groundwater Resources Management Plan for a list of land uses and regulatory actions.

McHenry County defines different areas of aquifer sensitivity on their SARA map. Areas identified in Map Unit A, which includes the Village of Cary, have a higher potential for aquifer contamination due to relatively thick and shallow sand/gravel deposits with higher permeability. These areas are shown on the map to the right, with blue areas showing high aquifer contamination potential.

The Village's potable water supply is drawn from a combination of deep and shallow wells at least 120 feet in depth, and located in Map Unit A of the SARA. It should be noted that all wells currently meet or exceed all EPA drinking water standards.

Aquifer Sensitivity



SARA Protection Policies

Three potential programs to manage threats to Sensitive Aquifer Recharge Areas include:

- Local mapping of SARAs and integrating their protection into land use plan review;
- Public acquisition of lands and/or the adoptions of conservation easements on private property, in partnership with the McHenry County Conservation District; and,
- Zoning certain areas for conservation development design, a land use practice that clusters residential development while preserving natural areas and minimizes pollutant runoff through green infrastructure techniques.

The Village should seek input from McHenry County and other communities in crafting its own recharge protection policy.

WHPA Policies

Wellhead Protection Areas programs are more specific to a local underground water source and aim to protect sources for potable well water, including regulating the creation of a new wells. Similar to SARAs, wellhead protection programs identify existing wells, existing land uses, and the potential for conflict and contamination. Typical WHPA policies establish protection buffers and restricted land uses within WHPAs to ensure such risk is prohibited by local code of ordinances.

Action

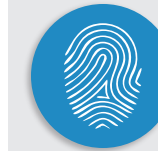
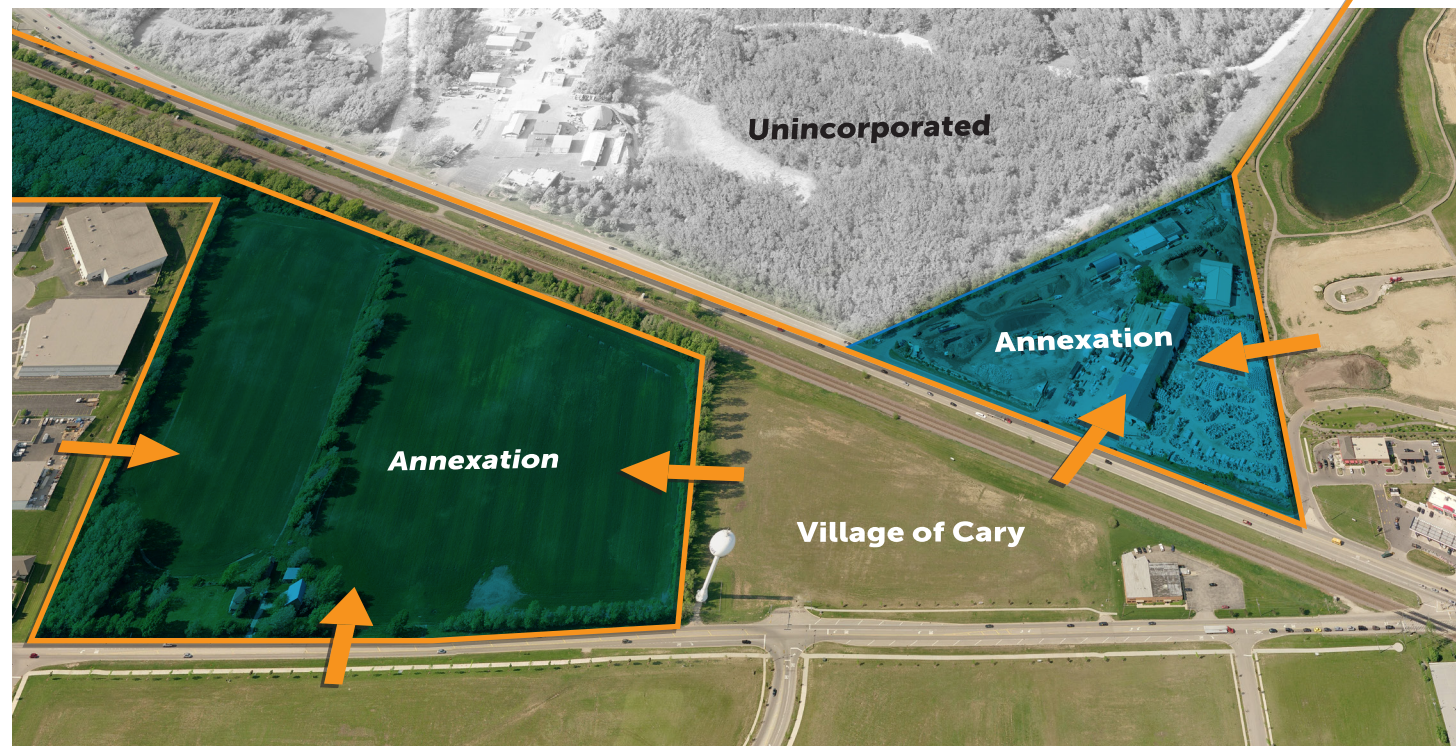
The Village should establish WHPAs and adopt a wellhead protection plan, coordinate with McHenry County to regulate land uses hazardous to local Sensitive Aquifer Recharge Areas and map them locally, pursue land acquisition and conservation easements in partnerships with County and regional agencies, and actively protect the potable water supply in the Village.

GROWTH MANAGEMENT

An important consideration for the provision of high-quality public services and adequate community facilities is managing Cary's future growth. Annexation should be targeted and strategic, such as establishing gateway corridors into Cary to better control adjacent land uses, as further outlined in **Chapter 5: Subarea Plans**.

The Village should ensure adequate levels of public facilities and services throughout the community as it grows and expands by coordinating activities and policy decision-making with community service and facility providers. The Village should also review and adjust permit fees as necessary to assure the full cost recovery of permit review and inspection activities, so general fund revenue resources are not used to subsidize growth management operations.

Annexation Approach



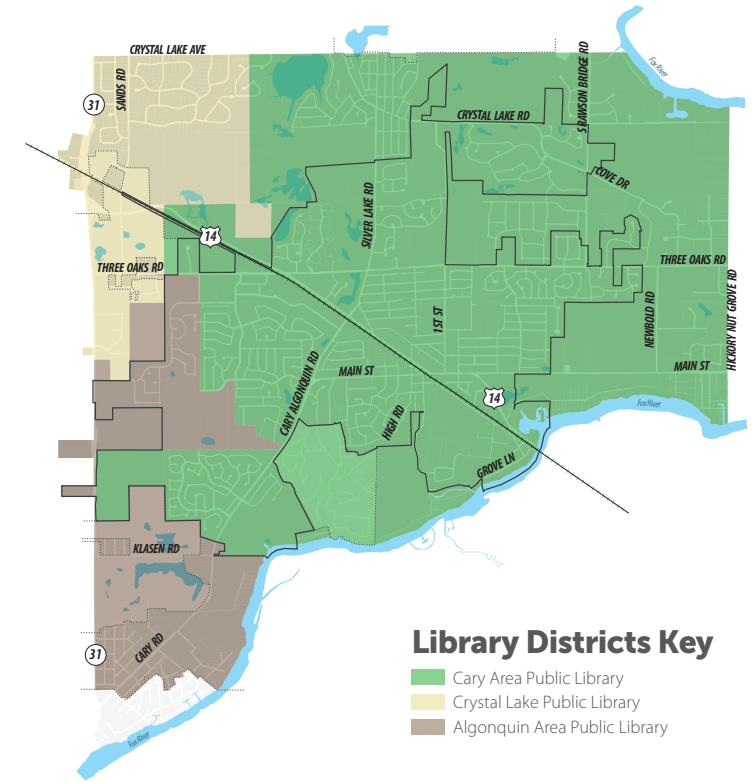
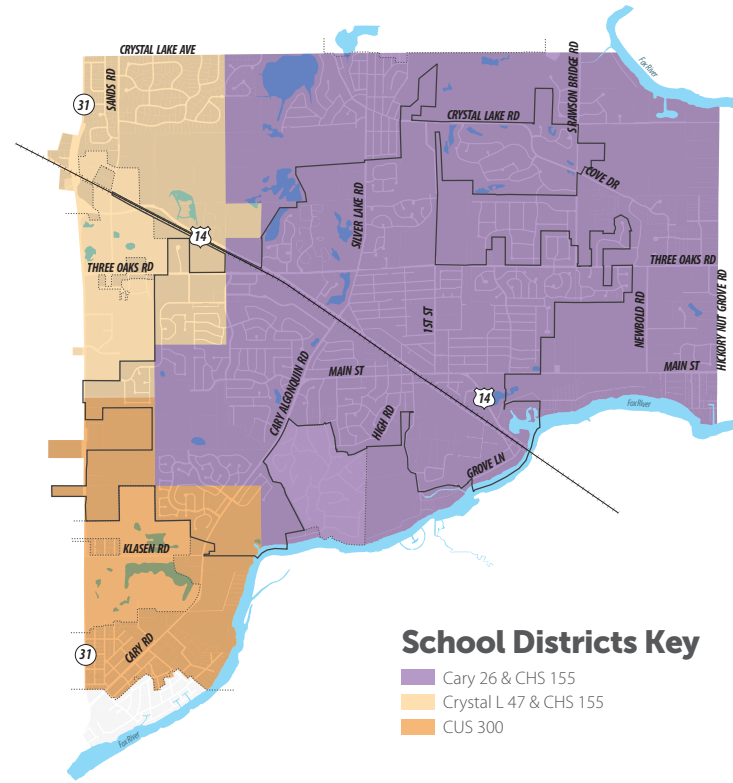
Opportunities for LEED Buildings

The Village and partner agencies are in the position to lead by example, using public buildings to showcase sustainable development techniques and best practices including energy and resource saving construction, energy efficient design, and the integration of renewable energy sources. The construction of new community facilities and the renovation and expansion of existing structures provide an opportunity to promote the use of sustainable development practices.

The Comprehensive Plan recommends evaluating the construction and/or renovation of a number of new public facilities, including a Village Hall, police station, new park facilities, and potentially community center building(s) and the library. As the Village and its partners initiate these projects, they should consider pursuing Leadership in Energy and Environmental Design (LEED) certification from the U.S. Green Building Council (USGBC) for a new project.

The Village should also consider the use of zoning incentives to promote the development of LEED certified projects at key opportunity sites including Jack's Channel, the Selcke property, and the Maplewood School site.

The Institute for Sustainable Infrastructure (ISI) also offers the Envision rating system to certify all types of civil infrastructure including road projects, water, and wastewater systems. The Village could pursue Envision certification as another means of promoting Cary's sustainable image. Even if the Village does not pursue certification, the rating system provides a means of auditing projects to ensure they advance the goals of the Comprehensive Plan.



EDUCATION

The quality of local schools was consistently cited by residents throughout the planning process as one of the strengths of the Cary community. Within its boundaries, Cary has two school districts and a number of private schools that enroll students from Pre-K through high school. Both school districts indicate a strong and positive relationship with the Village. The Village should continue to foster positive lines of communication and long-range planning coordination with SD 26, Cary-Grove High School, and local private schools, particularly in regards to the long-term use of school property and related sites.

Cary-Grove Community High School

Cary-Grove Community High School is one of four high schools in Community High School District 155. The service area boundaries for Cary-Grove High School include Cary and parts of Fox Fiver Grove and Oakwood Hills. Cary Grove has an enrollment of 1,850 students and is operating at capacity; however, the District projects that enrollment will decrease in the next five years. Within the next two years, the school will embark on a major auditorium renovation as well as renovate the science lab. Over the next ten years, Cary-Grove High School plans to upgrade classrooms and the stadium bleachers.

Cary Community Consolidated School District 26

Cary Community Consolidated School District 26 (SD 26) provides public education for grades K-8 as well as early childhood education programs. The district is currently operating at capacity, with enrollment reaching 2,516 students. The District experienced a decline in enrollment since 2010 and this trend is expected to continue over the near term.

School district officials have indicated that the location of the schools are good; however, the facilities are in need of some improvements such as roof replacements and upgrades to information technology infrastructure. SD 26 schools include:

- Briargate School (Grades K-5)
- Three Oaks School (Grades K-5)
- Deer Path School (Grades ECE, 1-5)
- Cary Junior High (Grades 6-8)
- Administration Center (attached to Cary Junior High)

Other Facilities

In addition to its actively used schools, SD 26 also owns three facilities that formerly served as public elementary schools.

- Prairie Hill School – This site is leased out by a private school.
- Oak Knoll School – This school is vacant with no current plans for reuse.
- Maplewood School – This school is vacant and is being actively marketed for sale by SD 26.

The Village should assist SD 26 with marketing available sites and seek a role in guiding the redevelopment of the former school facilities if reuse is not possible. The residential location of these sites requires careful planning to respect and protect surrounding neighborhoods.

Maplewood School Site

The Maplewood School site is approximately 15 acres and sits in close proximity to Downtown Cary. The redevelopment of this site could be a catalyst for the area and for Cary more broadly; however, that redevelopment would likely result in a loss of public-use buildings and outdoor recreation facilities at the site. The adjacent neighborhoods are already at a deficit for neighborhood park space, as identified in the Cary Park District's 2006 master plan. As discussed in greater detail in **Chapter 5: Subarea Plans**, the Village should partner with School District 26 to assure the responsible redevelopment and design of the property, integrating the Downtown Subarea Plan goals. The site's redevelopment should address the community's desire for more residential development choices, specifically new single-family attached, multi-family, and senior housing, as expressed during the comprehensive planning process. Where community facilities and open space cannot be replaced in the immediate area, they should be located in other parts of Cary.

LIBRARY

Established in 1918, the Cary Area Public Library (CAPL) serves the residents of Cary, Oakwood Hills, Trout Valley, unincorporated Cary, parts of unincorporated Crystal Lake, and Prairie Grove. CAPL provides reading programs and discussion groups, as well as youth, teen, and adult programs throughout the year.

The current library facility has been located at 1606 Three Oaks Road since 1999; however, the library is in need of more space and would prefer to be sited along a major corridor. Over time, the library has undergone minor renovations including carpet and roof replacement, new furniture, and updated computers and technology. The library has upgraded to a RFID (Radio Frequency Identification) system for materials and there are no major projects planned through 2023.

Issues the library is encountering include the lack of space and lack of public transportation options to access the site. While CAPL is considered an asset by many residents, the library faces the challenge of garnering financial and community support to expand the facility and services. The Village should explore partnership opportunities to assist the CAPL in achieving their long-term programming and facility needs goals.

VILLAGE OF CARY COMMUNITY FACILITIES & SERVICES PLAN

The Community Facilities and Services Plan identifies key community facilities and services found throughout the Village. These uses are important contributors to the quality of life in Cary and are one of the community's strengths. The plan identifies partnership opportunities with community service providers and recommends specific actions including new investments in infrastructure and public use buildings.

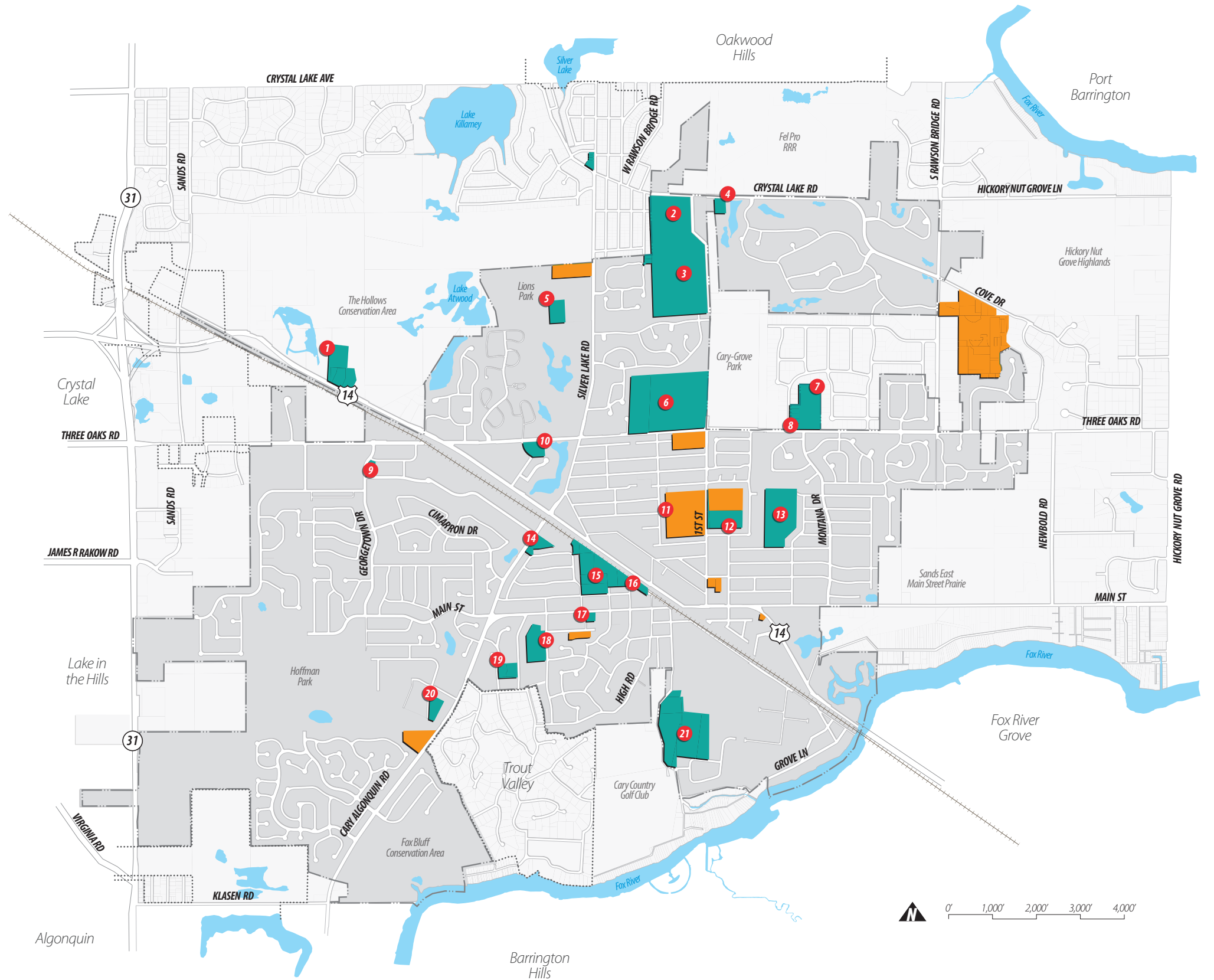
Since many of Cary's vital community facilities and local government services are not provided by the Village itself, it is important that the Village maintain regular communication and active coordination with other agencies.

Community Facilities & Services Key

Public/Semi-Public
Public/semi-public uses can be found throughout the Village, but they are generally located proximate to residential areas.

Religious
Religious uses serve adjacent residential neighborhoods and are found throughout the Village of Cary.

- 1 Algonquin Township Assessor
- 2 Deer Path School
- 3 Cary Jr. High School
- 4 Cary Fire Protection District
- 5 Cary Park District Preschool
- 6 Cary Grove High School
- 7 Three Oaks School
- 8 Cary Area Public Library
- 9 Goddard School
- 10 US Postal Service
- 11 St. Peter & St. Paul
- 12 Vacant School Site
- 13 Trinity Oaks Christian School
- 14 Cary Fire Protection District
- 15 Vacant School Site
- 16 Metra Commuter Parking
- 17 Kraus Senior Center
- 18 Briargate Elementary School
- 19 Village Hall / Cary Park District Community Center
- 20 Cary Grove High School-Haber Oaks Campus
- 21 Village of Cary Public Works



Chapter 08

PARKS, OPEN SPACE & ENVIRONMENTAL FEATURES PLAN

Cary's parks, natural areas, and riverfront setting contribute significantly to the Village's character and community identity. These elements should be preserved and expanded, better connected to one another, and better integrated within the community. Most of the parkland and recreation facilities in the Village are provided by the Cary Park District and local schools, and many of the natural areas are owned and maintained by the McHenry County Conservation District or under private ownership. Moving forward, partnerships and coordinated investment will be important for the Cary community to achieve its parks, open space, sustainability, and environmental conservation goals.

The Parks, Open Space, and Environmental Features Plan sets forth a policy framework intended to ensure the long-term viability of Cary's recreation and natural amenities. The plan includes an approach to reinvestment in the community's existing park and open space systems, as well as strategies to expand and better connect those systems. The plan also aims to provide adequate open space and recreation to the community while highlighting opportunities for the acquisition and development of new park sites. The Parks, Open Space, and Environmental Features Plan should also be referenced when evaluating development projects that may impact the overall ratio between population and open space acreage, or place a significant new demand on an existing park in close proximity to the proposed development. The Village and Park District can partner to develop criteria that triggers a collaborative review of land use development proposals while guiding that process.



CARY PARK DISTRICT & PARKS MASTER PLAN

The Park District's current policy decisions are guided by its Comprehensive Master Plan adopted in 2006. The Park District has made significant progress in implementing its parks master plan including the development of a skate park, a dog park, the Cary Community Trail, and the renovation of multiple facilities. After adoption in 2006, the Cary Park District later updated the Strategic Plan portion in 2008 and executed a Master Plan Addendum in 2013. The Park District intends to undertake a full master plan update in 2016.

The Village and Park District should approach these challenges and the acquisition of new parkland and open space as community-wide initiatives, identifying opportunities for joint ventures and formal partnerships. The Village of Cary should coordinate with the Park District in accordance to their vision and actively participate in their master planning process, just as the Park District was an active and engaged participant in the process to create the Village's Comprehensive Plan.

Park Classification System

The Cary Park District maintains 861.8 acres of park space and a number of amenities such as a golf course, swimming pool, and community center, but it has not acquired any new parkland since the adoption of its Comprehensive Master Plan in 2006. The District's service boundary includes Trout Valley, parts of Oakwood Hills, Lake in the Hills, and areas within unincorporated McHenry County. The Cary Park District oversees and maintains more than 50 parks, recreation, and open space facilities within the Village itself.

The Cary Park District has categorized its parks into several distinct classifications based on size, service area, and use.

- **Mini-Park.** Cary has three mini-parks. These parks should be no farther than ¼ mile from residential areas and are approximately 2,500 square feet to one acre in size.
- **Neighborhood Park.** As the basic component of the park system, these parks range from 5-10 acres in size and have a service area between ¼ to ½-mile. The Park District has 54 acres of neighborhood parkland.
- **Community Park.** Community Parks are intended to meet the recreational needs of the community at large. They are sized between 30-50 acres and serve a service area range between ½-mile to 3 miles. The Park District has 224 acres of Community Parks.
- **Large Urban Park.** The Park District has one large urban park: Hoffman Park. This park, located at the western edge of Cary, is the Village's largest park at 265 acres (a portion of which is located in the Village of Lake in the Hills).
- **Special Use Site.** Special use sites are unique in that they cover a large range of parks and recreation facilities, but they are generally oriented toward single uses, such as the Foxford Hills Golf Club.
- **Trail/Greenway.** Greenways connect park system components, forming continuous linear parks within themselves. Trails provide non-motorized access between parks and community facilities, such as the Cary Community Trail.
- **Natural Resource Areas.** These areas should be no smaller than 50 acres (75 optimal) and are considered to be land set aside for preservation of significant natural resources, remnant landscapes, and visual buffering. These include areas for open space detention.
- **Sports Complex.** This is defined as programmed athletic fields and associated facilities.
- **School Park.** School Parks combine school sites with parks, which can fulfill the need for neighborhood and community parks. The Maplewood School site is currently under development, and potential loss of the school park will result in a shortage of park space for the neighborhood.
- **Private Park/Recreation Facility.** These areas are privately owned but contribute to the public parks and recreation system. These include parks and facilities owned and operated by home owners associations and other private entities.



Addressing Park Needs

The Cary Park District Comprehensive Master Plan outlines parkland needs and strategies for the acquisition of new park properties and the long-term expansion of the system. The Park District has established programming standards at 4 acres of neighborhood parkland for every 1,000 persons and 6 acres of community parkland for every 1,000 persons.

Based on the 2010 district boundary population of approximately 26,000, this standard requires 104 acres of neighborhood parkland and 156 acres of community parkland. However, the standards do not take into account golf courses, undeveloped vacant land, conservancy areas, or other public areas not devoted to recreational uses. The District's 54 acres of neighborhood parkland is half that of the District's current standard, but the district's 224 acres of community parkland is well above the community park standard.

The need for more and new neighborhoods parks was identified by residents throughout the comprehensive planning process and generally aligns with the evaluation of the Park District's policy standards.

Parkland Distribution

The distribution of parkland is an important consideration in evaluating parks and recreation needs. While the total acreage within local parks is sufficient for the Park District's population, many of the district's parks are located in the more recently developed portions of Cary to the north of Three Oaks Road and west of Cary-Algonquin Road. This means that residents in Cary's historic core are not within easy and safe walking distance of a local park. The areas with the most significant need for neighborhood and community park space is located south of US Route 14 and east of Cary-Algonquin Road to the Fox River. The only Park District holdings in this area are Cary Woods Park and the Community Center. The need for additional neighborhood and community parks in underserved areas is further exacerbated by major barriers to pedestrian and bicycle access. In Cary, these mobility barriers include US Route 14, the railroad tracks, local dead end streets and cul-de-sacs in some residential areas.

The Parks and Open Space Plan map demonstrates the areas in Cary that are not currently effectively served by either neighborhood or community parks and/or have access limitations. The Village should partner with the Park District to establish new parks in underserved areas, both in existing neighborhoods and planning for the future residential growth and expansion of Cary. Establishing new parks may require additional property acquisition and parks and open space partners should be encouraged to pursue the strategic purchase of underutilized properties in underserved areas to accommodate new neighborhood park locations.

Parkland Dedication Requirements

The Village currently has a parkland dedication requirement in its subdivision ordinance for new developments to include 1 acre of land per every one hundred new residents generated by the development. The policy states that the Cary Park District Park & Recreation Facilities Plan will be used in identifying park sites. In addition, developers must provide a formal recommendation from the Park District on the precise size and location of new parks, a recommended cash contribution in lieu of land, or a combination of cash and land dedication, before official Village Board approval of the project.

The Village's requirement that land use development should be calibrated with the standards established by the Cary Park District ensures additional parkland dedications will match new population growth, thus reducing the existing facility deficit rather than further contributing to it. The Village should also explore policies and programs for smaller developments or infill residential developments to most effectively adjust to post-recession market conditions.

Recreation Facilities

The Cary Park District owns and operates the Community Pool facility as well as the Cary Park District Community Center. The Park District also operates the Kraus Senior Center under a lease agreement with the Village of Cary.

The Village should continue to work with the Park District to evaluate the long-term use of existing facilities and consider the potential relocation and construction of new facilities, perhaps in Cary-Grove Park. The Village should also continue to partner with the Park District to provide services catered to the Village's growing senior population.



Park Improvements

The Village should promote enhancement and reinvestment in the existing park system, identifying partnerships and joint ventures whenever possible with the Cary Park District and other potential community partners.

Cary Veterans Park

As detailed in **Chapter 6: Transportation and Mobility Plan**, the Village should partner with IDOT to realign US Route 14 as it approaches Main Street. In addition to improving vehicular and pedestrian safety, this improvement will create the potential for the repositioning of properties north of US Route 14 located within the Cary Station TIF District and adjacent to Cary Veterans Park. As redevelopment occurs in this area, opportunities should be identified to better integrate Cary Veterans Park into the surrounding area, serving as an amenity to nearby businesses, current residents, and new residents living in mixed use development. By including features such as bicycle facilities and a trail hub, the park could also be improved to serve as a greater amenity to the Downtown and the Metra station area. The potential realignment of US Route 14 would also create the opportunity to address waterway and stormwater improvements in Cary Veterans Park.

Cary-Grove Park

The community has identified the potential to elevate Cary-Grove Park as an actively-programmed community park that functions as a major recreation destination for Cary's population as a whole. The Park District has also expressed a desire to install new athletic fields and further capitalize on the potential for more recreation facilities at Cary-Grove Park in the future. Other potential uses, such as community centers and municipal facilities, could be located in the park, which is in close proximity to three schools, including Cary-Grove High School. Athletic field replacement from the Maplewood School site would be a productive use of open space in Cary-Grove Park.

The park provides terrific connectivity to the community, located at the intersection of Three Oak and First Street (which is recommended to be extended to Crystal Lake Road), with nearby links to Rawson Bridge Road, Main Street, and the emerging regional trail network. The Village should work with the Cary Park District to minimize impacts to adjacent residential areas while facilitating more intense use of the site to best meet the park and recreation needs of the larger Cary community.

The long term potential to accommodate more intense recreation amenities at Cary-Grove Park is currently limited by lack of access to Village water and sewer infrastructure. Annexation of the park would enable the Park District to enhance the park, as desired by the community, while giving the Village greater control over planning for access, park use, and other design considerations currently guided by the County. The Village should consider annexation of Cary-Grove Park in partnership with the Park District to create a plan for the park that best meets the recreational needs of the community. In addition, the impacts of more intensive use of Cary-Grove Park should be mitigated by screening and buffering to protect adjacent residential neighborhoods to the west.

Sands Main Street Prairie

The Village should coordinate activities with the Park District to establish formal regulations and policy protections to ensure the continued preservation of the Cary Sands Main Street Prairie property. As the eastern parts of Cary experience some infill residential development and are better linked to the rest of the community via multi-use trails, the Cary Sands property could experience increased foot traffic and use. It is important the prairie preserve is maintained and protected while best integrating it as an outdoor recreation asset for the local population.

Park Zoning

The Village of Cary added four Parks and Open Space (POS) zoning districts to the municipal zoning code in 2011. The POS zoning districts are intended to solely apply to properties owned by the Village of Cary or the Park District, and to date, only Hoffman Park has been assigned a POS zoning designation. The Park District would prefer its remaining parks rezoned to a POS district to more effectively preserve existing parks and open space against new development pressures. While the creation of a parks and open space zoning district can be an effective tool in preserving parkland, Cary's POS district regulations also limit the Park District's ability to adjust park programming based on changing needs within the community.

Since the adoption of the POS districts, the Village has had time to evaluate the use of the four tier POS district system and has determined that there is a need to modify this approach in partnership with the Park District. While further analysis is needed, the Comprehensive Plan recommends that the four POS districts be combined into one Parks and Open Space zoning district as part of a broader update to the Village's zoning ordinance.

Rather than providing for a sliding scale of amenities permitted within a multi-tiered zoning system, it is recommended that certain uses or park improvements to desired by the Village either not be permitted, or permitted as a special use within the new combined district. Doing so will grant the Village control over important facets of park development while providing the Park District with the freedom it needs to properly plan for the parks and recreation needs of the Cary community.

Should the Village move forward with the process of updating its zoning code, the Cary Park District should be brought to the table as a partner when evaluating potential revisions to the POS district system to ensure that the code benefits both the Cary Park District and the residents it serves.



UNIQUE OPPORTUNITIES

Maplewood School Property Redevelopment

The redevelopment of the Maplewood School site provides not only an economic development catalyst for Downtown, it also provides an important opportunity to introduce a new neighborhood park to the district. Future development of the Maplewood School site should include a central park that serves the property's new residents, while also providing an added amenity to nearby neighborhoods and Downtown visitors.

Chapter 5: Subarea Plans provides further detail regarding potential development configurations for the Maplewood School site as well as connectivity enhancements to Cary-Algonquin Road, surrounding neighborhoods, and Downtown.

As additional residential development occurs in and around the Downtown, the need for park space within the area will increase. Moving forward, the Village should partner with the Park District to identify opportunities elsewhere in the community to replace the recreation facilities lost in the redevelopment of the Maplewood site. Cary-Grove Park, which the Park District is seeking to enhance with additional recreation facilities, is a desirable replacement location as it has Downtown access via First Street and proximity to three schools, including the high school.

Meyer Material Company Quarry Site

The Meyer Material Co. Quarry site presents an important opportunity in the southwest portion of the community to transform an aggregate mine into a community park featuring lakes, and an extensive trail network that could potentially link to adjacent Hoffman Park, the Fox Bluff Conservation Area, and the surrounding residential areas. The Village should maximize the future use of this site as a parks and recreation amenity and coordinate planning activities with the Park District and the Village of Algonquin to integrate the property into the larger system, with a particular focus on integration with Hoffman Park. These efforts will need additional coordination with the neighboring communities of Lake in the Hills and Algonquin as well as the McHenry County Conservation District.

MCHENRY COUNTY CONSERVATION DISTRICT

The Village of Cary's boundaries are in proximity to nearly 1,500 acres of open space managed by the McHenry County Conservation District (MCCD). These properties include Fel-Pro RRR, Fox Bluff, Hickory Grove, and The Hollows Conservation areas. Although conservation areas, these facilities are open to the public and provide high-quality passive recreation for Cary residents, such as hiking, equestrian trails, cross country skiing trails, camping, canoeing, and fishing.

The Village should foster a working relationship with the MCCD and Cary Park District, coordinating long-range planning activities, and promoting further connectivity between Cary's residential areas and the MCCD's open space properties. The Village should focus such efforts on continuing to link area parks and open spaces by expanding the local multi-use trail system in partnership with the Park District and MCCD. For example, the Lake Atwood area and The Hollows area could be linked to one another and several other local parks via a trail along the Three Oaks corridor.

McHenry County Natural Areas Inventory

The MCCD identified high quality natural sites through the McHenry County Natural Areas Inventory (MCNAI) in 2005, which included intact habitats for indigenous species. MCNAI sites within Cary limits are located within the Fox Bluff Conservation Area, Hillside Prairie Park, areas adjacent to Lions Park, and parts of Hoffman Park. The Village should use its land development regulations and partnerships with the MCCD and Cary Park District to ensure these sensitive habitat lands are protected and incorporated into existing parks and conservation areas. If future development is ultimately proposed for the private acreage, the Village should promote conservation development wherein the built environment is clustered in areas most suitable for development and natural areas are preserved as common open space.



Chicago's Natural Suburb

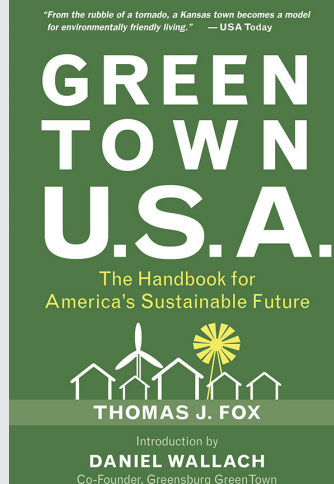
Lake Julian Trout Farm markets itself as, "Far enough from the city to be peaceful, close enough to be convenient," and while specific to their property, this branding approach applies to Cary in general. The Village should elevate this community identity by investing in sustainable solutions and technologies to match its outdoor recreation appeal with a reputation for conservation and "greening" the local area.

By building and then publicizing new LEED facilities, green infrastructure systems, energy efficiency efforts like integrating fuel-efficiency Village vehicles, Cary can strive to be a model in the Chicago region for sustainability and build its reputation as a healthy, clean place to raise a family or own a business.

America's Greenest Small Town

Recent success stories demonstrate the potential sustainable practices have to elevate the image of a community. For example, after being largely demolished by a tornado, the community of Greensburg, Kansas decided to rebuild itself as the "greenest town in America." Although it was only about 1,000 residents, Greensburg has successfully implemented this planning vision, now home to the most LEED buildings per capita in the world, the extensive use of locally-generated renewable energy, new clean technology museums, tourist visitor centers, and eco-home demonstration buildings, all of which has resulted in national media attention, film documentaries, TV shows, and a new eco-tourism business. Greensburg leaders helped the community of Joplin, Missouri explore this successful policy approach after it was similarly effected by a tornado in 2011.

Many of these approaches can be customized and adapted to Cary's growing suburban environment too. And the Village should pursue sustainability investments as a strategy to reinforce its historical appeal as a community near Chicago but still in harmony with its natural surroundings.



TRAILS & GREENWAYS

Trails are a prominent asset for Cary and add character to the community's residential areas while enhancing residents' quality of life. The Cary Community Trail, which provides a critical link between two Cary Park District parks, four schools, the Cary Area Public Library, and several residential areas – was a major achievement on behalf of the Cary Park District and serves as a model for future projects.

Through community outreach many residents expressed a desire for additional trails to better link the southern and northern areas of Cary. The Village should work with the Cary Park District, MCCC, McHenry County, IDOT, and other partners to expand the trail network using a combination of easements, property acquisition, and on-street routes. New parks and private development should be planned to include trail linkages to the broader network. The Village should also make on-street and off-street bicycle paths part of the Village's annual capital improvements plan to serve the entire Cary community. Certain specific subareas should be targeted based on existing plans and potential opportunities.

ComEd Right-of-Way

A unique opportunity exists to connect a large portion of Cary along a north-south pedestrian corridor running through the heart of the community. A relatively wide ComEd utility corridor begins at the Fox River, crosses Jandus Road near Jandus Cutoff Road, before traveling across Main Street north to Three Oaks and Crystal Lake Road. A portion of the alignment is currently served by trails in Cary-Grove Park.

This utility corridor represents a prime opportunity to connect planned east-west trails, creating connectivity with Downtown, the riverfront, parks, schools, the library, and neighborhoods in Cary's established core as well as newer subdivisions to the north.

A potential joint project partnership could be developed as part of any extension of First Street as recommended in **Chapter 6: Transportation Plan**. As part of the trail development, the Village should consider naturalizing the ComEd right-of-way including the use of prairie grasses and plants.



Trail Opportunities Key

- ComEd Right-of-Way
- Three Oaks Trail Corridor
- Union Pacific/US Route 14 Intra-Community Trail

Three Oaks Trail Corridor

The Three Oaks Road corridor presents an opportunity to create an intra-community trail with Crystal Lake that also serves the IL Route 31 corridor and provides a connection to the Three Oaks Recreation area to the west. As the Three Oaks corridor and northern US Route 14 corridor are further developed, a formal trail alignment should be adopted and trail segments should be integrated within development. Further, the Park District master plan also identifies Georgetown Drive as an option for an on-street bike route, linking Three Oaks, Hoffman Park, West Main, Kaper Park, and both existing and potential off-street trail networks in this area. The Village should partner with the Park District to connect the two agencies' trails in this area, targeting the identified gap along Georgetown Drive between Kaper and Hoffman parks.

Union Pacific/US Route 14 Intra-Community Trail

The McHenry County 2040 transportation plan has placed a medium priority on the development of a multi-use trail along the Union Pacific/US Route 14 intra-community corridor. Such a trail could provide connections between Crystal Lake and Fox River Grove and then be expanded to further link existing trail networks in Algonquin, Port Barrington, and Oakwood Hills. The concept is supported by the Chicago Metropolitan Agency for Planning (CMAP) and was endorsed locally in 2006 by the Cary Park District master plan. The Village should work with its parks and open space partners to prioritize the Union Pacific/US Route 14 Intra-Community Trail's development and partner with local and regional agencies to ensure its completion.



OUTDOOR RECREATION

Jack's Channel & Fox River Waterfront

The Fox River forms much of the eastern edge of Cary and provides a meaningful part of the community's identity and character. The river is an important environmental feature and distinctive recreational opportunity that community members noted as a priority during the planning process. While it is an important community asset, the only public access to the Fox River is in the MCCD's Fox Bluff Conservation Area via a small unimproved open space area along the northern bank. The Village should encourage the MCCD to provide additional access points and amenities at the Fox Bluff site.

Residents desire more public access points and the development of a "river walk-type" destination and a marina. The Village should work with the property owners at the Jack's Channel site to pursue this blend of natural area preservation, recreational programming, and destination development. Greater detail is provided in the **Chapter 5: Subarea Plans**, including a build-out concept for the Jack's Channel site.

Golf Courses

The Cary community is served by three golf courses, with one owned and operated by the Cary Park District. Not only are the golf courses a recreational amenity for the community, they can add value and character to the community's residential areas. The Village should work with the Park District, golf course operators, and community partners to promote the area as a destination for golfing and outdoor recreation opportunities, focusing on Foxford Hills, Chalet Hills, and the Cary Country Club. Related, the Village should work with the Park District and the development community to promote uses at the vacant River Bend Restaurant site on Rawson Bridge Road that complement the Foxford Hills Golf Course and leverage it as an asset.

Lake Julian Trout Farm

The Lake Julian Trout Farm is one of the most recognizable businesses in Cary and attracts visitors from throughout the region. The property features a bait shop, picnic facilities, private fishing trips on "The Big Lake," and more fishing options on "The Trout Pond." The Farm promotes youth and family fishing programming, works directly with Boy Scout events, and markets the property as far enough from the city but still convenient enough to visit frequently. Their location on US Route 14 will play an important role adjacent to the development of both the Selcke and Jack's Channel properties, as discussed in detail in **Chapter 5: Subarea Plans**. The Village should ensure that development on the US Route 14 frontage fits the future land use and design character of the corridor, keeping in mind the outdoor recreation and natural area appeal of Lake Julian.

An Outdoor Recreation Destination

Cary features numerous natural areas and recreation amenities that could be collectively leveraged and marketed to outdoor enthusiasts and potential home buyers throughout the Chicago region. Several opportunities exist to strengthen this aspect of Cary's regional image.

- Future development at Jack's Channel should include nature trails that complement new waterfront access for boats, canoes, and kayaks, helping establish Cary as a Fox River destination.
- The area's three high-quality golf courses help create an image of leisure time recreation and offer the potential for day-tourism marketing, capturing more of the suburban Chicago weekend golfing market.
- Numerous fishing opportunities exist in the Cary area on various MCCD properties and Lake Julian draws thousands of visitors annually and outdoor. Lodging and sportsman-oriented businesses developed as part of the nearby commercial redevelopment efforts along US Route 14 could further establish this identity in the region.

The Village should evaluate a potential partnership with the Cary Grove Area Chamber of Commerce and parks and open space partners to develop outdoor recreation targeted marketing materials. By making strategic investments and coordinating with private partners, the Village can elevate its reputation as a popular destination for watersports, golfing, fishing, bicycling, hiking, and outdoor recreation.

VILLAGE OF CARY PARKS & OPEN SPACE PLAN

The Cary community's extensive park system and network of regional open space and recreation destinations contribute significantly to the Village's character and community identity. The Parks and Open Space Plan promotes the preservation and expansion of these amenities and proposes improvements to better integrate them within the community.

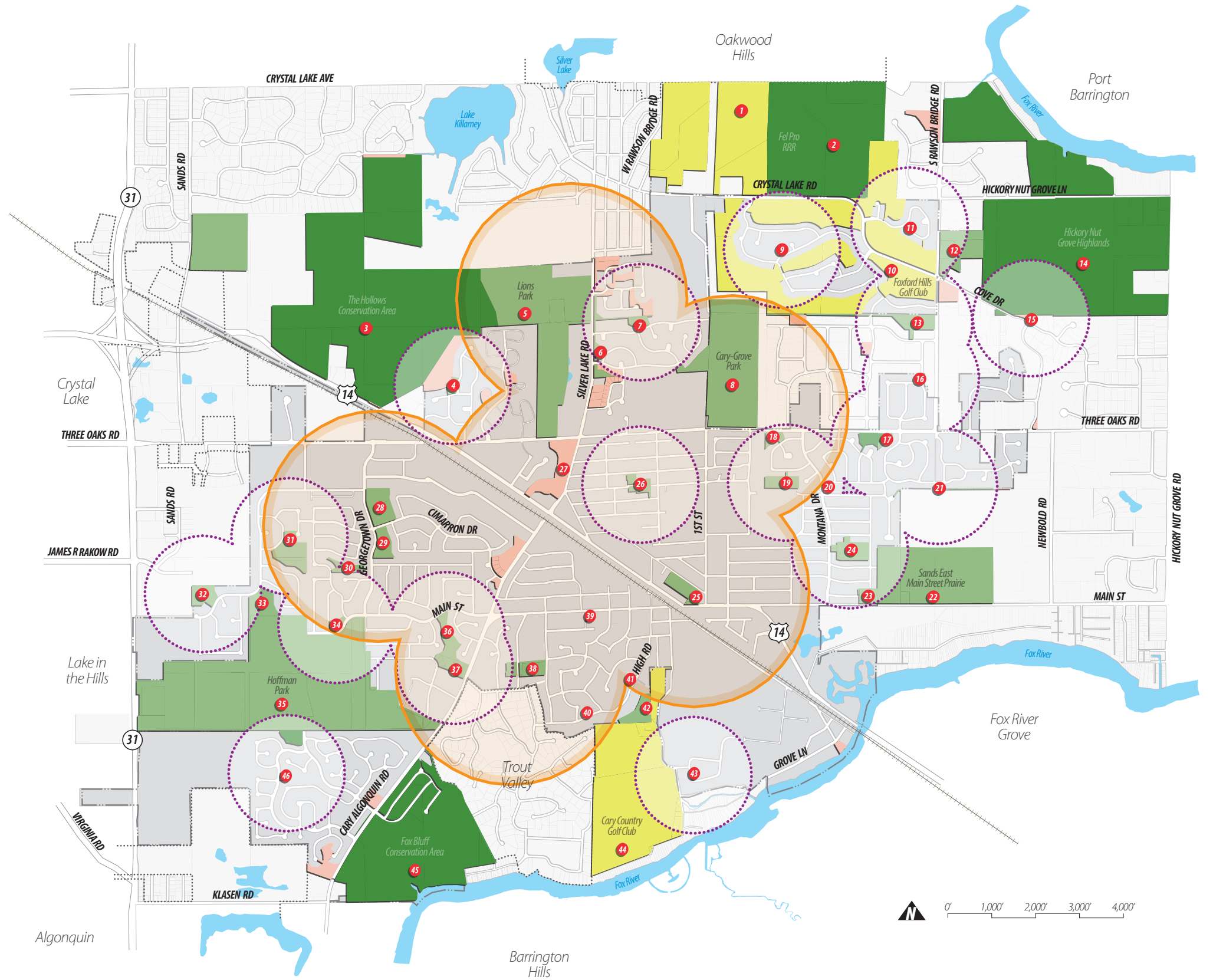
The Parks and Open Space Plan sets forth a policy framework intended to ensure the long-term viability of Cary's recreation and natural amenities.

Map Key

- Parks**
The Cary Park District provides over 860 acres of parkland to meet the needs of Cary's residents.
- McHenry County Conservation District (MCCD)**
The Village is surrounded by four large MCCD holdings that provide residents with local access to regional open space amenities.
- Golf Course**
Three golf courses (including the Cary Park District's Foxford Hills Golf Club) help make the Village a destination for golfing and recreation.
- Open Space**
Many natural areas are owned and maintained by the MCCD, Park District, or under private ownership.
- Neighborhood Parks Service Area (.25 mi)**
As the basic component of the park system, these parks range from 5-10 acres in size and serve local residential communities.
- Community Parks Service Area (.5 mi)**
Community Parks meet the recreational needs of the community at large and serve a larger service area than neighborhood parks.

Park Locations

- | | |
|---|--|
| <ul style="list-style-type: none"> 1 Chalet Hills Golf Course 2 Fel Pro RRR 3 The Hollows Conservation Area 4 West Lake Park 5 Lions Park 6 Kiwanis Park 7 Brittany Park 8 Cary Grove Park 9 Foxford Hills Park 10 Foxford Hills Golf Club 11 Wentworth Park 12 Driving Range/Club House 13 Decker Park & Trails 14 Hickory Nut Grove Highlands 15 Saddle Oaks Park 16 White Oaks Park 17 Knotty Pines Park 18 Three Oaks Park 19 Candlewood Park 20 Montana OSD 21 Bristol Park 22 Sands East Main Street Prairie 23 Hillhurst Park 24 Hillside Prairie Park | <ul style="list-style-type: none"> 25 Cary Vets Park 26 Jamesway Park 27 Jaycee Park 28 Kaper Park 29 Kaper Park South/OSD 30 Cimarron Park 31 Cambria Park/OSD 32 New Haven Park 33 Hoffman Park at Cambria 34 Hampton Park 35 Hoffman Park 36 Greenfields Park 37 Cary Oaks Park 38 Village Hall / Cary Park District Community Center 39 Kraus Senior Center 40 Val Bud Park 41 Devron Circle 42 Watertown Prairie 43 Cary Woods 44 Cary County Golf Club 45 Fox Bluff Conservation Area 46 Fox Trails Park |
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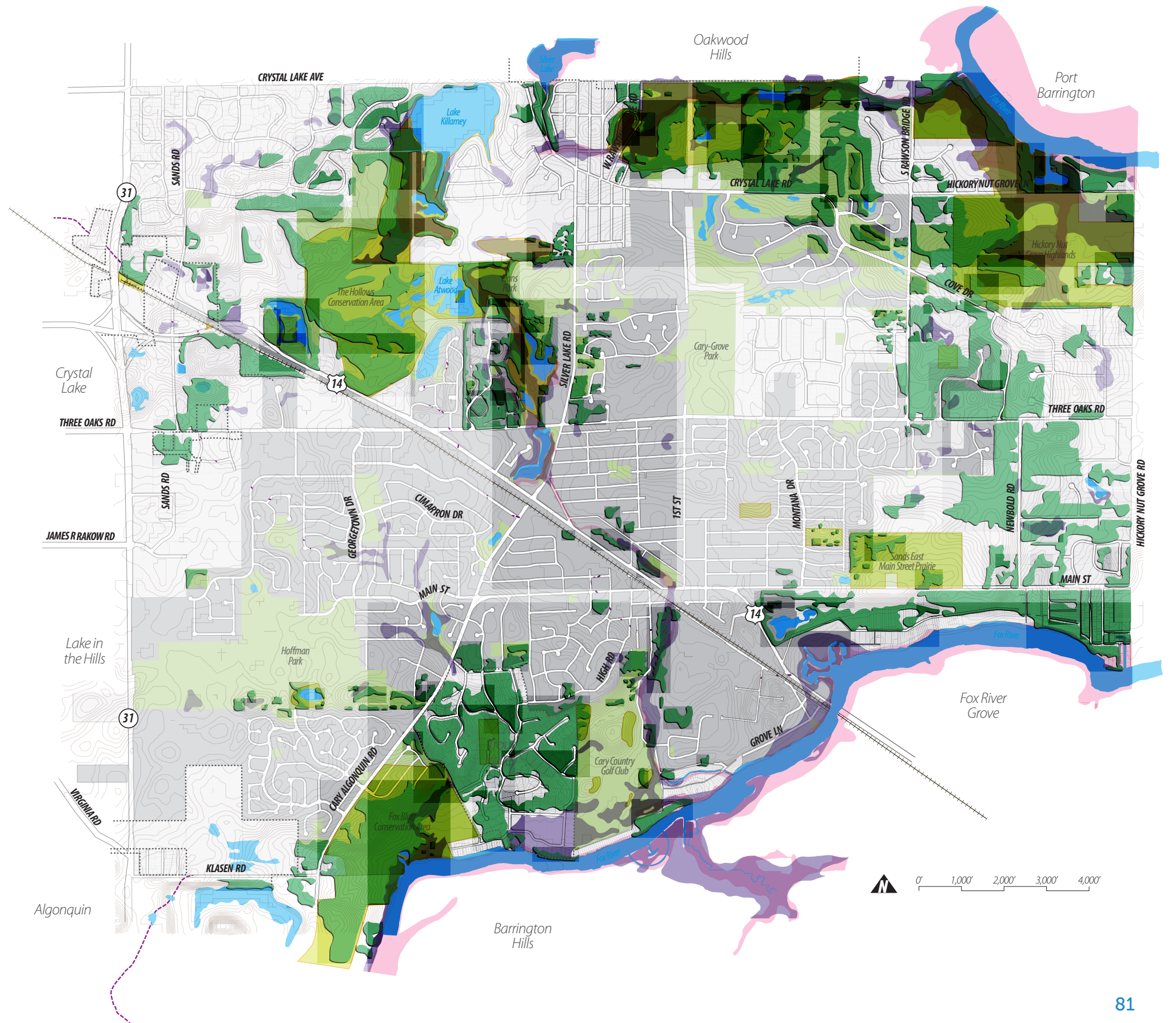
VILLAGE OF CARY ENVIRONMENTAL FEATURES

The Environmental Features Plan identifies natural areas critical to the sustainability and resiliency of Cary. The plan should be used to evaluate development projects and guide growth and development that is sensitive to these elements.

Outside resources such as the McHenry County Natural Areas Inventory (MCNAI) and examples of best practices from other communities should also be consulted in considering development that could impact Cary's environmental features.

Map Key

-  **Tree Canopy/Wooded Areas**
These areas provide habitats and reduce the urban heat island effect.
-  **Rivers, Streams, & Lakes**
Water bodies add to the identity of Cary and are critical to ecosystem health.
-  **Topography**
This information illustrates changes in elevation occurring in Cary.
-  **McHenry County Natural Areas Inventory**
The Village, MCCD, and Cary Park District should partner to ensure these sensitive habitat lands are protected and incorporated into existing parks and conservation areas.
-  **Parks & Open Space**
Parks and open space should be used to provide access to the community's natural areas.
-  **Floodplains**
Development should be avoided in floodplains to mitigate hazard potential.
-  **Wetlands**
Wetlands retain and filter water from rain events and provide valued habitats.



Chapter 09

IMPLEMENTATION

The Comprehensive Plan provides policies and recommendations for actions the Village should take over the next 15-20 years. For the vision of Cary to be realized, the Village must be proactive and have the support and participation of local leaders, other public agencies, various neighborhood groups and organizations, the local business community, property owners, developers, and residents. The Village should be the leader in promoting cooperation and collaboration with these partners to implement the Plan.

This chapter presents an implementation framework that the Village can use to initiate and undertake key recommendations included in the Comprehensive Plan. The actions and strategies identified in this section establish the “next steps” to be taken in continuing the process of community planning and investment.

USE PLAN ON A DAY-TO-DAY BASIS

The Comprehensive Plan should become the Village's official policy guide for land use, development, and community improvement. It is essential that the Plan be adopted and then used on a regular basis by Village staff, boards, and commissions to review and evaluate all proposals for improvement and development. Community Development Department staff should meet with Department heads to explain the purpose and benefits of the Comprehensive Plan.

To further educate the community about the Plan, the Village should:

- Make copies of the Plan available online for free, provide hard copies at Village Hall and have a copy on file at the public library for reference;
- Provide assistance to the public in explaining the Plan and its relationship to private and public development projects and other proposals, as appropriate;
- Assist the Board of Trustees and Community Development Department in the day-to-day administration, interpretation, and application of the Plan;
- Provide a Comprehensive Plan orientation for new elected or appointed officials;
- Maintain a list of current possible amendments, issues, or needs which may be a subject of change, addition, or deletion from the Comprehensive Plan.

AMENDING DEVELOPMENT REGULATIONS

While the Comprehensive Plan articulates a vision for the Cary community, the Village's development regulations are the primary tool that can be used to implement the Plan. Following adoption of the Comprehensive Plan, the Village intends to update the current zoning ordinance and related ordinances, such as the subdivision control ordinance, to ensure that regulations reflect current Village policy and the desires of the Cary community. Amendments to development regulations and design standards should consider complementary programs and incentives that can be used to achieve the community's vision for economic development, neighborhood character, connectivity, and other aspects of the Plan.

Specific recommendations of the Comprehensive Plan that development regulations can address include:

- Managed growth on the periphery of the community;
- The appropriate scale, design character, and configuration of development in the Downtown and along US Route 14;
- Enhancements to landscaping and screening as redevelopment and reinvestment occurs in commercial areas;
- The integration of stormwater management infrastructure as new development occurs;
- Encouraging mixed use and multi-family development in the Downtown;
- Improved wellhead and water quality protection;
- Promoting the development of LEED certified projects;
- Facilitating the development of parks and open space to best meet the recreation needs of Cary residents; and,
- Improving Cary's image as a development-friendly community through a simplified development review and permitting process.

ANNEXATION & GROWTH MANAGEMENT

The Cary planning jurisdiction includes several hundred acres of undeveloped and unincorporated land. It is critical that the Village take steps necessary to ensure long-term control over these areas. This will provide several benefits, including regulatory control over the type of development that can occur, and benefits related to tax revenue. In the short term, the Village should pursue annexation agreements with property owners to provide some predictability of the community's ultimate footprint. Incrementally over time, the Village should formally annex portions of the planning area as development potential is realized. This can be done in conjunction with strategic infrastructure investment to manage growth in a sustainable and responsible way. As incremental development occurs, special consideration should be given to community-wide infrastructure systems and services, such as stormwater management, multi-modal transportation networks, public safety, education, and others.

Western Gateway Annexation

Specific properties along US Route 14 have been identified as important for annexation. These properties will have significant impacts on the future growth and development of the Village. Annexation will also allow the Village to take direct control of growth and investment of these areas to enhance community image along the prominent US Route 14 corridor. Properties identified for strategic annexation include:

- A large area located northwest of the intersection of Three Oaks Road and Georgetown Drive that represents a prime opportunity for future industrial and business park development.
- A property that is currently occupied by a salvage company with extensive outdoor operations and storage. With its prominent gateway location along US Route 14, the poor appearance of this large property has a negative impact on the Village's image.
- Another area that should be considered for annexation over the long term consists of the industrial and commercial properties to the west of the MCCD The Hollows Conservation Area.

CAPITAL IMPROVEMENTS PROGRAM

Some recommendations of the Comprehensive Plan may require Village capital investment. To support implementation of these recommendations, the Village should update its Capital Improvement Plan (CIP). The CIP establishes schedules, priorities and estimated costs for all public improvement projects over a five-year period. Through this process, all projects are reviewed, priorities are assigned, cost estimates are prepared, and potential funding sources are identified.

The CIP typically schedules the implementation of a range of specific projects related to the Comprehensive Plan, particularly the restoration and upgrading of existing utilities and infrastructure. The CIP should also consider investments related to infrastructure and open space in new growth areas, flood mitigation and stormwater management, and public streetscaping.

Some of the recommendations of the Comprehensive Plan that can be included through capital improvement planning include:

- Strategic infrastructure development to serve key development opportunities;
- Regular maintenance of streets, trails, and other transportation systems;
- Investments in streetscaping and gateways on key corridors, such as US Route 14 and Three Oaks Road, that would enhance the image of the community;
- Installation of green infrastructure components along rights-of-way and Village-owned properties;
- Realignment and Intersection improvements along US Route 14 that would enhance vehicular flow as well as pedestrian and bike safety and mobility; and,
- Reconfiguration of the Cary Metra Station area to better accommodate commuter traffic and pedestrian mobility in the Downtown.

JURISDICTIONAL & ORGANIZATION COOPERATION

For the Comprehensive Plan to be successful, there must be strong leadership from the Village of Cary and firm partnerships between other public agencies, community groups and organizations, the local business community, and the private sector. The Village should assume a leadership role to cooperate and coordinate with local school districts, the Cary Area Public Library, Cary Fire Protection District, Cary Park District, Cary Grove Chamber of Commerce, McHenry County, Illinois Department of Transportation, and Metra, among others. In addition, the Village should actively work with and encourage developers and the business community to undertake improvements that conform to the Comprehensive Plan and improve the quality and character of Cary.

Some of the recommendations in the Comprehensive Plan that will likely require coordination and cooperation include:

- Annexation agreements with property owners in unincorporated portions of the planning area;
- Advocacy for and implementation of local transit services in conjunction with Pace and McHenry County that would serve the Downtown, growing commercial corridors, and distinct residential neighborhoods;
- Roadway and intersection improvements on corridors under the jurisdiction of IDOT or McHenry County;
- Extension of various roads, trails systems, and pedestrian amenities across public and private rights-of-way;
- Establishing regional trail connections to adjacent communities;
- Coordination with local school districts and others to strengthen local public services; and,
- Improvements and investment in Cary's parks and open space.

REGULAR UPDATES

It is important to emphasize that the Comprehensive Plan is not a static document. If community attitudes change or new issues arise which are beyond the scope of the current Plan, the Plan should be revised and updated accordingly.

Although a proposal to amend the Plan can be brought forth by petition at any time, the Village should regularly undertake a systematic review of the Plan. The Village should initiate review of the Plan at least every three to five years. Ideally, this review should coincide with the preparation of the Village's budget and Capital Improvement Plan and the preparation of an annual action agenda.

In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations.

POTENTIAL FUNDING SOURCES

The following is a list of possible funding sources that the Village could pursue to fund the implementation of the Comprehensive Plan. These programs are organized by funding category, which includes:

- General Economic Development
- Transportation and Infrastructure
- Parks, Trails, and Open Space

It should be noted that while the information regarding these funding sources was deemed accurate at the time this Plan was written, the long-term availability of funds for these resources cannot be guaranteed. The Village should revise, update, and expand this list of potential funding sources as a component of any future Comprehensive Plan updates.

General Economic Development Sources

Tax Increment Financing (TIF)

The purpose of TIF funding is to incentivize and attract desired development within key commercial areas. TIF dollars can typically be used for infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development.

TIF utilizes future property tax revenues generated within a designated area or district, to pay for improvements and further incentivize continued reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established, is reinvested in that area. Local officials may then issue bonds or undertake other financial obligation based on the growth in new revenue.

Over the life of a TIF district, existing taxing bodies receive the same level of tax revenue as in the base year. Provisions exist for schools to receive additional revenue. The maximum life of a TIF district in the State of Illinois is 23 years, although a district can be extended beyond that horizon through authorization from the State Legislature.

The Village of Cary has already established two TIF districts within its boundaries:

- **TIF District 1**, known as the Cary Route 14 TIF District, consists of properties located along the US Route 14 corridor at Jandus Cut-off as well as the Jack's Channel area and nearby properties along US Route 14. TIF District 1 was established in 1997 and will expire in 2020. This TIF District has been used to prepare the Selcke property for redevelopment and it may prove influential in facilitating redevelopment and repositioning of other properties in the eastern gateway area.
- **TIF District 2**, known as the Cary Station TIF District, is located near Downtown Cary and consists of the block bound by Crystal Street, 1st Street, Park Avenue, and Borden Avenue. TIF District 2 was established in 2006 and will expire in 2029. TIF District 2 should be utilized as a funding mechanism in facilitating the redevelopment and repositioning of the downtown commercial properties located along the north side of US Route 14.

Special Service Area (SSA)

SSAs, also known as Business Improvement Districts, can be used to fund improvements and programs within a designated service area. An SSA is essentially added to the property tax of the properties within the identified service area and the revenue received is channeled back into projects and programs benefiting those properties. An SSA can be rejected if 51% of the property owners and electors within a designated area object.

SSA funds can be used for such things as streetscape improvements, district marketing, and special events. This tool could also be helpful in supporting improvements to the subareas identified in the plan.

Business Districts

As authorized by Division 74.3 of the Municipal Code of the State of Illinois, a municipality may designate, after public hearings, an area as a Business Development District (BDD). A BDD would allow the Village to levy up to an additional 1% retailers occupation tax, 1% hotel tax, and 1% sales tax within a designated district. Similar to a TIF district, a BDD has a maximum life of 23 years. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district.

Business district designation empowers a municipality to carry out a business district development or redevelopment plan through the following actions:

- Acquire all development and redevelopment proposals.
- Acquire, manage, convey, or otherwise dispose of real and personal property acquired pursuant to the provisions of a development or redevelopment plan.
- Apply for and accept capital grants and loans from the federal government and the State of Illinois for business district development and redevelopment.
- Borrow funds as it may be deemed necessary for the purpose of business district development and redevelopment, and in this connection, issue such obligation or revenue bonds as it shall be deemed necessary, subject to applicable statutory limitations.
- Enter into contracts with any public or private agency or person.
- Sell, lease, trade, or improve such real property as may be acquired in connection with business district development and redevelopment plans.
- Expend such public funds as may be necessary for the planning, execution, and implementation of the business district plans.
- Create a Business District Development and Redevelopment Commission to act as an agent for the municipality for the purposes of business district development and redevelopment.

BDD funds can be used for infrastructure improvements, public improvements, site acquisition, and land assemblage and could be applicable in the identified subareas, or in emerging business and industrial parks in the community. Given the limited amount of funds that a BDD is capable of generating, compared to a TIF district, BDD is best suited for funding small scale improvements and property maintenance programs.

Community Development Corporation

Many communities use Special Service Areas or Tax Increment Financing to fund the start-up and/or operation of a Community Development Corporation (CDC) to oversee a range of redevelopment activities for a specific geographic area, particularly commercial areas and central business districts. A CDC is typically an independent chartered organization, often with not-for-profit status, that is governed by a board of directors. The directors typically bring expertise in real estate or business development along with a demonstrated commitment to the community. CDCs are often funded through public-private partnerships with financial commitments from local financial institutions or businesses and a public funding source to provide for both operating expenses and programs, as appropriate. CDCs may undertake traditional chamber of commerce-like activities such as marketing, promotion, workforce development, information management, and technical assistance to small businesses, but may also administer loan programs or acquire or redevelop property.

Partnership with Cary Grove Chamber of Commerce

CDCs are often created under the umbrella structure of an established chamber of commerce in the community so that missions are complementary and do not overlap. An example of a distinctive CDC activity is the facilitation or administration of a revolving loan fund or a community lending pool capitalized by commitments from local financial institutions to provide low-interest/low-cost loans. Such funds typically target both new and expanding businesses for such redevelopment activities as interior improvements, façade and exterior improvements, building additions, and site improvements. Some state and federal small business assistance programs are structured to work in combination with CDC administered programs. Another distinctive activity of a CDC is property acquisition and redevelopment, which is most successful when the organization is mature in both expertise and capabilities.

Incentives

The Village can use funding mechanisms such as a TIF district, SSA or BDD to provide a variety of incentive programs to help the community achieve its goals. These incentives can be used to help attract new development to the area, to help improve existing development, and to encourage business owners to stay in the community and continue to impact the community in a positive way.

While this list of possible incentive programs is not exhaustive, it is representative of the range of options that are available and will provide a good starting point for the creation of a comprehensive incentive program that will help the Village achieve its objectives.

Revolving Loan Fund

A revolving Loan Fund is administered to provide financial support and assistance to new or expanding businesses, funded through the Illinois Department of Commerce and Economic Opportunity. The borrower may use the low-interest loan for construction, property rehabilitation/improvements, and land acquisition, among other things.

As the Village seeks to develop key commercial nodes, such as along the US Route 14 corridor in the eastern and western gateway area, this funding opportunity should be marketed to local entrepreneurs seeking to grow their businesses.

Façade Improvement Program

Façade and site improvement programs can be used to beautify the Village and improve the appearance of existing businesses by offering low interest loans or grants to improve the exterior appearance of designated properties. Such a program could be implemented in the Downtown, Eastern Gateway, and Western Gateway subareas, as well as other commercial corridors in need of improvement.

Payment in Lieu of Taxes

Payment in Lieu of Taxes (PILOT) is a tool similar to tax abatement. The Village can use PILOT to reduce the property tax burden of desired businesses for a predetermined period. In this instance, the Village and a property owner will agree to the annual payment of a set fee in place of the property taxes. Payments are generally made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property.

In addition, PILOT can be a means of reducing the fiscal impact on the Village of a nonprofit, institutional use, or other non-taxpaying entity locating to a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services because they do not pay taxes. Provisions can be made to offset that negative impact by allowing the Village to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

Other Programs

Incubators

Business incubators provide low-cost space and specialized support to small companies. Such services might include administrative consulting, access to office equipment and training, and assisting in accessing credit. Incubators are typically owned by public entities such as municipalities or economic development agencies who subsidize rents and services with grants. In addition to job creation and generating activity, the goal is to have startup businesses grow and relocate to larger spaces within the Village.

Foundation & Specialized Grants

The successful implementation of the Plan requires realization of projects that range in scale and scope. One type of funding source that becomes increasingly significant when issue-specific projects or programs (tourism, performing arts, historic preservation, small business assistance, etc.) are considered is the foundation grant. The Village should dedicate resources to monitoring and exploring foundation grants as a funding tool.

Transportation Funding

In 2012 the Moving Ahead for Progress in the 21st Century (MAP-21) program, a two-year transportation reauthorization bill, was established. MAP-21 replaces the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which expired in September 2009 and was extended nine times. The goal of MAP-21 is to modernize and reform the current transportation system to help create jobs and accelerate economic recovery. MAP-21 continues funding for numerous programs previously funded through SAFETEA-LU. Given the relative recent passage of MAP-21, it is still uncertain how changes in Federal policy will ultimately impact existing funding programs. The Village should continue to keep informed as to the status of these programs and any new funding sources that may be introduced in the near future as a result of MAP-21.

The following discussion summarizes grant programs covered under MAP-21 that could be utilized by the Village to make enhancements to local transportation infrastructure.

Illinois Transportation Enhancement Program (ITEP)

The Illinois Department of Transportation administers the ITEP and has funded projects including bicycle and pedestrian facilities, streetscaping, landscaping, historic preservation, and projects that control or remove outdoor advertising. In the past, federal reimbursement has been available for up to 50% of the costs of right-of-way and easement acquisition and 80% of the cost for preliminary engineering, utility relocations, construction engineering, and construction costs.

ITEP funds may provide the opportunity to implement several of the recommendations in this Plan, including:

- Expanded bicycle trails, especially along US Route 14 and for connections to other regional bicycle systems;
- Streetscaping within identified subareas and along emerging commercial corridors;
- Intersection enhancements that would improve bicycle and pedestrian safety, particularly along US Route 14; and,
- Realignment and improvements to the US Route 14/West Main Street intersection.

Transportation Alternatives Program (TAP)

As part of the MAP-21 program, Congress created the Transportation Alternative Program (TAP), which provides funding for non-motorized transportation projects. Projects range from on-street bike facilities to multi-use paths and sidewalk infill programs to Safe Routes to School projects. TAP funds are administered by the Chicago Metropolitan Agency for Planning (CMAP) through a formal application process.

Safe Routes to School (SRTS)

The SRTS program has provided funding for the planning, design, and construction of infrastructure related projects that will substantially improve the ability of students to walk and bike to school, including:

- Sidewalk improvements;
- Traffic calming and speed reduction improvements;
- Pedestrian and bicycle-crossing improvements;
- On-street bicycle facilities;
- Off-street bicycle and pedestrian facilities;
- Secure bicycle parking facilities; and
- Traffic diversion improvements in the vicinity of schools.

Congestion Mitigation & Air Quality Improvement Program (CMAQ)

CMAP has been the administrator of CMAQ funds for the northeastern Illinois region. CMAP has supported a wide range of projects through the CMAQ program including improvements to bicycle facilities, transit facilities, intersections, sidewalk improvements, and signal timing. Funds have also been used to make transportation improvements to eliminate traffic bottlenecks, limit diesel emissions, and to create promotional campaigns to enhance use of transit and bicycles.

Illinois Bicycle Path Program

The Illinois Bicycle Path Program is a grants program administered by the Illinois Department of Natural Resources that provides funding assistance up to 50% to acquire and develop land for public bicycle path purposes. Funded by a percentage of vehicle title fees, maximum grant awards are limited to \$200,000.

Surface Transportation Program (STP)

In the past, these funds have been allocated to coordinating regional councils to be used for roadway and roadway related items. Projects in this funding category have required a local sponsor and have been selected based on a ranking scale that takes into account the regional benefits provided by the project among other factors. STP funds have been used for a variety of project types including roadway rehabilitation, reconstruction, and restoration; widening and adding lanes; intersection improvements; traffic signal improvements; and green infrastructure funding.

Transit-Oriented Development Funding

The Regional Transportation Authority (RTA), in conjunction with the Regional Transit-Oriented Development Working Group, provides a comprehensive list of funding sources available for transit-oriented development (TOD). The list includes local, state, and federal resources, as well as private foundation grants. The Village should periodically review the RTA list of TOD funding sources to understand application deadlines and eligibility requirements.

Parks & Open Space Funding

Illinois Department of Natural Resources

The Illinois Department of Natural Resources (IDNR) administers several grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreation areas and facilities. The programs operate on a cost reimbursement basis to a government or not-for-profit organization. Local governments can receive one grant per program per year, with no restriction on the number of local governments that can be funded for a given location. IDNR Grants are organized into three major categories: Open Space Land Acquisition and Development (OSLAD); Boat Access Area Development (BAAD); and the Illinois Trails Grants Program.

Open Space Land Acquisition & Development (OSLAD)

The OSLAD program awards up to 50% of project costs up to a maximum of \$750,000 for acquisition and \$400,000 for development/renovation of recreational facilities such as playgrounds, outdoor nature interpretive areas, campgrounds and fishing piers, park roads and paths, and beaches. IDNR administers five grant programs to provide financial assistance for the acquisition, development, and maintenance of trails that are used for public recreation uses.

OSLAD funding could be used to implement several recommendations included in this Plan, including the development of new open spaces in future growth areas, the improvement of existing parks and recreation facilities, and the expansion of Cary's trail network in order to make connections to local amenities and regional trail systems.

Land & Water Conservation Fund (LWCF)

LWCF grants are available to municipalities, counties, and school districts to be used for outdoor recreation projects. Projects require a 55% match. All funded projects are taken under perpetuity by the National Park Service and must only be used for outdoor recreational purposes.

Recreational Trails Program (RTP)

The Recreational Trails Program is a federally funded grant program for trail-related land acquisition, development, or restoration. The grants are awarded based on the results of a competitive scoring process and the application's suitability under MAP-21. A minimum 20% match is required by the applicant. Grants are to be used for motorized or non-motorized trail development, renovation, and/or preservation. All projects must be maintained for 25 years. Eligible applicants include municipalities, counties, schools, non-profits, and for-profit businesses.

IMPLEMENTATION ACTION MATRIX

The Comprehensive Plan provides more than a hundred policy and program recommendations. The Implementation Action Matrix included at the end of this section provides Village staff and community stakeholders with an organized table demonstrating the numerous recommendations of the Comprehensive Plan. In conjunction with the annual updates to the Capital Improvement Plan, the Village should utilize, and update regularly, the Implementation Action Matrix to reflect the most up-to-date implementation actions and priorities. The Implementation Action Matrix consists of:

- A detailed description of the projects and activities to be undertaken;
- The priority of each project or activity;
- An indication of the public and private sector responsibilities for initiating and participating in each activity; and
- Potential funding sources and assistance programs that might be available for implementing each project or activity.

While the action matrix identifies numerous potential partners for implementing the Comprehensive Plan, the Village of Cary remains primarily responsible for all action items. The listed potential partners demonstrate opportunities for cooperation, but the action matrix does not represent a commitment or responsibility on their behalf.

Action Priorities

Each action item has been designated a priority level to aid with implementation of Plan recommendations. Action item priorities are broken into three levels including:

- 1 -actions that have the highest priority. Though not necessarily more important, items listed as priority 1 may have an immediate impact on the community, may be more easily completed, or may be necessary actions for long term projects to begin.
- 2 -actions that have secondary priority include longer term projects, actions that indirect impacts on quality of life, and actions that require other projects be completed before they can be started.
- On-Going-actions that have begun, including projects that are currently under construction. This also includes actions that represent changes in policy that are in place once adopted.

Implementation Action Committee

Without actual physical and regulatory changes as recommended, a comprehensive plan becomes a paper document, rather than the living, community guide it is intended to be. To ensure the implementation of recommendations the Village should form an Implementation Action Committee.

The Action Committee would consist largely of volunteers who meet at specific times throughout the year to identify opportunities for implementation of the Comprehensive Plan recommendations. Working in an advisory role, the committee would be able to provide Village staff with prioritized actions that adhere to the Plan's goals and objectives. Committee members should meet annually throughout the life of the plan, allowing recommended actions to be tailored to Village finances, economic development, and implementation progress.

LAND USE PLAN

GENERAL LAND USE STRATEGIES

STRATEGY	RECOMMENDED ACTION	PRIORITY	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Administer and Enforce the Land Use Plan	Revise zoning, development, and signage regulations to ensure compatibility with the Comprehensive Plan.	1		
	Seek boundary agreements with neighboring municipalities	2		

RESIDENTIAL AREAS FRAMEWORK

STRATEGY	RECOMMENDED ACTION	PRIORITY	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Stabilize established residential areas and preserve Cary's neighborhood character	Create an outreach program to educate the community about code enforcement and familiarize residents with Village ordinances.	1	Residents & Stakeholders	
	Establish a process through which concerned residents and neighborhood groups can assist in monitoring their own neighborhoods and improve property maintenance.	2	Property Owners, Residents & Stakeholders	
	Continue to dedicate resources to the enforcement of the Village building code and maintenance related ordinances.	On-going	Property Owners	
Expand housing options	In accordance with the Land Use Plan, encourage the development of a range of housing options, including multi-family developments and "age in place" options, on sites with close proximity and pedestrian access to community facilities and amenities, transit, and goods and services.	On-going	Property Owners, Development Community	<ul style="list-style-type: none"> • Revolving Loan Funds • Façade and Site Improvements Programs • Payment in Lieu of Taxes (PILOT) programs
	Maintain flexibility in evaluation of development proposals along IL Route 31, considering the merits of projects that incorporate multi-family residential along with commercial uses.	On-going	Property Owners, Development Community	
Encourage infill development	Consider altering existing Planned Unit Development (PUD) and/or annexation agreements and relax guidelines or requirements to foster development within incomplete subdivisions.	1	Property Owners, Development Community	
	Revise development regulations to ensure that new infill development is of the same character and intensity of other nearby, previously built homes.	1	Property Owners, Development Community	
Prepare for future residential growth	Consider the use of adjacency requirements to promote the orderly extension of infrastructure and basic services in a logical, cost efficient manner that avoids leap frog development and premature conversion of agricultural land.	1		
	Coordinate with service providers to ensure necessary community facilities and infrastructure are in place for future residential growth.	On-going	Cary Park District, Cary Fire Protection District, Cary Police Department, Cary Public Works Department	

COMMERCIAL AREAS FRAMEWORK

STRATEGY	RECOMMENDED ACTION	PRIORITY	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Establish Neighborhood Nodes	In accordance with the Land Use Plan, encourage neighborhood scale commercial development that complements the scale and character of existing developments and surrounding residential neighborhoods, located at key nodes to provide local access to goods and services.	On-going	Property Owners, Development Community	<ul style="list-style-type: none"> • Revolving Loan Funds • Façade and Site Improvements Programs • Programs • PILOT programs
	Promote the assembly smaller parcels into larger lots, where applicable, to encourage modern commercial development.	On-going	Property Owners, Development Community	
Promote redevelopment and reinvestment along Cary's major commercial corridors	Through the use of PUD agreements or other processes, guide redevelopment of key sites along IL Route 31, such as the Damisch Farm property and Meyer Material Co. property, and facilitate the use of best practices and careful site planning.	1	Property Owners, Development Community	<ul style="list-style-type: none"> • Tax Increment Financing (TIF) • Special Service Area (SSA) • Business Districts • Revolving Loan Funds • PILOT Programs • Business Incubators • Transit Oriented Development (TOD) funds
	Through the use of PUD agreements or other processes, guide redevelopment of key sites along US Route 14, such as the Selcke Property and Jack's Channel Property, and facilitate the use of best practices and careful site planning.	1	Property Owners, Development Community	
	Update zoning regulations and develop guidelines for reinvestment and improvement of the US Route 14 corridor that include updated landscaping, screening, sign requirements, stricter property maintenance standards, and parameters to guide access management, pedestrian circulation, and building orientation.	1		
	In partnership with property owners and IDOT, install improvements to the US Route 14 right-of-way including installation of parkway trees, missing sidewalk segments, gateway signage, regional bike paths, and improved pedestrian crossings.	1	Property Owners, IDOT	
	Promote the use of cross-access easements and access drive consolidation to improve access management along the heavily traveled US Route 14.	1		
	Host a developer summit to build partnerships between Village staff and the development community and facilitate investment and redevelopment throughout Cary.	1	Developer Community	
	Support innovative approaches to parcel assembly and comprehensive redevelopment at key intersections along US Route 14.	On-going		

INDUSTRY & EMPLOYMENT AREAS FRAMEWORK

STRATEGY	RECOMMENDED ACTION	PRIORITY	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Expanding established employment areas	Evaluate the strategic annexation of properties in the western gateway area along both Three Oaks Road and US Route 14.	1	McHenry County	
	Conduct an industry cluster analysis to identify target sectors for employment expansion in Cary.	2	Outside Consultant	
Improving sense of place and related marketing efforts	Revise development regulations to strengthen standards for screening and buffering of business and industrial uses, specifically screening loading areas, dumpsters, parking lots, and along property lines.	1		<ul style="list-style-type: none"> • Special Service Areas • Revolving Loan Funds • Façade and Site Improvements Programs • PILOT Programs
	Install gateway treatments at key entry points to business and industrial parks along public rights-of-ways.	2	Cary Department of Public Works	
	Develop an assistance program to facilitate screening and buffering improvements in established employment areas of the community.	2	Property Owners, Development Community	
	In accordance with the Land Use Plan, market and guide the development of vacant sites located along the Three Oaks Road corridor.	1	Property Owners, Development Community, Cary Grove Chamber of Commerce	<ul style="list-style-type: none"> • Special Service Areas • Revolving Loan Funds • Façade and Site Improvements Programs • PILOT Programs
Make necessary improvements to identified target areas	Coordinate with Sage Products Inc. to identify the potential for expansion and growth within Cary.	1	Sage Products Inc.	<ul style="list-style-type: none"> • PILOT Programs
	Establish a unified marketing strategy for the Feinberg Drive area, working with property owners along Feinberg Drive and Feinberg Court.	1	Cary Grove Chamber of Commerce	
	Coordinate with property owners to support industrial uses along Silver Lake Road and identify opportunities for improved site screening and buffering from non-commercial uses.	2	Property Owners	
	Establish an annual or biannual outreach session with industrial park property owners and business owners and operators to identify issues impacting local industry and business.	1	Cary Grove Chamber of Commerce	<ul style="list-style-type: none"> • Special Service Areas • Revolving Loan Funds • Façade and Site Improvements Programs • PILOT Programs
	Promote the use of Best Management Practices (BMPs) and Low Impact Development (LID) techniques in new and existing industrial and business park developments.	1	Cary Grove Chamber of Commerce	<ul style="list-style-type: none"> • PILOT Programs
Improve established industrial and business parks	Install wayfinding signage near industrial and business parks, particularly at the intersections of US Route 14 with Three Oaks Road, along Cary-Algonquin Road, and Jandus Cutoff Road.	2		
	Consider incentives to encourage future industrial expansion to incorporate sustainable design practices into site planning to lesson impacts from major facilities.	2	Cary Grove Chamber of Commerce	

SUBAREA PLANS GENERAL SUBAREA PLANS STRATEGIES

STRATEGY	RECOMMENDED ACTION	PRIORITY	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Focus on improvements and investment in the Downtown Subarea	Market underutilized properties for redevelopment with multi-family housing infill projects, specifically for the Maplewood School property.	1	Cary Grove Chamber of Commerce	<ul style="list-style-type: none"> • TIFs • Special Service Areas • Business District • Incubator Programs
	Revise development regulations to encourage more intense redevelopment of underutilized properties along Main Street and US Route 14.	1	Property Owners, Development Community	
	Develop design guidelines to ensure that future infill development is consistent with and strengthens the Downtown's historic character.	1	Outside Consultant	
	Consider modifying development regulations to allow for the expansion of the Downtown to areas west of High Road.	2		
Focus on improvements and investment in the US Route 14 gateway areas.	Install gateway treatments at key entry points to the community including welcome signage, and associated lighting, landscaping, and streetscaping elements.	1	McHenry County	<ul style="list-style-type: none"> • TIFs • Special Service Areas • Business District • Business Incubator Programs • Illinois Transit Enhancement Program (ITEP) • TOD Funds
	Implement streetscaping and pedestrian improvements along US Route 14 including sidewalks, enhanced crosswalks, and parkway trees.	2	IDOT	

TRANSPORTATION & MOBILITY PLAN ROADWAYS

STRATEGY	RECOMMENDED ACTION	PRIORITY	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Improve operation and multimodal function of roadways	Evaluate opportunities to designate arterial roads as local truck routes to connect with the existing state truck route system	1	City of Crystal Lake	<ul style="list-style-type: none"> IDOT Grants TIFs
	Coordinate signal synchronization between Main Street and the Village of Fox River Grove.	1	Village of Fox River Grove	<ul style="list-style-type: none"> Illinois Transit Enhancement Program (ITEP)
	Conduct a feasibility study of extending First Street from Three Oaks Road north to Crystal Lake Road, with local road and pedestrian connections to adjoining neighborhoods, bicycle trails, and sidewalks facilities.	1	Commonwealth Edison, Community High School District 155, Community Consolidated School District 26, Cary Park District, Cary Fire Protection District, Outside Consultant	<ul style="list-style-type: none"> Transportation Alternatives Program (TAP) Safe Routes to Schools (SRTS) Funds Congestion Mitigation & Air Quality Improvement Program (CMAQ)
	Make necessary alterations to existing roads to enable greater traffic flow and reduce underutilized street facilities, include the extension of Industrial Drive & New Have Drive and the vacating of Spring Beach Way	1		<ul style="list-style-type: none"> Surface Transportation Program (STP) TOD Funds Illinois Bicycle Path Program
	Realign the intersection of US Route 14 and West Main Street to create a more traditional T-type intersection.	2	IDOT	
	Make enhancements to the IDOT-maintained traffic signal system along US Route 14, extending from Three Oaks Road to Jandus Cutoff Road.	2	IDOT	
	Widen roads as necessary to include sidewalks and pedestrian connections to adjacent areas of the community.	2		
	Provide intersection improvements along US Route 14, including pedestrian and bicycle safety improvements, increased pedestrian access, and an eastbound turn lane on Three Oaks Road.	2	IDOT	
Provide for safe, easy crossing of the Union Pacific Railroad	Evaluate the installation of roundabouts at key intersections to improve traffic flow and increase automobile safety	2		
	Monitor high volume intersections for traffic issues requiring further action.	On-going		
	Prepare long term feasibility studies for grade separation of railroad crossings along the US Route 14 corridor.	2	Outside Consultant, IDOT	<ul style="list-style-type: none"> IDOT Grants, TIFs, ITEP, Safe Routes to Schools (SRTS) Funds, Congestion Mitigation & Air Quality Improvement Program (CMAQ), Surface Transportation Program (STP), TOD Funds
	Extend the bicycle trail on the south side of the Three Oaks Road railroad crossing.	2		
	Relocate and improve crossing features at West Main Street Crossing in conjunction with realignment of the West Main Street and US Route 14 intersection.	2	IDOT	
	Widen the rail crossing along Jandus Cut Off Road, including a sidewalk on the east side of the road and a shared path on the west side.	2	Union Pacific	

TRANSIT

STRATEGY	RECOMMENDED ACTION	PRIORITY	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Create easy access and use of Metra services	Conduct a study to formally evaluate the costs and benefits of improving the existing Cary Metra Train Station in comparison to relocating the station to the inbound side of the tracks.	1	Outside Consultant, Metra	<ul style="list-style-type: none"> TIFs Illinois Transit Enhancement Program
	Provide station amenities for increased comfort to waiting passengers and encourage increased ridership, including warming shelters, seating areas, and safer access across US Route 14.	1	IDOT, Metra	<ul style="list-style-type: none"> Safe Routes to Schools (SRTS) Funds Congestion Mitigation & Air Quality Improvement Program (CMAQ) Surface Transportation Program (STP)
Evaluate the need for increased bus service	Engage with Pace to regularly monitor Dial-a-Ride use and potential transit demand for fixed-route service.	1	Pace	<ul style="list-style-type: none"> IDOT grants
	Evaluate the potential for the expansion of the MCRide program to Cary.	1	McHenry County	<ul style="list-style-type: none"> Congestion Mitigation & Air Quality Improvement Program (CMAQ) Surface Transportation Program (STP)

DOWNTOWN PARKING

STRATEGY	RECOMMENDED ACTION	PRIORITY	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Expand Downtown parking	Conduct a comprehensive downtown parking study to establish peak parking demands, quantify the additional parking need, and determine ways that the existing parking supply can be better managed.	1	Outside Consultant	<ul style="list-style-type: none"> TIFs Special Service Areas
	Increase the number of bicycle racks in the Downtown and locate them in highly visible, well-lit locations.	1		<ul style="list-style-type: none"> Congestion Mitigation & Air Quality Improvement Program (CMAQ)
	As part of a downtown parking study, evaluate the potential for improvements to the Metra parking lot that would make it more amenable to regular community events.	1	Metra	<ul style="list-style-type: none"> Surface Transportation Program (STP) TOD funds
	Work with property owners to establish centralized parking facilities to be shared by multiple businesses.	2	Property Owners	
	Reconfigure and expand Metra parking to complement redevelopment of the Maplewood School Property and provide spaces for no- or low-emission vehicles, car shares, carpools, and/or vanpools.	2	Metra	

BICYCLE & PEDESTRIAN MOBILITY

STRATEGY	RECOMMENDED ACTION	PRIORITY	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Provide a cohesive non-motorized transportation network	Develop an Active Transportation Plan to identify specific bicycle facilities, trail types, and cross walk treatments appropriate for each location.	1	Outside Consultant	<ul style="list-style-type: none"> • Illinois Transit Enhancement Program (ITEP) • Transportation Alternatives Program (TAP)
	Construct new side paths to connect existing Cary trails with trail systems in Crystal Lake, Algonquin, and Lake in the Hills.	2	City of Crystal Lake, Village of Algonquin, Village of Lake in the Hills	<ul style="list-style-type: none"> • Safe Routes to Schools (SRTS) Funds • Congestion Mitigation & Air Quality Improvement Program (CMAQ)
	Complete bicycle infill projects consisting of new side path construction or replacement of existing sidewalks with wider shared paths.	2		<ul style="list-style-type: none"> • Surface Transportation Program (STP) • TOD Funds • Illinois Bicycle Path Program
Extend the pedestrian system across the entire Cary community	Review signalized pedestrian crossing intersection to identify locations in need of safety upgrades.	1		<ul style="list-style-type: none"> • TIFs • Illinois Transit Enhancement Program (ITEP)
	Adopt a local Complete Streets policy that formalizes the Village's intent to plan, design, operate, and maintain streets that are safe and accessible for all users.	1		<ul style="list-style-type: none"> • Transportation Alternatives Program (TAP) • Safe Routes to Schools (SRTS) Funds
	Complete necessary pedestrian system gap infill projects consisting of new sidewalks or shared pathways.	On-going		<ul style="list-style-type: none"> • Congestion Mitigation & Air Quality Improvement Program (CMAQ) • Surface Transportation Program (STP) • TOD Funds

COMMUNITY FACILITIES PLAN

PUBLIC SAFETY

STRATEGY	RECOMMENDED ACTION	PRIORITY	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Enable the public safety departments to provide excellent service	Undertake a facility needs assessment to document the costs and benefits associated with renovating and potentially expanding the current Police Department/Village Hall facility in comparison to construction either a new joint facility or new police station at an alternative location.	1	Outside Consultant, Cary Police Department	
	Continue to budget appropriately to maintain adequate staffing of the police department and monitor personnel needs to ensure high quality services.	On-going	Cary Police Department	
	Continue to maintain active communication and solicit review and comment from the Cary Fire Protect District as significant development projects are proposed.	On-going	Cary Fire Protect District	

PUBLIC WORKS

STRATEGY	RECOMMENDED ACTION	PRIORITY	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Provide for the safe management and distribution of water and sewage to local systems	Update zoning to require the use of best management practices and promote low impact development techniques to help protect and restore water quality while reducing the quantity of stormwater run-off.	2		• Land & Water Conservation Fund (LWCF)
	Adopt local regulations and practices that are similar in effect to the McHenry County Stormwater Management Ordinance and the County's Green Infrastructure Plan.	2		
	Continue to monitor water system infrastructure as new development occurs to ensure projected demand can be provided for.	On-going		
Protect the existing water supply for the Village's future	Establish Wellhead Protection Areas and groundwater protection ordinances to protect water supply from contaminants.	1		• Illinois Department of Natural Resource (IDNR) grants • Land & Water Conservation Fund (LWCF)
	Identify and map local Sensitive Aquifer Recharge Areas and regulate potentially damaging land uses in accordance with the Land Use Plan.	1	McHenry County	
	Prepare a recharge protection policy with input from McHenry County and other communities.	2	McHenry County	
	Work with the county and partner organizations to pursue land acquisition and conservation easements for water conservation.	2	McHenry County, Property Owners	
Promote sustainable growth	Review and adjust permit fees as necessary to assure full cost recovery of permit review and inspection activities.	1		• IDNR grants
	Consider the use of zoning incentives to promote the development of LEED certified projects.	2	Development Community	• Open Space Land Acquisition & Development (OSLAD) • Land & Water Conservation Fund (LWCF)
	Evaluate the use of the Institute for Sustainable Infrastructures Envision rating for either Village certification or a means of auditing future projects.	2		

EDUCATION

STRATEGY	RECOMMENDED ACTION	PRIORITY	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Promote reuse and redevelopment of vacant education facilities	Assist with marketing available sites, such as the Maplewood property, and seek a role in guiding the redevelopment of significant properties.	On-going	Property Owners, Development Community, Cary Grove Chamber of Commerce	

LIBRARY

STRATEGY	RECOMMENDED ACTION	PRIORITY	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Enhance partnership with the public library	Explore partnership opportunities to assist the Cary Area Public Library in achieving long-term programming and facility needs goals.	On-going	Cary Area Public Library	

PARKS, OPEN SPACE & ENVIRONMENTAL FEATURES PLAN

PARK DISTRICT & PARKS MASTER PLAN

STRATEGY	RECOMMENDED ACTION	PRIORITY	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Work with the Cary Park District to provide improvements and investment in Cary's parks and recreation areas	Evaluate long-term use of existing facilities shared with the Park District, such as the Kraus Senior Center facility, and consider the potential relocation and construction of new facilities.	1	Cary Park District	<ul style="list-style-type: none"> IDNR grants Open Space Land Acquisition & Development (OSLAD)
	Identify opportunities to better integrate Cary Veterans Park into adjacent development and the Downtown.	1	Cary Park District	<ul style="list-style-type: none"> Land & Water Conservation Fund (LWCF) Regional Trails Program (RTP)
	Consider annexation of Cary-Grove Park in partnership with the Park District and create a plan for the park that best meets the recreational needs of the community.	1	Cary Park District, McHenry County	
	Evaluate revisions to the Village's zoning ordinance that would combine the four Parks and Open Space zoning districts into a single zoning district designation.	1	Cary Park District, Residents and Stakeholders	
	Establish new parks in underserved areas, both in existing neighborhoods and planning for the future residential growth and expansion of Cary	2	Cary Park District	
	Coordinate with the Cary Park District to actively assist in implementation of the Parks Master Plan.	On-going	Cary Park District	

UNIQUE OPPORTUNITIES

STRATEGY	RECOMMENDED ACTION	PRIORITY	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Improve coordination	Partner with the Park District to identify opportunities elsewhere in the community to replace recreation facilities lost in the redevelopment of the Maplewood site.	1	Cary Park District	<ul style="list-style-type: none"> IDNR grants Open Space Land Acquisition & Development (OSLAD)
	Coordinate with the Park District and Village of Algonquin to maximize the future use of the Meyer Material Company Quarry Site and integrate the property into the larger community system.	1	Cary Park District, Village of Algonquin, Village of Lake in the Woods, McHenry County Conservation District	<ul style="list-style-type: none"> Land & Water Conservation Fund (LWCF)
	Foster a working relationship with the McHenry County Conservation District and Cary Park District, coordinating long-range planning activities and promoting further connectivity between Cary's residential areas and the McHenry County conservation properties.	On-going	McHenry County Conservation District, Cary Park District	
Promote conservation and sustainable development	Update development regulations to encourage the use of conservation development strategies in areas containing sensitive habitat lands where development is to occur.	1	Cary Park District, Development Community	<ul style="list-style-type: none"> IDNR grants Open Space Land Acquisition & Development (OSLAD)
	Promote the incorporation of sensitive habitat lands into existing parks and conservation areas.	On-going	McHenry County Conservation District, Cary Park District	<ul style="list-style-type: none"> Land & Water Conservation Fund (LWCF)

TRAILS & GREENWAYS

STRATEGY	RECOMMENDED ACTION	PRIORITY	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Provide new trails and trail improvements to strengthen Cary's trail and greenway system	Develop a partnership to install a trail in the ComEd utility corridor and consider the naturalization of the ComEd right of way including the use of prairie grasses and plants	1	ComEd, Property Owners, Cary Park District	<ul style="list-style-type: none"> IDNR grants Open Space Land Acquisition & Development (OSLAD)
	Adopt a formal trail alignment for the Three Oaks Road corridor, integrating trail segments within development to connecting with the Crystal Lake trail system via Three Oaks Road.	1	Cary Park District, City of Crystal Lake	<ul style="list-style-type: none"> Land & Water Conservation Fund (LWCF) Regional Trails Program (RTP)
	Partner with the Park District to connect the Three Oaks Trail corridor with Hoffman park, West Main, and Kaper Park and existing and potential off-street trail network via an on-street bike route on Georgetown Drive.	1	Cary Park District	
	Prioritize the Union Pacific/US Route 14 intra-community trail development and partner with local and regional agencies to ensure its completion	1	CMAP, Union Pacific Railroad, Cary Park District, McHenry County, Crystal Lake, Fox River Grove, Algonquin, Port Barrington, Oakwood Hills	
	Expand the trail network using a combination of easements, property acquisitions, and on-street routes.	On-going	Cary Park District, McHenry County Conservation District, McHenry County, IDOT, Property Owners	
	Plan new parks and private developments to include trail linkages to the broader trail network.	On-going	Cary Park District	

OUTDOOR RECREATION

STRATEGY	RECOMMENDED ACTION	PRIORITY	POTENTIAL PARTNERS	POTENTIAL FUNDING SOURCES
Develop a diverse set of high quality outdoor recreation options	Work with property owners at the Jack's Channel site to pursue a blend of natural area preservation, recreational programming, and destination development.	1	Property Owners, Development Community	<ul style="list-style-type: none"> IDNR grants Open Space Land Acquisition & Development (OSLAD)
	Work with the Park District to market the vacant River Bend Restaurant site on S Rawson Bridge Road for development that complements the Foxford Hills Golf Course and leverage it as an asset.	1	Cary Park District	<ul style="list-style-type: none"> Regional Trails Program (RTP)
	Partner with the McHenry County Conservation District to provide additional access points to the Fox River and amenities at the Fox Bluff site.	2	McHenry County Conservation District	
	Partner with the Cary Grove Area Chamber of Commerce, golf course operators, and parks and open space partners to develop outdoor recreation targeted marketing materials.	2	Cary Grove Chamber of Commerce, Cary Park District, MCCD, Chalet Hills, Cary County Club	