Village of Green Oaks



COMPREHENSIVE PLAN 2021







PUBLIC HEARING DRAFT 12/28/2020

Technical Assistance Provided By:





Village of Green Oaks Lake County, Illinois

COMPREHESIVE PLAN 2021

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CHAPTER 1: PLAN OUTLINE, PURPOSE, & VISION

SECTIONS:

1-1: Plan Accomplishments

1-2: Plan Outline

1-3: Statement of Purpose

1-4: Vision Statement

1-5: Overall Village Planning Goals, Objectives & Policies

1-1: PLAN ACCOMPLISHMENTS:

First adopted in 1979, this Comprehensive Plan (Plan) represents a living document that provides a vision for the Village of Green Oaks and the directives needed to achieve it. Last updated in 2009, the following are some of the major accomplishments this Plan has helped achieve since its last update:

1) Rondout Tax Increment Financing District (TIF):

Established in 2014, the Rondout Redevelopment Project Area, commonly known as the Rondout TIF District (TIF District), is a key outcome of the 2009 Comprehensive Plan update. Having first started development nearly 100 years ago and annexed into the Village under the direction of the 1991 Plan, the Rondout area was mature area that faced significant blighting conditions impeding its continued development. The Village in its 2009 Plan update specifically developed a vision and key development area goals to enact a Rondout TIF District to provide a source of funding and coordination to facilitate infrastructure improvements, redevelopment opportunities, and an improved property tax base for area governmental districts. Through the establishment of the TIF District, the Village has been able to facilitate the redevelopment of the former Jamaican Gardens property with a senior living facility, the former Hill Top Christian Science Sanitarium with a senior living facility and a retail commercial development, and the northeast corner of Illinois Route 176 and the Tri-State Tollway with new employment and commercial developments. Each of these developments has provided the initial foundation and momentum for continued improvements in the area. This current Plan update will provide ongoing direction for next steps on ways to continue to achieve the goals and objectives of the TIF District.

2) Village Road Program:

Under the direction of each Plan update, the Village has successfully developed incrementally and preserved its distinct subdivisions with detached, large lot single-family homes west of the Tri-State Tollway (Tollway; Interstate 94) that form the Village's distinct community character. The incremental development of the Village has created a condition where the Village's roadway infrastructure was built at various times and without definitive future maintenance schedules due to the various development arrangements of each subdivision. Under the guidance of the 2009 Plan update, the Village set the objective of developing a strategy to address the future improvement and maintenance of existing roads throughout the Village. In 2018, the Village adopted a special levy to fund the development and implementation of its Village Road Program to provide preventive maintenance and refurbishment of all Village owned roads. The Village with these efforts has established a sustainable revenue source and approach to improve and maintain high quality roadways for all its residents.

3) North Branch of the Chicago River Conservation:

As a key element of the Village's community character, the Village has set the conservation of natural resources as part of its holistic vision. Under the direction the previous plan updates, the Village has been able to specifically provide continued direction on the conservation and improvement of the environmental quality around the Middle Fork of the North Branch of the Chicago River, which runs northsouth through the Rondout area of the Village near the triple railroad intersection. These conservation efforts have included designing and improving stormwater management infrastructure that feeds the river, establishing water quality measures, shoreline and streambed restoration, and engaging property owners on best stormwater management practices. As part of the implementation of the TIF District, the Village has completed the West Rondout Drainage project to improve drainage for properties to the west of the North Branch. The Village will continue to build on these efforts with the direction of this Plan update.

4) IL Route 176 Widening:

As identified in the previous Plan update, the Village set as a transportation improvement objective to pursue the widening of IL Route 176 east of the Tollway from its current two-lane profile to a wider profile of either three, four, or five lanes. With this direction, the Village has been in discussions with the Illinois Department of Transportation (IDOT) on the requirements to get such a project in IDOT's improvement planning and funding process. From these discussions, the Village has approved and commenced the development of Phase 1 engineering to evaluate alternatives for the wider roadway that will improve mobility and access through the corridor. The Village anticipates Phase 1 to last approximately two and a half years. More information regarding this project is provided under Chapter 10 of this Plan.

1-2: PLAN OUTLINE:

As mentioned, this Plan is a roadmap for guiding the future development of the Village. The Plan also acts as a resource document for historical, demographic, and geographic information for the Village and its surrounding planning territory. The Village adopted its first plan in 1979 and subsequently updated it in 1981, 1991, and 2009. The Plan is organized into logical units to establish both the technical and policy-based guidelines necessary to achieve the Village's outlined vision and overall planning goal. The Plan presents those elements which detail its future course first followed by those more detailed elements which provide the support for it. To this end, the outline of the Plan is as follows:

Section 1: Future Planning

1) Plan Outline, Purpose, & Vision:

Provides an overview of the Plan, states the purpose of the Plan, and details the Village's ultimate vision for its development over the next approximately twenty (20) years, and provides an overarching Village planning goal followed by general objectives and specific policies for achieving this goal.

2) Planning Territory:

Outlines the Village's planning jurisdiction and its current characteristics over which the Village expects the Plan to apply, including both incorporated and unincorporated areas.

3) Areas Subject to Development & Annexation Strategy:

Outlines specific areas of future development concerns and directives for incorporating property into the Village.

4) Future Land Use Plan:

Details the future land use planning of the Village with specific directives and concepts for key development areas.

5) Implementation:

Presents the steps for enacting and updating the Plan.



Section 2: Existing Village Conditions & Supporting Information

6) Socioeconomic Factors Analysis:

Presents data and analysis of the relevant socioeconomic factors of population, households, employment and economic development to provide baseline conditions and technical foundations for future planned conditions.

7) Existing Land Use & Zoning Policies & Trends: Relates information concerning policy and regulatory actions of the surrounding municipalities and Lake County within the planning territory since 2009.

8) Community Facilities & Services:

Provides current information and future plans for governmental services, including sewer and water services, police and fire protection, schools, parks and recreation, and trails and paths.

9) The Natural Environment & Sustainability: Information on the environment resources and constraints of the planning territory.

10) Transportation Facilities:

Provides an overview of the current conditions of roadways and railroad transportation facilities as well as future planning elements for them.

11) **History of the Village & Its Planning History**: Provides an overview of the Village's history and its past planning efforts.

1-3: STATEMENT OF PURPOSE:

The purpose of this Comprehensive Plan is to establish logical land use and community development policies that will serve as a resource and guide in the decision making process by all parties with interests in the Village's development, including residents, Village officials and staff, property owners, neighboring and overlapping governmental bodies and agencies, and businesses and industries. While not regulatory in nature, these policies will provide those decision makers with a framework of guidelines in which to work towards actions that are consistent with this Plan's goal, objectives, and policies based upon the Village's vision for its future. Thus, the Plan is an important tool for preserving community character while providing for directions to accommodate change and aid the long-term sustainability of the Village.

1-4: VISION STATEMENT:

The ultimate goal of this Plan is to set the Village's future vision and to support efforts to achieve this vision as described by the various elements below. To this end, the Vision Statement provides any reader with a succinct and clear understanding of the Village's direction and course. The Plan's Vision Statement also reflects considerations of the Lake County Regional Framework Plan and its long-term vision for the development of the county as a whole.

Village of Green Oaks Vision Statement:

The Village aspires to maintain the best elements of the community's existing character and to build upon them with conscious actions that will capture beneficial opportunities for growth and development currently present or that may arise in the coming years.

By the year 2040 and beyond, this Plan envisions the Village containing these elements:

- A high-quality single-family residential community west of the tollway that provides for regional market needs of primarily large lot, detached single family home opportunities.
- A mix of housing types and affordability levels east of the tollway with appropriate sites and designs that provide for the needs of residents at all stages of the life cycle and as part of a holistic Village.
- A mix of commercial and employment-oriented development east of the tollway that provides a sound tax base for the Village and supplements shopping and services of the larger surrounding market area.
- Superior passive and active open space areas that preserve and protect sensitive environmental ecosystems, afford residents with ready access to outdoor activities, and act as a defining characteristic of the Village's character.
- A community that incorporates environmental, energy, resource, and economic sustainability principles in its continued development and future vitality.
- An infrastructure and public service system at or beyond current levels that meets Village residents' needs for transportation, education, public safety, water, and sanitation provisions.
- Existing developed areas that are well maintained, contribute to the sustainability of the Village, and retain the best elements of its character.
- A transportation network that meets the changing mobility needs of residents and businesses in terms of automobile, pedestrian, bicycle, and commuter/freight train traffic while not affecting the quality and character of residential neighborhoods.
- A community character that creates a distinct sense of place in terms of its land use pattern, quantity of large lot, single-family homes, access to high quality open space areas, local and regional commercial uses, multi-modal transportation facilities, and effective and efficient public services.
- A cooperative relationship with Lake County, surrounding municipalities, townships, and other governmental bodies and agencies in order to represent and communicate the vision of the Village's residents on regional and intergovernmental policy decisions.

1-5: Overall Village Planning Goals, Objectives & Policies

The outlined vision provides a glimpse of the Village's destination to be reached over the course this Plan's time horizon for the next approximately twenty (20) years. In order to realize this vision, the Village has defined specific goals, objectives, and policies for the following:

- A) Overall Village Planning
- B) Future Land Use
- C) Community Facilities & Services
- D) Natural Environment and Sustainability
- E) Transportation Facilities

Objectives and policies are tiered under a particular goal and provide the specific steps to achieve the goal's future desired conditions. Similarly, the goals are tiered under the Plan's vision and support its underlying statements.

The following provides a description of goal, objective, and policy.

A GOAL is a general statement of a future condition that is considered desirable for the community; it is an end towards which actions are aimed.

AN OBJECTIVE is a statement of a measurable activity to be accomplished in pursuit of the goal; it refers to some specific aspiration, which is reasonably attainable.

A POLICY is a specific proposal to do something that relates directly to accomplishing the objective; it identifies the how, the where, and the amount of the action to be done.

The following provides the overall village goals, objectives, and policies for the Village and principally addresses the elements to be achieved with this Plan. The goals, objectives, and policies for each of these areas are presented in later chapters.

Overall Village Planning Goal

Establish and maintain an enjoyable, healthy, and adequate environment for the residents and businesses of the Village by providing for orderly and planned development at a reasonable cost and to protect the natural environment, particularly those features which enhance the attractiveness of the community, and the safety and health of the residents.

Objectives

- 1) Provide a suitable and comprehensive plan for the orderly development of the Village with guidelines for land use, transportation, and community facilities.
- 2) Provide for the beautification of the community through the continued use and review of suitable standards and controls for the visual aspects of the built environment including, but not limited to architecture, outdoor lighting, signage, landscaping, and the appearance of commercial, industrial, and public buildings.
- 3) Establish a logical harmony between the various land uses within the community and assure that future development will not adversely affect existing uses in the Village and the planning territory.
- 4) Maintain acceptable minimum standards for housing which logically extend the trend of housing development in the Village.
- 5) Provide for citizen participation in the planning and development process.
- 6) Preserve the existing best elements of the community's character for the future residents.
- 7) Provide for housing types which would assist in balancing the tax structure of the Village.

Policies

- 1) All development proposals, whether public or private, will be evaluated and approved based on conformance with the Comprehensive Plan.
- 2) All proposed subdivisions, Planned Unit Developments (PUDs), commercial, industrial, and other large-scale developments will be reviewed and approved conditioned upon their appearance, scale, and the appropriateness of the relationship which they would establish with existing uses.
- 3) Give suitable weight to the opinions of residents regarding development issues in the Village.
- 4) Review and comply with applicable local, state, and federal regulations in a manner that supports the vision, goals, objectives, and policies of this Plan.



CHAPTER 2: PLANNING TERRITORY

SECTIONS:

2-1: Planning Territory Boundaries

2-2: Village Demographic Snapshot

2-3: Existing Land Uses

2-4: Extra-Jurisdictional Considerations

2-1: PLANNING TERRITORY BOUNDARIES:

The Village's Planning Territory contains just over ten (10) square miles with four (4) square miles being currently incorporated into the Village. The boundaries generally coincide with the incorporated boundaries of the surrounding municipalities, the Villages of Lake Bluff, Libertyville, and Mettawa and the Cities of Lake Forest, North Chicago, and Waukegan. While the Village is allowed to include all unincorporated areas within one and half (1.5) miles in its Planning Territory, the Village has limited it to just those areas that are readily annexable with no intervening municipal boundaries.

2-2: VILLAGE DEMOGRAPHIC SNAPSHOT:

Since the adoption of the last Plan update in 2009, the Village's demographic characteristics have remained relatively stable. As shown in Table 2A, the incorporated Village is presently a community of nearly 4,000 residents in just under 1,200 households. The Village's average household size at just over three (3) people per household is representative of the community's primary residential land use of detached single-family homes, which is a condition that is most noticeable when compared to the 13% lower household size of the Chicago metropolitan area at only 2.7 people per household. While this larger average household size would generally mean a higher a number of school age children per household, the Village has experienced an increasing median age of residents from approximately 43 to 46 since 2010, and the current median age is nearly ten (10) years older than the level for the Chicago metropolitan area, which most likely reflects the desire of Village residents to remain in their homes even after their children have moved out as adults.

Table 2A: Demographic Snapshot

	Village of Green Oaks			Chicago Metropolitan Statistical Area		
Category	2010	2017	2010-2017 % Change	2010	2017	2010-2017 % Change
Population	3,866	3,855	-0.3%	9,461,105	9,549,229	0.9%
Households	1,152	1,175	2.0%	3,475,726	3,481,330	0.2%
Average Household Size	3.2	3.1	-3.1%	2.7	2.7	0.7%
Median Age	42.7	45.9	7.5%	35.8	37.0	3.4%
Employment Rate for Residents 16 and Older in Labor Force	95%	96%	1.1%	91%	92%	1.1%
Median Household Income	\$157,188	\$163,229	3.8%	\$60,574	\$65,757	8.6%
Median Home Value	\$625,600	\$556,400	-11.1%	\$251,100	\$222,600	-11.4%
Educational Attainment Rate for Population 25 and Older						
High School Diploma or Higher	98%	95%	-3.1%	86%	89%	3.5%
Bachelor's Degree or Higher	71%	63%	-11.3%	33%	37%	12.1%

Sources: 2010 U.S. Census Bureau Decennial Census, 2010 and 2017 U.S. Census Bureau American Community Survey 5-Year Estimates

Prepared by Rolf Campbell Associates Date: 12-28-2020 Compared to the Chicago metropolitan area, the Village has maintained a higher rate of employment, median household income, and home values, which in part reflects the Village's past planning focus to preserve the large lot residential community character of the Village west of the Tollway. The most notable change since the last Plan update has been the decrease in the Village's education attainment levels of percentage of adult residents with high school diplomas and Bachelor's degrees, which have dipped compared to the Chicago metropolitan area's level which saw increases in these levels. It is unclear why the Village's percentages levels have decreased in these categories, but it might be partially attributable to the U.S. Census Bureau American Community Survey's estimation methodology, which has more variability at lower geography levels.

This Plan presents a more in-depth description of socioeconomic factors in Chapter 6.

2-3: EXISTING LAND USES:

Figure 2A: Existing Land Use Map shows the existing land use pattern of the Planning Territory including both incorporated and unincorporated areas, and Figure 2B: Subdivisions Map shows the existing incorporated Village neighborhoods.

Table 2B: Existing Land Uses breaks down the existing land uses for the incorporated Village and total Planning Territory. In general, the majority of the area west of the tollway is predominately low-density residential uses with most lots being a minimum of one (1) acre. This area also contains a few governmental and institutional uses, including the Village Hall, Oak Grove School, and Ascension Cemetery, and a number of local and regional open space features. Since the 2009 Plan update, this area has also seen the development of the Green Oaks Senior Living facility, which has increased the diversity of living options west of the Tollway for Village residents. The area east of the tollway has a wider variety of uses including commercial, light and intense industrial, offices and a corporate business park, and large and small single family residential. This mixture of uses reflects development that has occurred under a variety of jurisdictions, trends of development, and provisions for public sanitary sewer and water. The Village's implementation of the Rondout TIF District has also contributed further to this land use diversity with the continuing development of commercial, industrial, and senior housing uses. This dichotomy between west and east of the tollway is a key element in the existing Village Planning Territory's character. As such, it plays a key element in the planning considerations of the Village.

Table 2B: Existing Land Uses	Incorporated Village		Total Planning Territory	
Land Uses	Acres	Percent	Acres	Percent
Estate: 5.0+ Acres	32	1.2%	66	1.0%
Single Family: 2.0 - < 5.0 Acres Lots	355	13.5%	444	6.7%
Single Family: 1.0 - < 2.0 Acres Lots	608	23.0%	937	14.1%
Single Family, Low Density & Cluster: <1.0 Acre Lots	209	7.9%	524	7.9%
Attached Residential	31	1.2%	84	1.3%
Commercial	22	0.8%	63	0.9%
Employment & Office	211	8.0%	806	12.1%
Government & Institutional	79	3.0%	323	4.8%
Local Open Space	481	18.2%	693	10.4%
Regional Open Space	71	2.7%	1,089	16.3%
Vacant	181	6.9%	828	12.4%
Right-Of-Ways	359	13.6%	806	12.1%
Total	2,639	100.0%	6,663	100.0%

Source: Figure 2A: Existing Land Use Map Prepared by Rolf Campbell Associates Date: 12-28-2020



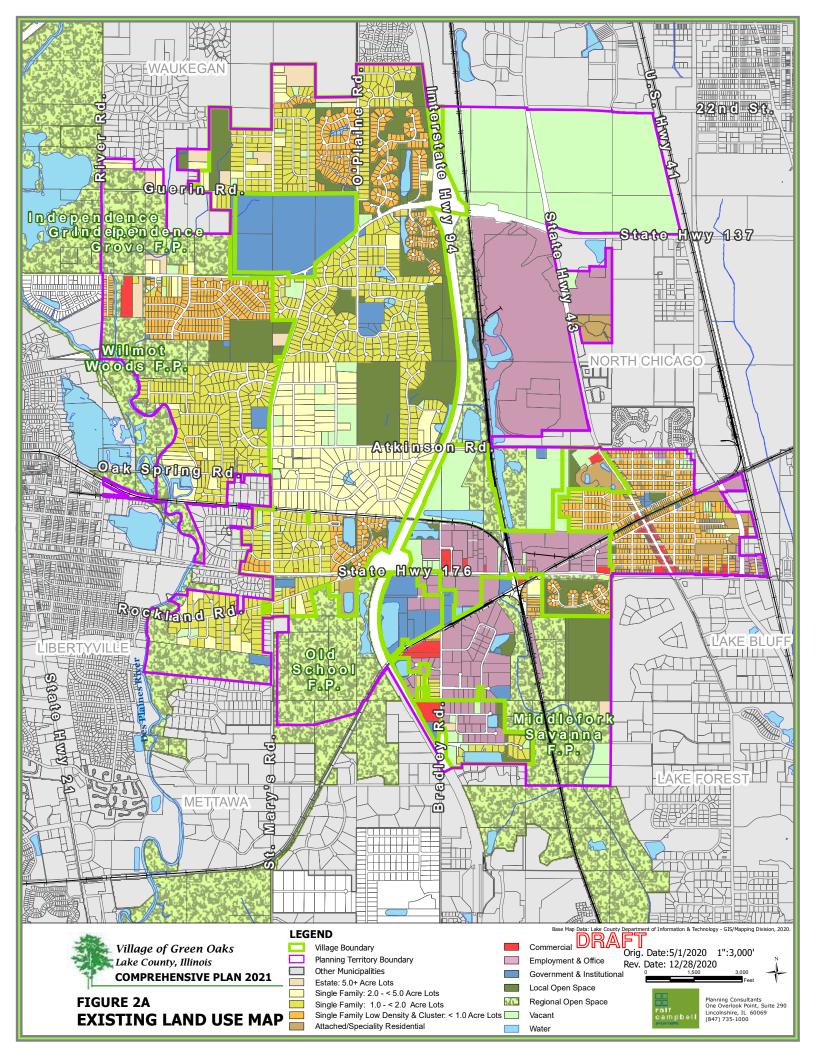
2-4: EXTRA-JURISIDICTIONAL CONSIDERATIONS:

While the Village's Planning Territory only explicitly includes existing incorporated Village areas and potentially annexable parcels, extra-jurisdictional considerations greatly affect how the Village may plan for its future development and its overall community character. These considerations include, but are not limited to, school district facilities planning, state and county roadway planning, county and township open space considerations, and multi-jurisdictional sanitary sewer and public water provisions. This Plan accounts for each element of extra-jurisdictional consideration in order to create a holistic plan that will effectively guide the future development of the Village. To this extent, the Village may use this Plan as a guide to assist with the development of cooperative policies and intergovernmental agreements to achieve its planning goals and objectives.









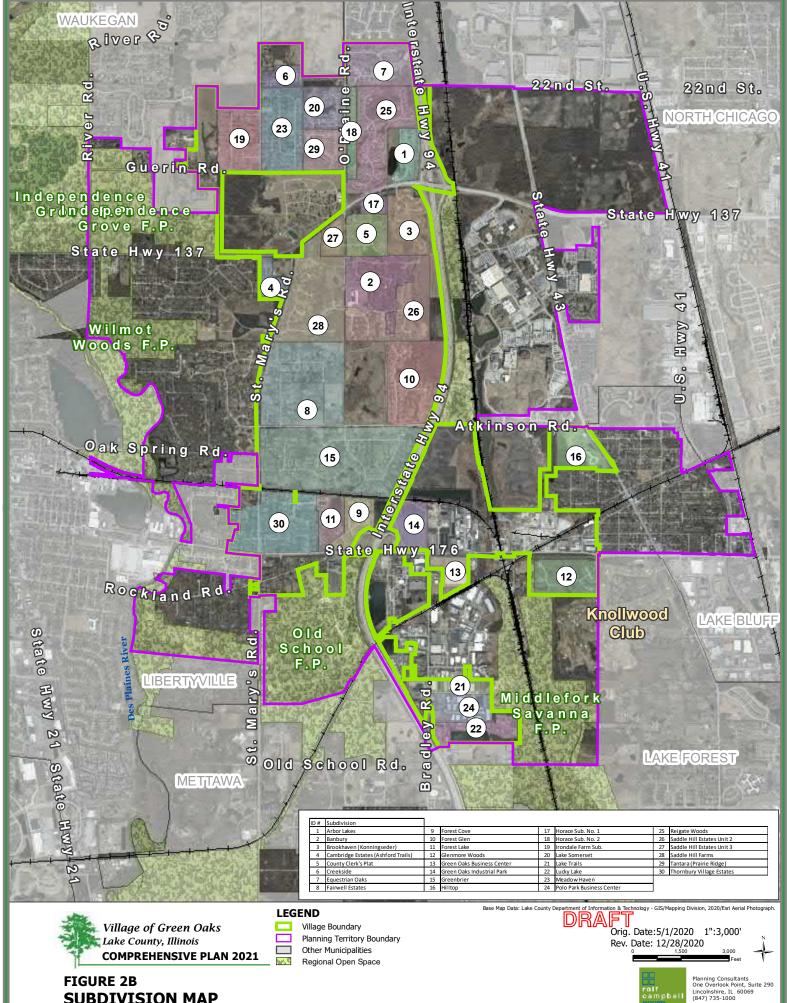


FIGURE 2B **SUBDIVISION MAP**

CHAPTER 3: AREAS SUBJECT TO DEVELOPMENT & ANNEXATION STRATEGY

SECTIONS:

3-1: Incorporated Areas

3-2: Unincorporated Areas

3-3: Bordering Municipal Areas

3-4: Annexation Strategy

3-1: INCORPORATED AREAS SUBJECT TO DEVELOPMENT:

As shown on Figure 3A: Areas Subject To Development Map, the Village has two (2) specific areas currently subject to development. Chapter 4 presents the future planning policies for these areas.

A) ORCHARD PROPERTY:

Located at the northeast corner of the Atkinson and Crest Roads intersection, this approximately fifteen (15) acre property is the largest developable piece of vacant land west of the tollway within the Village. It is unclear at this time when, if ever, this parcel will be developed. The Village desires to maintain the character of the area that any development that does take place on this parcel is harmonious with the surrounding uses and attempts to incorporate and preserve some of the open space elements existing on the site.

B) EAST OF THE TOLLWAY:

The Village understands that further development of its incorporated areas east of the tollway combined with the unincorporated adjacent areas is critical to the Village's future sustainability and community character. As such, the Village wishes careful consideration and forethought to go into addressing the various aspects of future planning development for these areas. The Village hopes that through this process the development of these areas will maximize the potential benefits of improving the Village's tax base, increasing employment opportunities, and enhancing the Village's aesthetic character.

3-2: UNINCORPORATED AREAS SUBJECT TO DEVELOPMENT:

As shown on Figure 3A: Areas Subject To Development Map, there are four (4) unincorporated areas that are subject to development which may affect the Village's community character in the future. Chapter 4 presents the future planning policies for these areas.

1) UNINCORPORATED IL. ROUTE 176 & BRADLEY ROAD AREAS:

Combined with the incorporated portions in this area, the Village knows that it needs to address the planning of these unincorporated areas in a holistic manner that maximizes the benefits of their future development. Of note, the Village plans to work cooperatively with Rondout School District 72 on planning development adjacent to the school facility that works well in preserving the quality and character of its existing school building while allowing for development that meets the Village's planning goals and objectives. The Village also wishes to ensure conscientious development in the areas near Glenmore Woods and Lucky Lake subdivisions to ensure that it is compatible with these existing residential uses while maximizing the development potential of adjacent parcels.

2) ABBOTT LABORATORIES FACILITY PARCELS:

The Village is mindful of the Abbott Labs existing facility and the adjacent undeveloped properties' unincorporated status. The Village has a strong tradition of working with Abbott Labs on fostering a mutually beneficial relationship on preserving the high-quality community character of the area. The Village wishes to maintain an open dialogue with Abbott Labs on the continued use of its existing facilities and any potential expansion plans onto undeveloped properties. This discussion would also include any future potential annexation arrangements and community facility needs. Future development considerations will also entail coordination with any development that may occur on the vacant parcels owned by Abbot Labs to the south of the main existing facility.

3) ABBOTT LABORATORIES VACANT PARCELS:

Excluding the existing Libertyville Fire Protection District station, Abbott Labs owns approximately 110 acres of vacant land in this area that might be used



for future expansion of the existing campus to the north. The Village's success with the Rondout TIF District to the south and east of these parcels have provided additional opportunities for the Village to incorporate these undeveloped parcels into a wider overall development plan. In particular, the Village has been reviewing the potential for a train station in the vicinity of the multiple railroad track intersection to the south of these parcels. Based on this potential station location proximity to Abbott Labs, it is anticipated Abbot Labs employees would be one of the largest users of such a train station and associated uses. To this end, the Village anticipates the planning for such a train station and surrounding development would also include discussions with Abbott Labs on coordination and support to meet the needs of their employees, particular in terms of accessing the potential station from the north across these parcels.

4) IL. ROUTE 43 & 176 INTERSECTION – NORTHEAST AND NORTHWEST AREAS:

The northwestern portion of this intersection has experienced redevelopment over the past approximately twenty (20) years with new and enhanced commercial uses. Similarly, areas to the east of the intersection on the south side of IL Route 176 in the Village of Lake Bluff have seen a significant redevelopment of a previous automobile dealership with the addition of a large retail store and outlot developments. As this area will be directly benefited by the efforts the Village is pursuing west along IL. Route 176 along with the continuing redevelopment of the Hilltop property at the southwest corner of Waukegan Road (IL Route 43) and Atkinson Road, the Village will review potential approaches to maintain the quality and character of these unincorporated areas, while also looking to improve areas with potential major roadway access with commercial and employment land uses where they can further the

efforts of the Village's Rondout TIF District. These approaches might include continuing discussions with the County on any redevelopment projects occurring in these areas and possibly incorporating parcels to meet the Village's planning goals and objectives.

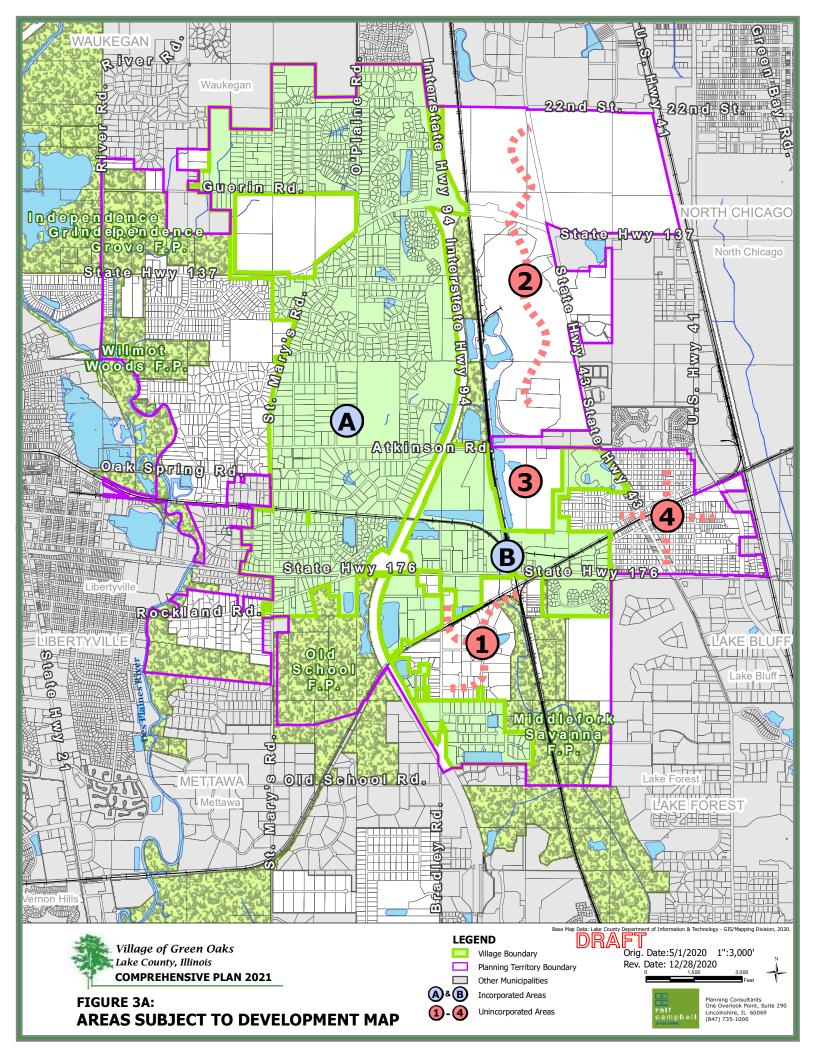
3-3: BORDERING MUNICIPAL AREAS:

While the Village has no direct control over the development of parcels incorporated as part of adjacent municipalities, the development that does occur in these areas can affect the overall character of the boundary areas, which would have direct effect on adjacent Village neighborhoods. The Village wishes to maintain and build upon its relationship of coordinating future development in its border area with adjacent municipalities to achieve compatibility of character.

3-4: ANNEXATION STRATEGY:

The 1991 Plan had established a policy for the Village actively to solicit parcels for annexation in conformance with its future land use plan. While the Village has pursued and achieved annexations since 1991, the Village has adopted a more reserved approach to review each potential annexation with respect to its individual merits. Given the Village's efforts to expand capital facilities, such as sanitary sewer and public water, through alternative financing methods, such as Special Service Areas (SSAs), this conscientious approach to annexations has been key to maintaining its community character and remaining fiscally viable.

This Plan intends to continue this strategy of annexing properties contingent on their individual merits. When considering annexations, the Village anticipates reviewing items such as the land use considerations, expected public service requirements, potential tax revenue benefits, preservation of community character, and the Village's planning goals and objectives. Overall, this review will provide the Village with a comprehensive understanding of the annexation prior to taking any final actions. In this way, the Village may act as a good steward for both existing portions of the Village and handle its growth in a sound and planned manner.



CHAPTER 4: FUTURE LAND USE PLAN

SECTIONS:

- 4-1: Goal, Objectives, & Policies
- 4-2: Introduction
- 4-3: Future Land Use Map
- 4-4: Key Development Area 1 West of the Tollway
- 4-5: Key Development Area 2 Northwest Corner of Bradley Road & IL. Route 176
- 4-6: Key Development Area 3 North of IL. Route 176 between Bradley Road & Railroad Tracks
- 4-7: Key Development Area 4 Southwest Corner of Bradley Road & IL. Route 176
- 4-8: Key Development Area 5 Southeast Corner of Bradley Road & IL. Route 176
- 4-9: Key Development Area 6 South Bradley Road Area
- 4-10: Key Development Area 7 North of IL. Route 176 between the Railroad Tracks & Bayonne Avenue (Multi-Modal Transportation Station)
- 4-11: Key Development Area 8 Arcadia Road & Glenmore Woods Area
- 4-12: Key Development Area 9 North of IL. Route 176 between Bayonne Avenue & IL. Route 43
- 4-13: Key Development Area 10 The Sheridan and Hill Top Commons Area
- 4-14: Key Development Area 11 Nagel Court and Adjacent Areas
- 4-15: Key Development Area 12 North of IL. Route176 between Bayonne Avenue & IL. Route 43

4-1: GOAL, OBJECTIVES, & POLICIES:

GOAL:

Maintain the existing character of the residential community west of the tollway similar in character to the present low-density single-family development. Develop a mixture of residential, commercial, and

employment uses east of the tollway in such a fashion as to be compatible and financially supportive of the Village's objectives and programs.

OBJECTIVES:

- 1) Maintain the overall low-density development pattern of residential uses west of the tollway and preserve the compatibility conditions surrounding existing incorporated residential subdivisions east of the tollway.
- 2) Permit, when desirable, increased net densities in order to secure adequate space to meet development objectives in open space, drainage, flood protection, wildlife conservation, and natural scenic resource protection.
- 3) Provide for the development/redevelopment of commercial and employment uses east of the tollway that is compatible with the residential character of the Village including the adoption of suitable appearance and landscaping standards.
- 4) Review allowing attached dwelling units, such as townhomes and condominiums, as a component of mixed use developments east of the tollway to make commercial uses more viable in terms of daily usage by Village residents.

POLICIES:

- 1) Base the approved density of development on both the zoning standards and the resource protection needs of the site, including the protection of woodlands, drainageways, detention areas, floodplains, and other features as required by the plans and ordinances of the Village.
- 2) Monitor infill residential development, especially for new small subdivisions, to prevent the over development of existing neighborhoods.

- 3) Require as a negotiated and agreed condition of annexation the improvement of the appearance of existing commercial and employment uses.
- 4) Update, as necessary, zoning, other development codes, and specific area plans to reflect the directives and guidelines of this Plan.
- 5) Review amortizing existing uses that do not exhibit the desired character of the community.
- 6) Review designating the Plan Commission as the Village's official architectural/appearance review commission to promote the Village's desired character for built environment.
- 7) Pursue the development of additional active open space recreation areas when feasible and financially sound opportunities arise, and support the acquisition of passive open space.
- 8) Review the potential to accommodate accessory dwelling units attached to existing single-family homes to provide for affordable housing to assist Village families with housing needs for family members who are elderly or have special needs.

4-2: INTRODUCTION:

The Village has a variety of future planning concerns directly within its jurisdictional Planning Territory. Due to the condition that the Village anticipates the majority of future development in the Planning Territory will be of the infill and redevelopment variety, the Village sees the need for specific directives for certain expected patterns of development, rather than broad land use categorization often used in areas with large vacant tracks of land. As such, this Plan combines two (2) elements to form the Future Land Use Plan: A Future Land Use Map for the general future land use pattern of the Village and twelve (12) Key Development Areas which provide specific future development details and alternatives.

4-3: FUTURE LAND USE MAP:

Figure 4A: Future Land Use Map depicts the future land uses for the overall Planning Territory. This map provides the general land use pattern the Village expects to implement over the time horizon of this Plan. Table 4A: Future Land Uses provides a breakdown of acreage and percent of total area for the planned future land uses within the entire Planning Territory. As depicted on the map, the Village expects to maintain the majority of the existing land use conditions west of the tollway, while east of the tollway the Village will pursue a number of changes to the land uses of various areas. The Key Development Area

Table 4A: Future Land Uses

	Total Planning Territory		
Land Uses	Acres	Percent	
Single Family: 2.0 + Acres Lots	543	8.2%	
Single Family: 1.0 - < 2.0 Acres Lots	948	14.2%	
Single Family, Low Density & Cluster: <1.0 Acre Lots	515	7.7%	
Attached Residential	80	1.2%	
Commercial	87	1.3%	
Employment & Office	1,255	18.9%	
Government & Institutional	320	4.8%	
Redevelopment Area	297	4.4%	
Local Open Space	702	10.5%	
Regional Open Space	1,110	16.7%	
Right-Of-Ways	806	12.1%	
Total	6,663	100.0%	

Source: Figure 5A: Future Land Use Map Prepared by Rolf Campbell Associates Date: 12-28-2020



sections below describe in more detail the specifics of the future planned conditions. Instead of designating specific future land uses for redevelopment areas, the Future Land Use Plan uses the following category:

REDEVELOPMENT LAND USE CATEGORY:

The Plan uses this category to identify parcels that have the potential for redevelopment with new uses and properties adjacent to such parcels that may be influenced by their redevelopment (e.g., drainage considerations, landscaping areas, roadway access and parking arrangements, etc.). The Key Development Area sections below detail the specific expectations for the use and form of the redevelopment parcels. In general, redevelopment of these parcels may take place incrementally, but they should be guided by a master plan that maximizes their benefits, ensures compatibility of uses, provides adequate provisions for roadways, and attempts to coordinate stormwater mitigation provisions.

4-4: KEY DEVELOPMENT AREA 1 – WEST OF THE TOLLWAY:

As mentioned the Village plans to maintain the area west of the tollway as the primary residential area of the Village. The area contains a number of existing governmental, institutional, and open space uses that are expected to remain. Despite the expectations for little change to occur in this area with respect to land uses, the following are items that specifically address sub-areas that may experience changes in the future:

A) NORTHEAST CORNER OF O'PLAINE ROAD & IL ROUTE 137:

The Future Land Use Plan Map depicts this three (3) acre parcel as Local Open Space. The Village wishes to maintain this parcel as undeveloped with the possibility to create an active recreation area on it in the future. A possible acceptable alternative to this arrangement would be the development of the parcel with some governmental or institutional use, such as a new Village Hall or community center.

B) OAK GROVE SCHOOL EXPANSION:

The Village plans on maintaining the existing land use character in the area of the school. However, the Village will work in conjunction with Oak Grove School District 68 to accommodate expansion of facilities, as necessary, in a manner that conforms to the existing neighborhood character as well as meeting the school's needs.

C) ORCHARD PARCEL:

Located at the northeast corner of the Atkinson and Crest Roads intersection, the Village plans for this parcel to develop with low density residential uses with a minimum gross density of (1) unit per two (2) acres. The Village may consider a cluster pattern development that reserves areas for public open space and environmental conservation. Any open space areas should have trails connecting them with the larger Village wide system. Ideally, portions of the apple tree areas should be maintained to preserve the heritage of the parcel as well as provide a community resource. The development of a community garden around such a tree preserve area could function as a way to provide for the maintenance, upkeep, and harvesting from the trees.

D) INFILL DEVELOPMENT:

While the area west of the tollway lacks large vacant parcels, there are a number of parcels between two (2) and ten (10) acres that are currently vacant or contain one (1) single family home. A number of these lots currently exist in unincorporated areas. In the future, property owners may seek to subdivide these parcels for additional residential lots. Within its jurisdictional control, the Village will review the possibility for such subdivisions on a case-by-case basis with respect to each parcel's unique circumstances of environmental conditions, access, zoning, and other such factors. Any proposed subdivisions should seek to be compatible with the intensity of development on surrounding lots in order to maintain the overall current character of individual neighborhood areas.





E) TOLLWAY BOUNDARY AREAS:

In conjunction with the Illinois Tollway Authority, the Village has been able to construct large noise barrier walls and berms to protect the adjacent neighborhoods from adverse sound effects. The Village will continue to monitor these sound effect conditions and review any needed modifications or additions to the existing noise barrier system, especially with respect to any potential roadway work the Tollway Authority may engage in the future.



4-5: KEY DEVELOPMENT AREA 2 – NORTHWEST CORNER OF BRADLEY ROAD & IL. ROUTE 176:

For this roughly thirty-five (35) acre area, the Village has approved a mixed use, multiple parcel development. Presently, a new approximately 160,000 square feet office/warehouse has been developed along with an extension of Bradley Road northward and a connector road to Herky Drive to the east. The Village has approved commercial uses to occupy the parcels fronting the Tollway and along the IL Route 176 frontage. The northern portion of the site is reserved for stormwater management uses. The Village will also continue to advocate to the Tollway Authority to grind the existing transverse, variable width tined concrete pavement finish to a to a quieter longitudinal tined finish, which is the current Tollway standard.

The development of the area has provided for an improved Bradley Road and IL Route 176 intersection with left and right vehicle turn movements for south bound traffic. The improvements also limited Herky Drive's intersection with IL Route 176 to right-in/right-out movements. Overall, the new improvements are better able to accommodate turning movements, truck traffic, and access to the parcels north of IL Route 176.

As the area continues to develop, the Village will continue to monitor and address the following issues:

A) BAKER ROAD LOOP:

As shown in the Plan later (Figure 10B), the Village has been evaluating plans to develop a loop road connection from Bradley Road to Baker Road just south of the railroad tracks in Key Development Areas 2 and 4. This loop road will provide vehicular access to a signalized intersection with IL Route 176, which will greatly improve the traffic movements, particularly for trucks.



B) DESIGN GUIDELINES:

For a number of years, the Village has targeted the development of the area with high quality commercial uses that reflect the carefully planned community character of the Village. The Village has adopted design guidelines for the area that will be used to review and approve the commercial developments. These design guidelines include provisions for the types of materials, architectural style, and landscaping provisions. The design guidelines include written descriptions and graphic examples that offer some needed flexibility for various types of private sector uses, while providing the Village with assurances that the overall development will be upscale in appearance in order to be attractive to consumers and to be compatible with the community character of the Village.

C) SIGNAGE:

As a component of the described design guidelines, the signage of the development, specifically with respect to its relationship to the Tollway, should be appealing and consistent with the upscale appearance and materials of the development. The Village will work with developers to determine signage that is appropriate and meets the necessary visual recognition of developments without being obtrusive on its surroundings.



The property has two (2) existing billboard signs that provide offsite sign advertising to Tollway traffic. The Village has been working with the owners of the existing billboard signs to amortize their use, which is contrary to the Village's planned community character. With this Plan update, the Village reaffirms these efforts and the direction to pursue the planned community character as described in this Plan.

4-6: KEY DEVELOPMENT AREA 3 – SOUTHEAST CORNER OF THE TOLLWAY AND ATKINSON ROAD:

This approximately 115 acre vacant area provides the potential for the Village to expand upon its momentum in the development of office and employment uses to the south of the railroad tracks in the Rondout TIF District. Presently, the Illinois Tollway Authority owns approximately the eastern third of the area, which it uses as a stormwater management area, and Abbott Labs owns the western remaining two thirds of the area. The Village anticipates that Abbott Labs wishes to reserve the vacant area for future development of its own facilities. As detailed later in the Plan, the Village would like to consider the ability to extend northward Laura Lane to connect with Atkinson Road just to the east of this development area. This connection may make the area more viable for development in the near term. The Village would be willing to work with Abbott Labs on further development in the area that enhances the tax base of the underlying jurisdictions as well as provides high-quality office developments that improve the employment opportunities of the area.

4-7: KEY DEVELOPMENT AREA 4 – NORTH OF IL ROUTE 176 BETWEEN BRADLEY ROAD AND NORTH BRANCH OF CHICAGO RIVER:

This approximately fifty-five (55) acre area consists of a variety of commercial uses along the IL Route 176 frontage in the south and office/employment uses throughout. Over the past approximate 100 years, the development of these uses has grown incrementally and the area lacks roadway interconnectivity, conformity with modern development regulations and standards, and modern infrastructure for public utilities and roadways. The ability to address the existing conditions of this area was a key driver for the Village to develop and approve the Rondout TIF District as well as a key focus of the implementation

of the TIF Redevelopment Plan's objectives. The key goal of the TIF Redevelopment Plan is to bring development up to modern standards while increasing the level of development in the area to improve the property tax base.

The following are the key barriers that need to be addressed to further the development of the area:

A) ROADWAY CONNECTIONS AND CONDITIONS:

Presently, Herky Drive and Baker Road are the only two north-south roads that provide access from IL Route 176, with no full east-west access. Leola Drive is a small stub road off Baker Road that provides limited east-west access to approximately one (1) parcel depth. The lack of east-west roadway interconnectivity significantly limits traffic movements, particularly for truck traffic. Similarly, Baker Road exists on a prescriptive easement, which means the road maintenance and repair are based on the private interests of parcel owners.

This condition has contributed to deferred maintenance of the roadway due to lack of coordination. Likewise, the type and amount of traffic intensity has increased over the years and now exceeds the functional design and materials of the existing roadway. Combined these conditions have created access that is substandard to serve the future needs of uses in the area.

B) UTILITY INFRASTRUCTURE CONDITIONS:

As with the developments of the area, the utilities of the area (public water, sanitary sewer, and storm sewer) developed incrementally under different development regimes. This condition has led to piecemeal utility system designs that might have been sufficient at the time of development but now are not up to the modern design standards and future demands of uses in the area. Under the direction of the Rondout TIF District through its West Rondout Drainage project, the Village has undertaken and completed recently an upgrade to the stormwater infrastructure facilities of the area, but these improvements mainly serve to meet the existing demands of current uses. Future uses in the area will need a master plan for utilities that brings the area up to modern standards and demand needs.

C) DEVELOPMENT LAYOUTS AND LAND USES:

The incremental development of the area has created parcel and building layouts that are of odd shapes and do not conform to modern development standards, particularly with respect to the Village's regulations for new developments. These conditions mean that developments have less than standard minimum building setbacks, lack adequate landscaping and screening/buffering treatments, do not meet minimum parking requirements, and conforming intensity of land uses compared to existing parcel conditions and infrastructure. As part of the Rondout TIF District's direction, the Village documented these conditions in its 2018 Baker Road Inventory Project that provides a detailed inventory for further reference and guidance. The combined existing conditions and the interconnected issues they create present a significant obstacle to the continuing development of the area with a solely piecemeal, uncoordinated approach.

Combined the existing conditions detailed above present significant barriers to the continuing development of the area. In order to address them, the Village has determined the need to create master redevelopment concept plans that can act as decision guides to address the future development of the area. The Village's adoption of the Rondout TIF District specifically provides the Village with ability and flexibility needed to pursue redevelopment through a master redevelopment planning process. A master redevelopment planning process is an approach through which the Village would develop a specific planning document that outlines strategies and approaches to affect redevelopment of the area, provides via concept plans visual guidance of possible redevelopment arrangements, and includes flexible decision-making directives to be able to seize upon different redevelopment opportunities as they arise. The following section provides specific elements that would be included in master redevelopment plan concept plans. Based on the outlined elements below, Figures 4B, 4C, 4D, and 4E provide general examples of concept plans that could be included within a master redevelopment plan.



A) ROADWAY INTERCONNECTION:

As part of its TIF District implementation, the Village has been working on the potential to provide interim improvements to Baker Road that will provide better access and service levels to existing buildings along Baker Road. While these interim improvements will facilitate existing uses, long-term redevelopment of the area will allow for more modern forms of development and improve the overall tax base, but redevelopment could be limited without improved roadway circulation. Additionally, future improvements to IL Route 176, such as expanding the number of lanes, may impact the access arrangements of Baker Road at IL Route 176, including potentially reducing it to a right-in/right-out access point only. Based on these conditions, a secondary access point with IL Route 176 may be necessary to maintain existing service levels and travel movement options.

To improve access to the area, the concept plans should provide roadway connections that will allow east-west traffic movement. As presented later in this Plan (Figure 10B), an east-west Baker Road loop road that connects Bradley Road with Baker Road is an example of an incremental way to provide such interconnectivity. This concept is just one approach and the potential for multiple connection arrangements exist depending on the scale of redevelopment that might occur. Another arrangement could be the extension of Leola Drive westward to connect with Herky Drive, which would require the redevelopment of the central portions of the key development area. The Village will need to consider seeking the potential donation of right-of-way to facilitate any roadway improvements. It is important to be mindful that whatever road improvements the Village considers that maximizing building floor areas is a key priority of redeveloping the area to facilitate



improving and sustaining the Village's tax base.

B) UTILITY INFRASTRUCTURE CONSIDERATIONS:

As part of the redevelopment process, the Village will need to consider the location and sizing for public utilities, particularly public water, sanitary sewer, and stormwater sewer. As mentioned, the Village has made significant improvements to the stormwater sewer system and will need to continue to accommodate any redevelopment within the layout and structure of these improvements. For public water and sanitary sewer, the Village will need to think through easement locations to service both existing uses and redeveloped areas. This consideration will need to account for possible small-scale incremental redevelopments as described below.

C) SCALE OF REDEVELOPMENT:

A number of factors contribute to the viability to redevelop an existing area successfully. Two of the most important factors are timing and costs, which directly affect the scale of redevelopment to occur. For this reason, the Village should create concept plans that provide flexibility and a range of redevelopment alternatives:

i) Small-Scale Redevelopment (See Figures 4B and 4C):

This concept plan approach would include small-scale redevelopment of existing sites along with minor lot consolidations (2 to 5 acres) to provide more land area to meet current building and zoning regulations. This scale of redevelopment would also preserve many existing sites while the small-scale lot consolidations occur. This arrangement would require less upfront investment, but would require a longer time frame to occur in achieving the redevelopment of the area in a manner that addresses all the existing conditions in area. The Village will also need to be diligent in implementing the overall plan over a long timeframe in order to achieve the maximum positive effects of redevelopment. A key issue with this approach would

be the need to address roadway interconnectivity and utility infrastructure improvements in creative ways in order to accommodate the demands of new development as well as working around the existing developments and their potential future redevelopment potential.

ii) Large-Scale Redevelopment (See Figure 4D):

Under this approach, the Village would look to identify parcels that could be meaningful consolidated to redevelop with larger scale developments (5+ acres). This approach would require large upfront investments to acquire and prepare land for redevelopment. The strength of this approach is that it would be able to achieve greater results to address conditions in the area in a shorter period of time. This approach would also allow the Village to provide specific full roadway connections as well as the necessary areas to add more modern utility infrastructure. To accomplish this type of redevelopment, the Village will mostly likely need to take a more active approach and work with property owners, business owners, developers, and other interested parties. While this approach can achieve the most results in a short amount of time, the scale of development can delay when a project may be able to commence due to the need to assemble and prepare land, and for this reason, the Village should remain flexible on how and when best to pursue these projects.

iii) Infrastructure Realignment - Baker Road - East Realignment (See Figure 4E):

In addition to the scale of development, a more extensive redevelopment process could embrace the complete altering of infrastructure in the area, particularly the location of Baker Road, to help consolidate land further for more redevelopment. As an example, the potential exists to realign Baker Road



eastward to free up more land for redevelopment. This type of redevelopment would require more extensive investment and time to achieve due to land assemblage and infrastructure relocation. The benefits of increased land consolidation would allow for a greater integration of redevelopment in terms of building locations, parking provisions, roadway access and alignments, and stormwater management facilities. Similar to the example large-scale redevelopment concept, the Village should review opportunities in concept plans to move and alter infrastructure where it can increase redevelopment efficiencies as well as the Village's overall infrastructure and utility system.

While both small-scale and large-scale developments are possible for the area, it is anticipated the Village would be able to pursue both in a coordinated manner that provides flexibility to pursue either scale of development for a particular site dependent on the climate for development at a given time. Namely, this condition would require the Village to be actively alert to spot opportunities for different types of redevelopment while also mindful of the goals to provide the area with improved roadway access and utility infrastructure.

4-8: KEY DEVELOPMENT AREA 5 – SOUTHWEST CORNER OF BRADLEY ROAD & IL. ROUTE 176:

This area consists of two distinct components with special planning considerations for each.

A) LAMBS FARM:

The Village has proudly enjoyed its role as the host municipality for Lambs Farm, a facility and organization that helps people with developmental disabilities lead personally fulfilling lives by providing employment and housing opportunities. The facility has acted as the Village's primary location for affordable housing.



The Village plans to continue working with Lambs Farm to accommodate its facility needs, but the Village also understands that the continued use of the existing facility is driven by Lambs Farm's organizational, strategic, and financial planning. The Village would be willing to work with the organization to redevelop the frontage along IL Route 176 for retail commercial uses that would complement the development planned for Key Development Area 2. Any complete redevelopment of the entire existing facility would require a more in-depth review by the Village beyond the scope of items in this Plan.

B) BUSINESS WAREHOUSE USES:

The northeast corner of the area contains a number of business and employment uses with the land area approximately half incorporated and half unincorporated. The Village wishes to pursue annexation of the unincorporated parcels over the time horizon of this Plan. The Village also foresees it as feasible to redevelop those parcels fronting IL Route 176 and those just to their rear with retail commercial uses that will capitalize on the Village's other development efforts in the area.

4-9: KEY DEVELOPMENT AREA 6 – SOUTHEAST CORNER OF BRADLEY ROAD & IL. ROUTE 176:

This area consists of four office and employment use buildings as well as the Rondout School. The central portion is presently incorporated with the southwest corner (Rondout School) and eastern portion still unincorporated.

A) RONDOUT SCHOOL:

As mentioned, the Rondout School is the only facility for Rondout School District 72. Since the last Plan update, the District has completed a major construction expansion of the school that modernized a number of its educational facilities. The Village plans to work with the District to accommodate its future facility spatial needs as well as to coordinate development in the area to be compatible with the use. This coordination would include accommodating safe pedestrian and bus routes for access to the school and appropriate screening and buffering to mesh with the surrounding uses. The Village will also review any adopted Bradley Road expansion and improvement plans for specific conditions with respect to the school.



B) INCORPORATED BUSINESS USES:

The Green Oaks Business Center forms the incorporated business uses in this area. The Village wishes to continue working with the owners and tenants of this center to maintain its conducive role in job creation and tax revenue generation.

C) NORTHEAST UNINCORPORATED CORNER:

This area contains an existing commercial/employment use and a Commonwealth Edison facility. While the area has these two existing uses, the area also contains the Middle Fork of the North Branch of the Chicago River surrounded by a mature stand of trees. The Village will review this area for redevelopment with retail commercial uses in combination with other projects in the corridor. Any redevelopment for this sub-area should seek to minimize its impact on the Middle Fork of the North Branch of the Chicago River.

4-10: KEY DEVELOPMENT AREA 7- SOUTH BRADLEY ROAD AREA:

This area presently consists of a broad mixture of both incorporated and unincorporated residential, office, employment, governmental, and institutional uses. The Village plans to maintain the area primarily for office and employment uses with associated government and institutional facilities. The Village, however, does see the potential for the redevelopment of the existing uses west of the Bradley Road and Ballard Drive intersection, the residential neighborhood along Linden Lane, and the existing estate use home on south Bradley Road. The Village would expect these redeveloped uses to be more in the form of the existing surrounding office and employment uses. A few vacant parcels also exist in this area with the potential for new office and employment uses. In addition, the Village expects any development in the area to occur

in coordination with plans for Bradley Road and the IL Route 176 corridor and to build synergy with the development activities occurring there.

4-11: KEY DEVELOPMENT AREA 8A & 8B-NORTH OF IL. ROUTE 176 BETWEEN THE NORTH BRANCH OF THE CHICAGO RIVER & THE CN LINE RAILROAD TRACKS (MULTI-MODAL TRANSPORTATION STATION):

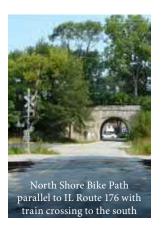
Located in the heart of the Rondout area, this Key Development Area consists of two parts:

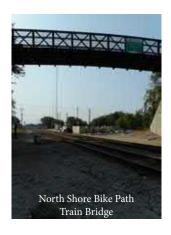
A) **SOUTHERN PORTION** (**8A**): The southern portion is an approximately eighty (80) acre area presently located within the boundaries of the Rondout TIF District. The existing uses primarily consist of heavy industrial businesses including an asphalt plant and metal scrapyard along with a variety of small office and employment uses located along the IL Route 176 frontage. Laura Lane is a private road that provides access to the interior of the area from IL Route 176. A few warehouses exist in the northeast corner of the area at the end of Laura Lane. The western portion of the area is bordered by the Middle Fork of the North Branch of the Chicago River, which is a sensitive environmental area, as well as a significant floodway and floodplain.

B) NORTHERN PORTION (8B):

Outside the Rondout TIF District, the northern portion is a largely vacant, approximately 130 acre area primarily owned by Abbott Labs along with the existing Libertyville Fire Protection District Fire Station #3. The western portion along the Amtrak railroad tracks is partially used for stormwater management and provides an environmental buffer for the Middle Fork of North Branch of the Chicago River on the west side of those railroad tracks.

As identified in the previous Plan update, the east area adjacent to the railroad tracks is ideally located to build a train station that can access the Metra Milwaukee District North Line route, which provides service between Chicago and Fox Lake, and the Amtrak Hiawatha route, which provides service between Chicago and Milwaukee. In the early 2000s, Metra also had previously studied the area and designated it for the northern extension of the Suburban Transit Access Route (STAR) line, which would provide Metra





train service to the suburbs without going through downtown Chicago. While the STAR line is no longer being considered, the other two routes alone provide a unique opportunity to provide service to both Metra and Amtrak trains at one station. In addition to the ability to provide service to both train lines, the area is perfectly situated adjacent to major employment uses, such as Abbott Laboratories, that draw employees from all over the region. Combined with the existing neighboring Tollway and IL Route 176 intersection and the regional North Shore Bike Path, a train station at this location would create an ideal situation for a transit-oriented development (TOD) hub.

For these reasons as part of the Rondout TIF District's implementation, the Village intends to develop a master redevelopment plan for a TOD area within the area of 8A.

This master redevelopment plan should consider including the elements outlined below. Figures 4F and 4G show an initial concept plan layout that incorporates each of these elements.

A) TRAIN STATION:

The principal component of the concept plans will be a train station that is arranged in a manner that can provide service to both the existing Metra and Amtrak lines as well as possible expansion to accommodate any possible new service line like the STAR line. The concept plans should also provide commuter parking



options and kiss-and-ride drop-off/pick-up areas, which can also accommodate taxi cabs and ride-share services. An example of such of a layout is provided in Figure 4F.

B) TRANSPORTATION CONNECTIONS:

As a potential multimodal transportation hub, the concept plans should include:

i) North-South Roadway:

A north-south roadway will be paramount in order to provide efficient access to and from the site. Ideally, this roadway will provide direct access northward all the way to Atkinson Road. Figures 4A, 4G, and 10B present examples of this roadway concept. Ultimately, the connection at IL Route 176 may require the development of a fully signalized intersection to accommodate traffic demands. Key Development Area 8B contains significant wetland areas, but the full extent and location of these wetlands are not determined. As part of future reviews for the north-south roadway, the Village will need to study further the location of these wetland resources and plan the best roadway path that limits impacts on them.



ii) Bus Station/Stop:

While presently Pace Bus does not provide service along IL Route 176, the development of a multiple train line station could generate demand for such a route in the future. It is known that the development of a train station would need to accommodate shuttle buses from neighboring large employment uses. For this reason, the concept plan should consider accommodating a bus stop along IL Route 176 and onsite bus circulation movements.

iii) Pedestrian and Bike Path Connections:

While presently no sidewalk or bike path exists along the north side of the IL Route 176 right-of-way directly abutting area 8A, an above grade section of the North Shore Bike Path runs along the south right-of-way of IL Route 176 adjacent to the site. The development of the train station will generate demands for pedestrian and bike path access and arrangements for these facilities should be represented on the concept plans. As discussed later in the Plan, Lake County is planning to extend the Middlefork Savanna trail northward through this area up to IL Route 137 (Buckley Road). The concept plans should consider providing a location for this trail extension in their design.

iv) Pedestrian Railroad Crossing:

To ensure pedestrian safety, special design considerations should be given for the pedestrian crossing of the railroad tracks along IL Route 176 and how passengers walk between platforms. It is preferred that all pedestrian crossings across the railroad tracks would be done at grade. Based on more in depth review, if it is determined that an at-grade crossing is not possible in a safe manner, a grade-separated crossing might be necessary to cross the tracks. Due to the existing water table from the North Branch floodplain/floodway, an underground passageway is most likely not possible, which leaves only the possibility of overhead pedestrian bridge crossings. Figure 4H shows examples of two types of pedestrian bridge crossings. The first type of crossing utilizes American with Disabilities Act (ADA) compliant ramps. This type of crossing requires more room due to ADA ramp slope limitations, but it is also generally cheaper to build and maintain than the second type of crossing. The second type utilizes steps and elevators



in order to meet ADA standards. This type requires a smaller building footprint, but can be more costly to build and maintain due to the elevator equipment. Due to the design constraints associated with the area around train tracks with the North Branch floodplain/floodway, road and train intersection, and the multiple track lines, both types of crossings might be appropriate to efficiently address pedestrian safety. Further review of the crossing will be needed as further concept plans are developed for the TOD area.

v) Abbott Laboratories Heli-port:

As of November 2020, Abbott Laboratories has submitted a zoning permit request to Lake County for the development of a private heli-port to the southwest of the Libertyville Fire Protection District fire station located along Atkinson Road. While this heli-port is for private use only, its development highlights the transportation synergy that exists in the area that could help facilitate the overall development as described for this key development area.

C) ADJACENT REDEVELOPMENT USES:

While the primary focus for the concept plans in area 8A is for the layout of the train station and associated transportation considerations, the Village anticipates that the development of such a station will influence the further redevelopment of adjacent land uses at some point. The concept plans may show general areas where additional redevelopment could occur in both the short-term and long-term periods, particularly with respect to existing land uses. The following are some guideline discussions on possible land uses adjacent to the train station.

i) Existing Land Uses:

The existing adjacent heavy industrial, warehouse, and service land uses have developed over a number of years and are uniquely located compared to other similar uses within Lake County. In the initial phases of pursuing the development of a train station, the Village anticipates most of these existing uses will remain. As the train station raises the development potential of adjacent parcels for uses that complement the increased access and visibility the train station provides, the Village anticipates working with property and business owners to pursue the land uses described below.

ii) Commercial Uses:

Due to the destination nature a train station creates, the area around such a station is an ideal location for retail and service commercial uses. At a minimum, concept plans should include retail and service uses that directly serve commuter traffic, such as coffee shops, cafes, convenience stores, dry cleaners, and hair salons/barbers. Depending on market potential and demand, more expansive commercial uses might be possible, such as restaurants and specialty shops. The development of additional residential units nearby would also improve the viability of the quantity and the size of commercial uses.

iii) Office/Employment Uses:

As the general surrounding area is dominated by primarily office/employment uses, it is logical to build upon these existing land use linkages. The further development of these uses could be expansions of existing uses that would be able to provide better transportation access for employees and customers. It is also anticipated that this improved transportation access along with the neighboring Tollway intersection would allow for the development of multiple story offices, similar to what has been developed elsewhere along the Tollway.

iv) Residential Uses:

The area surrounding the site presently has limited residential units, which are separated and buffered from the key development area by the elevated North Shore Bike Path to the south and vacant land areas to north, and these existing residentials units are presently limited to single-family homes. A key component of TOD style development is to provide a variety of attached residential units that will benefit from the transportation access as well as provide direct customer support to the commercial uses. The market and the Village's planned land use character will determine the design and scale of the residential uses in the train station area. The concept plans should provide a variety of residential unit types for the Village to evaluate and determine what might work best within the context of the area and the Village as a whole.



v) Open Space Uses:

As a component for destination uses like a train station, well-designed open space places can create a distinct and memorable character that enhances the visibility and functionality of an area. For the immediate area aound the train station, the Village envisions focused open spaces areas that provide decorative green spaces that evoke the feel of a traditional town square. These opens spaces areas should include distinct tree planting schemes with decorative seasonal planting beds and characteristic hardscape features, such as benches, public art, memorials, water features, and public clocks. With the development of uses other than the train station, the concept plans should seek to add open space features that unify the different land use areas with active and passive open uses. In particular, the concept plans should use floodway/floodplain areas as opportunities to provide natural passive open space areas linked together with more active recreation areas. Ideally, these open space uses will serve as signature pieces that create a memorable and distinct place within the Village.

While the area 8A is expected to be the main area for which the Village would like to develop concept plan alternatives with the elements as described above, the Village sees the potential to build upon concepts from 8A in area 8B, especially if a roadway connection to Atkinson Road is able to be developed. Presently, Abbott Labs owns the majority of area 8B, which most likely is reserved for future accommodations to expand the company's facilities as needed. The Village's efforts to develop a train station to the south may accelerate the viability for expansion of some of the company's facilities or provide the company with an opportunity to work on developing the area with uses that might benefit the company and its employees' needs and quality of life. The Village believes the land use elements identified for area 8A would also be viable in area 8B along with the potential to develop large active and passive open space areas adjacent to the Amtrak tracks. The potential for this open space area would be ideal for the development of a linear park arrangement that can serve as a north-south gateway for the train station area from Abbott Labs to the north and the existing Village residential core to the west connecting via Atkinson Road. The Village will need to consider the development of concept plans for area 8B as they evaluate the plans developed for area 8A.

4-12: KEY DEVELOPMENT AREA 9 – ARCADIA ROAD :

This approximately twenty (20) acre area consists of the unincorporated homes and other uses located adjacent to Arcadia Road. The Arcadia Road area is isolated by a narrow entry way from IL Route 176 underneath an existing large berm to the north, by railroad tracks to the west, and by open space uses to the east and south. Based on the success of other redevelopment occurring in the Rondout TIF District, the Plan recognizes the potential for this area to be redeveloped. Due to its isolation, this area might be well suited for some type of senior or assisted living facility along with some public open space features. Any redevelopment of the area should be compatible with the adjacent Glenmore Woods subdivision and provide appropriate screening and buffering. Depending on the scale of redevelopment in the area, emergency access may be needed.

The railroad tracks around this key development area are one of only a few locations in the Chicago area where three railway line tracks intersect. In 1924, the area was also the location of the largest train robbery in U.S. history and has been listed as a point of interest in various publications. The Village has received inquiries about the potential to host train watchers and events oriented to them. A redevelopment option component in this area could be the development of parking areas and train watching platforms where visitors could safely watch and photograph trains. The development of such uses would need further review and study before going forward.

4-13: KEY DEVELOPMENT AREA 10 – THE SHERIDAN AND HILL TOP COMMONS AREA:

As identified in the previous Plan update, the Village had sought the redevelopment of the approximately forty (40) acre former Hill Top Sanitarium property as a key objective to bring new vibrance to an area that was suffering from blighting conditions. The Village specifically established the Rondout TIF District as a tool to be able to leverage private investment to redevelop this area. As mentioned at the beginning of this Plan, the Village was successful from the initiation of the Rondout TIF District to attract developers to redevelop the property with the Sheridan senior living facility and the Hill Top



Commons commercial development. For the most part, the Sheridan development has been completed with only a few independent-living townhomes left to be built. The Hill Top Commons development at this time only has one of its four buildings constructed. The Village intends to monitor and continue pursuing the completion of the full developments as approved. The Village hopes the success of the development will spur further development as discussed for adjacent Key Development Areas.

4-14: KEY DEVELOPMENT AREA 11 – NAGEL COURT AND ADJACENT AREAS:

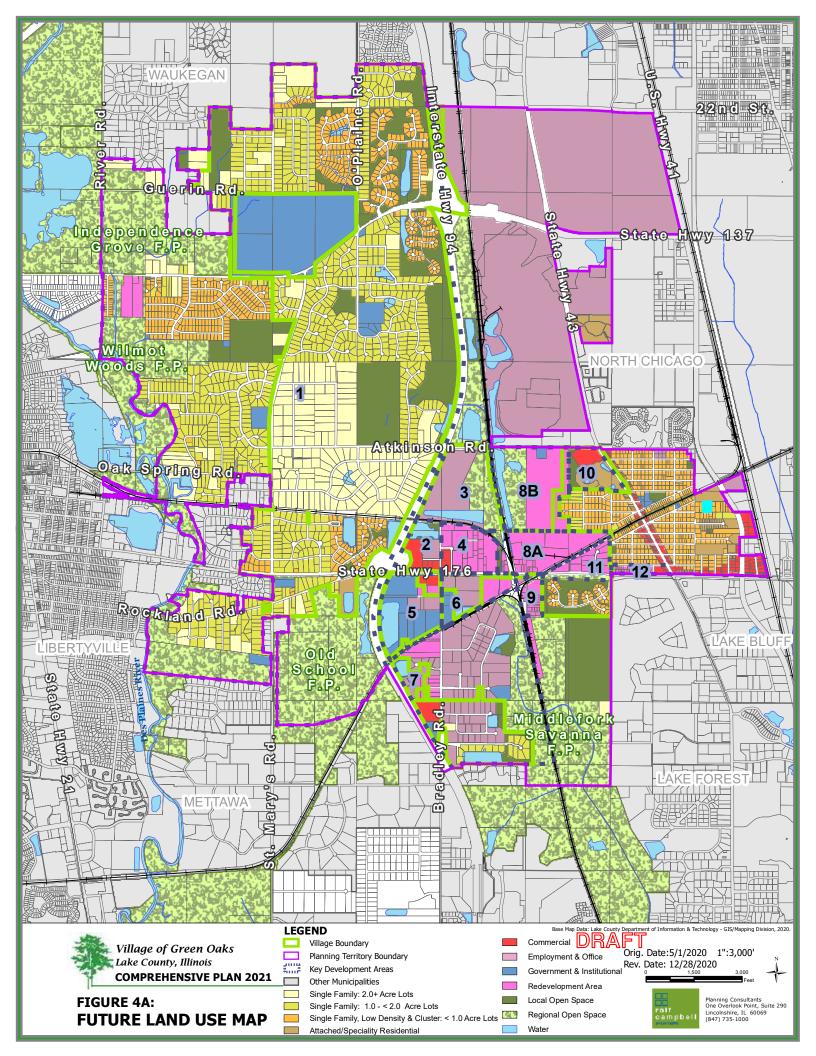
As part of the Rondout TIF District, this approximately thirty-five (35) acre area consists of a variety of office and employment uses along with a commercial self-storage warehouse. The area has developed incrementally with very limited coordination in terms of overall design in terms of layout and development character. This condition is especially prevalent for the western most buildings bordering the railroad tracks, which have wide open curb cuts along IL Route 176, different styles of architecture, uncoordinated parking arrangements, and no landscaped areas. The Village foresees the ability for portions of this area

to be redeveloped in a more unified manner with new uses that maximize the locational advantages of the area and facilitate the Village's goal to eliminate blighting conditions present. Redevelopment efforts in this area, however, will require favorable market conditions that would encourage a developer or a business owner to acquire and consolidate multiple parcels and prepare them for redevelopment. Through its Rondout TIF District tools, the Village is positioned to assist such redevelopment efforts provided that this new development will be able to pay back in returns the investment assistance the Village provides. From this perspective, the Village would ideally support land uses that increase both the property and sales tax base of the Village and limit the service demands on the area's governmental jurisdictions.

4-15: KEY DEVELOPMENT AREA 12 – NORTH OF IL. ROUTE 176 BETWEEN BAYONNE AVENUE & IL. ROUTE 43:

This area consists of a strip of homes between Bayonne Avenue and Adelphia Avenue and the commercial uses on the northeast corner of IL Routes 43 and 176. The Lake County Regional Framework Plan currently depicts the homes for future retail/commercial uses. The Village wishes to incorporate this area and to guide its future use in conjunction with its redevelopment efforts to the west. The Village anticipates that the homes will most likely remain for a number of years, but it also understands the potential for the redevelopment of these parcels with home occupation or commercial uses. Ultimately, the Village hopes any reuses of these lots will build upon the synergy created by development to the west.



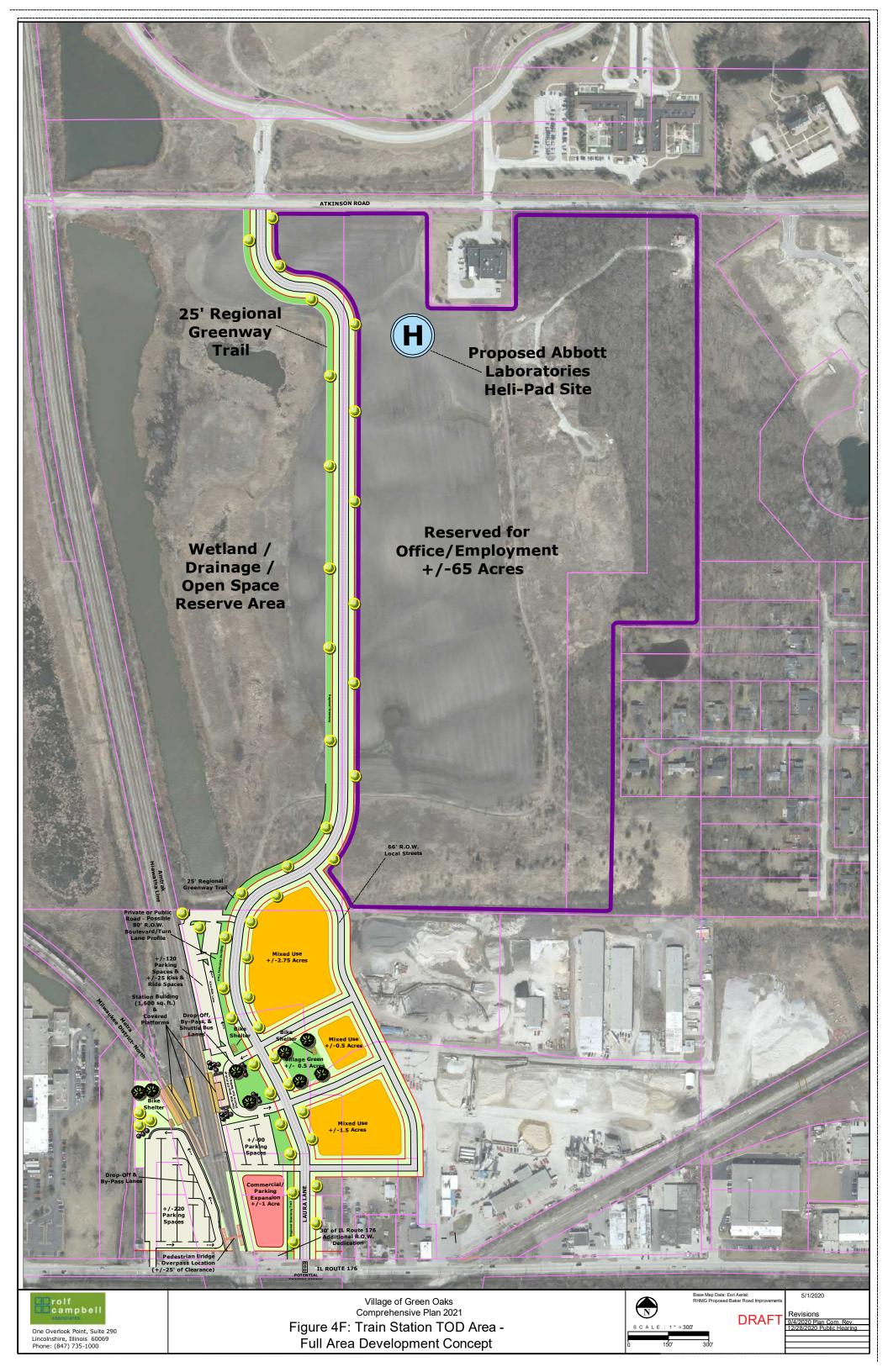












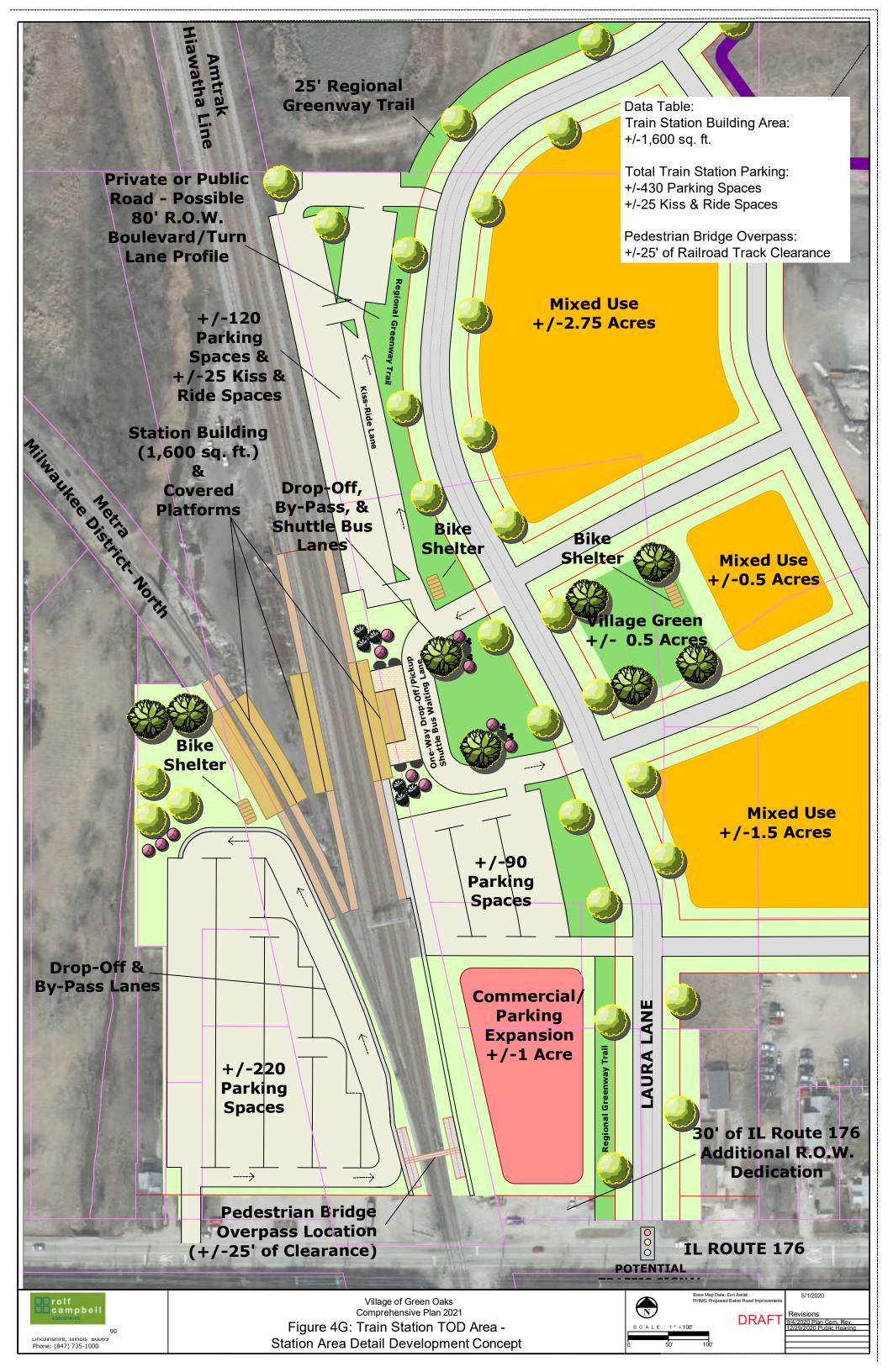


Figure 4H: Pedestrian Bridge Crossing Examples

Ramp Bridge Example: San Antonio, Texas





Elevator Bridge Example: Foley, Alabama









CHAPTER 5: IMPLEMENTATION

SECTIONS:

5-1: Overall Implementation

5-2: Specific Implementation Items

5-3: Plan Review & Update

5-1: OVERALL IMPLEMENTATION:

This Comprehensive Plan provides guidelines for achieving a specific vision for the Village's future. These guidelines are rooted in the Plan's goals, objectives, and policies, which are in turn reflected by directives for elements of the Village's development. This document should be used by parties as a decision-making reference for determining the appropriate course of action in the future development of the Village. State law stipulates that the Plan be an advisory document which is not intended, nor has the legal effect of, regulating or controlling the use of private property, except as such part of the Plan may be implemented by ordinances enacted by the Village Board. Therefore, the Plan should work in concert with the Village's Zoning Code, Subdivision Ordinance, and other regulations and policies to direct its future development. Through its routine use, the Village will be able to fine tune and implement the Plan's individual directives and achieve those elements described in its Vision Statement.

5-2: SPECIFIC IMPLEMENTATION ITEMS:

The following specific implementation steps are those items which have arisen as possible ways to achieve the directives detailed in this Plan. This list is not comprehensive in nature, and additional steps beyond these will be necessary to ultimately achieve the vision of this Plan. Ultimately, the Village Board will review which tasks are appropriate and what the timeframe would be for addressing them.

TASK

1) Review and revise Zoning Code provisions with respect to intensive industrial uses. At an appropriate time, begin the development of and implementation of a schedule for amortization of intensive industrial uses within the Village.

LEAD PARTIES

Annexation & Planning Committee Plan Commission

TASK

2) Review and revise Zoning Code provisions in order to allow for commercial, employment/office, and residential uses as described in this Plan.

LEAD PARTIES

Annexation & Planning Committee Building Committee Plan Commission

TASK

3) As described for Key Development Areas 4 and 8A/B, create master redevelopment plans that include the outlined elements described in the Plan and provide for various development scenarios so that the Village may evaluate which can meet the Village's desired development character along with possible different phased development patterns. Based on these master redevelopment plans, the Village should consider reviewing and revising development codes as needed to allow and begin the development of a strategy to affect the development of the plans. This strategy should identify the outreach, regulatory, fiscal, and other such actions the Village might pursue to achieve the redevelopment envisioned in the master redevelopment plans.

LEAD PARTIES

Annexation & Planning Committee Plan Commission

TASK

4) Review and revise Zoning Code provisions concerning the development of accessory dwelling units ("mother-in-law units") to ensure such units develop appropriately within the context of existing neighborhoods.

LEAD PARTIES

Annexation & Planning Committee Building Committee Plan Commission

TASK

5) Review and revise Zoning Code and Building Code provisions to permit and regulate sustainable development measures, including wind and solar energy facilities (personal and commercial), alternative heating and cooling systems, native landscaping, etc.

LEAD PARTIES

Annexation & Planning Committee Building Committee Plan Commission

TASK

6) Pursue in conjunction with Lake County and the Illinois Department of Transportation the widening of IL Route 176 to three or four lanes within the Village's Planning Territory.

LEAD PARTIES

Road/Street Committee

TASK

7) Pursue transferring jurisdictional control of Atkinson Road to either Libertyville Township or Lake County.

LEAD PARTIES

Road/Street Committee

TASK

8) Continue to administer and implement the Village's master street maintenance program that reviews existing Village street conditions, outlines a phasing program for refurbishing improvements, estimates costs for refurbishments, and addresses funding sources for improvements.

LEAD PARTIES

Road/Street Committee

TASK

9) Continue to work with HOAs on the establishment of new SSAs to expand public sanitary sewer and water facilities.

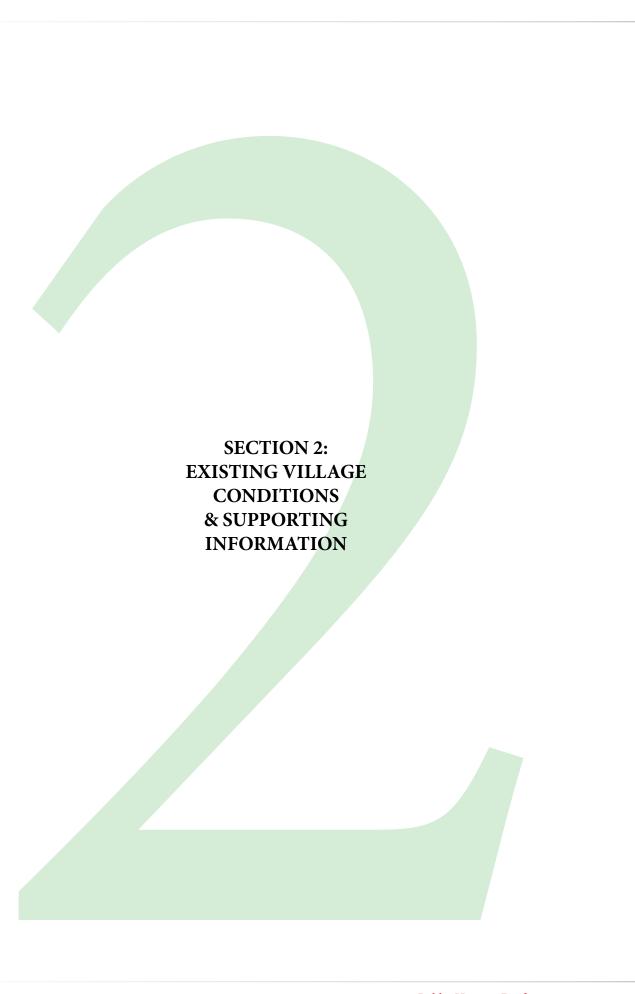
LEAD PARTIES

Public Works Committee

5-3: PLAN REVIEW & UPDATE:

The Village developed this Plan to function as a guide for the Village's development over the next approximately twenty (20) years. Despite this intended longevity, the development of the Village will most likely not occur as specifically presented due to changing market conditions, interpretations by different policy makers, and events beyond the Village's control. To maintain its validity and responsiveness to changing conditions, the Village should review this Plan in approximately five (5) year intervals to determine the success of individual elements and the need for updates. Updates may be either minor addendums for specific areas and sections or a complete revision to the entire document with an indepth evaluation of the Village's Vision Statement and Planning Goals.





CHAPTER 6: SOCIOECONOMIC FACTORS ANALYSIS

SECTIONS:

6-1: Introduction

6-2: Past & Present Population & Household Trends

6-3: Future Population & Households Expectations

6-4: Future Population & Household Change

Implications

6-5: Business & Employment Growth

6-1: INTRODUCTION:

An analysis of the Village's socioeconomic conditions is an important element in planning for its future in order to meet the needs of current and future residents and to preserve the Village's fiscal sustainability. A review of the past and present conditions shows how the Village has grown as well as current conditions. Likewise, this Plan uses this chapter to provide a review of the Village's expectations for future growth as it continues to develop.

6-2: PAST & PRESENT POPULATION & HOUSEHOLD TRENDS:

From its founding until 2010, the Village has experienced steady growth in terms of population and households. As exhibited in Table 6A, this growth was especially prominent over the past thirty (30) year period between 1980 and 2010 with the Village's population and households growing by nearly 175% and 200%, respectively. Over half of this growth occurred during the 1990s under the direction of the 1991 Plan through the development of new subdivisions, primarily west of the tollway. The growth trend for the Village, however, has been slowing since 2000 with the decreasing availability of readily developable vacant land that can meet the minimum lot standards of the Village. Since 2010, the Village's growth has completely leveled off with minimal change as of 2017. In addition to the limited new residential unit growth in the Village, this flattening trend most likely also reflects macro-demographic trends occurring throughout the region and nation of an increasing percentage of "empty-nester" households due to an aging baby boomer population, marriages occurring later in life, and other similar factors. It should be noted that these numbers do not reflect the two new senior living facilities that were first fully occupied from 2018 onwards. Despite a decreasing

Table 6A Population, Households, and Employment: 1960-2050

									Change through 2050	
Category	1960	1970	1980	1990	2000	2010	2017	2050 CMAP Forecast	Total	Percent
Population	198	659	1,415	2,101	3,572	3,866	3,855	4,656	801	21%
Households	N/A	N/A	398	654	1,079	1,152	1,175	1,660	485	41%
Household Size	N/A	N/A	3.56	3.21	3.26	3.22	3.12	2.80	-0.32	-10%
Employment	N/A	N/A	N/A	2,556	1,579	7,084	3,513 ¹	4,110	597	17%

Notes: 2015 CMAP estimate used for 2017 figure

Sources: Population, Households, & Household Size: 1960-2010 U.S. Census Bureau Decennial Census; 2017 U.S. Census Bureau American Community Survey 5-Year Estimates; 2050 Chicago Metropolitan Agency for Planning (CMAP) Forecast Employment: 2020 (1990), 2030 (2000), 2040 (2010), 2050 (2015 for 2017) Northeastern Illinois Planning Commission / CMAP Forecasts

Prepared by Rolf Campbell Associates Date: 12-28-2020



ratio of household size, the Village's level is still above three people per household, which is greater than the Lake County level of under three people per household (Household size of 2.8; 2017 U.S. Census Bureau ACS). The predominately detached single family home character for residential land uses in the Village has most likely been the primary reason for this higher level.

6-3: FUTURE POPULATON & HOUSEHOLDS EXPECTATIONS:

The Chicago Metropolitan Agency for Planning (CMAP; formerly, the Northeastern Illinois Planning Commission (NIPC)) has developed a 2050 forecast for the entire Chicago metropolitan area and included forecasts for individual units of local governments, such as counties and municipalities. As detailed in Table 6A, this forecast has projected that the Village will grow over the next thirty years above 2017 levels by approximately 800 people with approximately 485 new households. This forecasted change would result in the Village's household size dropping to under three people per household (2.8), which would be level with the current household size for Lake County overall.

CMAP's forecasts are based on conditions for a point in time and do fully account for the Village's current planning objectives and changing market conditions. In light of this condition, the Village views CMAP's forecast as providing an initial insight for evaluating the Village's future growth within the metropolitan region, but the Village's own evaluation of future conditions as detailed in this Plan provide its actual direction. To this extent, the Village establishes the following basic assumptions with respect to population and household growth:

- A) Planning policies within the Village's planning territory west of the tollway will continue to meet regional and local needs for low-density residential uses.
- B) Planning policies within the Village's planning territory east of the tollway may incorporate the addition of residential uses at densities to support the viability of the uses and the Village's determined development character detailed in the Future Land Use Plan and the conditions outlined in the Village's 2020 Affordable Housing Plan.

- C) Future population growth will be accommodated on the basis of normal growth rates reflective of past trends and the future planning expectations outlined in Chapter 4: Future Land Use Plan.
- D) Land use policies for the Village will ensure that an adequate amount of land is designated for low-density development west of tollway, for possible opportunities for additional residential units east of the tollway, and in such quantities to be able to sustain the projected population for the area.
- E) The most recent CMAP regional forecast for population and household growth for the year 2050 shall be treated as an initial guide, but the Village's planning expectations will provide the definitive level concerning the Village's growth policies.

The Village's future growth in population and households beyond CMAP's forecast will be contingent on annexation and land use planning. As such, the Village's total future population and households will be the result of implementing its Chapter 4: Future Land Use Plan, which provides considerations for the location and types of future housing units.

6-4: FUTURE POPULATION & HOUSEHOLD CHANGE IMPLICATIONS:

The changes in population and households that may result from the directives of the Future Land Use Plan can have effects on other planning considerations among which the following items should be reviewed when implementing this Plan:

- A) Consider, as necessary, the need for expanded school facilities.
- B) Maintain an adequate amount of passive and active recreation space per capita to support the Village's high quality of community life.
- C) Require impact and transition fees from residential

developers when a rational connection can be made between the addition of new households and an increase in demands on governmental services.

D) Only allow increases in the Village's population at a rate that will result in the need for new or expanded Village's services and infrastructure (sewer, water, roads, etc.) which are feasible and fiscally sound.

6-5: BUSINESS & EMPLOYMENT GROWTH:

An increasingly important consideration of the Village since the development of the 1991 Plan has been its desire to expand and diversify its land uses in terms of commercial and employment uses and its local retail sales tax opportunities. As shown in Table 6B, the Village has steadily been increasing the number of taxpayers within the Village since 1990. This increase in taxpayers has been representative of the Village's success at incorporating both new and existing commercial and employment use areas east of the tollway into the Village. As further detailed in Table 6B, the increasing number of businesses has helped to

increase significantly the Village's sales tax revenues. While the overall sales tax receipts have risen, the average sales tax per taxpayer has fluctuated¹. In order to attempt to minimize further fluctuations in this level and ultimately to achieve increases in it, the Village has outlined directives in this Plan to increase its mix of commercial retail activities.

The Village has planned for the increase in the mixture of commercial and retail activities to complement the trends east of the tollway for decreasing intensive industrial uses and increasing light industrial uses and direct to market retail businesses (See Chapter 4). Table 6C has laid out the various Illinois Department of Revenue industry categories from which sales taxes are collected and the percentage of the Village's total sales tax revenue generated in each of those categories

Table 6B: Village Sales Tax Receipts: 1990 - 2019

Year	Number of Taxpayers	Village Sales Tax Revenues	Average Sales Tax Revenue per Taxpayer	
1990	16	\$49,804	\$3,113	
1995	91	\$227,939	\$2,505	
2000	115	\$274,129	\$2,384	
2005	126	\$464,306	\$3,685	
2010	102	\$366,241	\$3,591	
2015	129	\$569,161	\$4,412	
2019	130	\$535,744	\$4,121	

Source: Illinois Department of Revenue Prepared by Rolf Campbell Associates

Date: 12-28-2020



¹ Note: This average does not account for inflation, the types of retail sales, and size of businesses.

between 1990 and 2019. As depicted, the Village's percentage levels per category fluctuated noticeably over the twenty-five (25) year time period. The Village's more recent percentage mixture, however, has been the most evenly distributed amongst the various categories with no one category having over fifty percent (50%) of the total sales tax generated in it as was the case in previous years. This more even distribution has reflected the Village's efforts at diversifying the number of commercial retail uses in the Village, which has provided a clear foundation on which the Village can plan for future such efforts. These efforts are especially important given current and forecasted market conditions, which could result in a temporarily decreased tax base in the near term. Based on analysis by organizations like CMAP, it is unclear where and what impact current issues regarding the current COVID-19 outbreak response measures may have on different municipalities and their distinct revenue streams.

The Village has also planned for an expansion in job opportunities within the Village as a portion of its efforts to expand its commercial and employment land uses. As outlined in Table 6A, the CMAP estimates of the have shown a general trend of an increasing number of jobs within the Village with prominent spike in the number of jobs in 2010 ².

The upward trend nature of employment numbers reflects the Village's efforts to incorporate and support businesses east of the Tollway. CMAP forecasts this upward trend to continue with the Village to gain approximately 600 new jobs, a 17% increase, by 2050. As with population and households, this CMAP forecast provides an initial guide for understanding the Village's potential employment growth, but the Village's Future Land Use Plan outlines the expectations of the overall amount of job generating land uses expected to be incorporated within the Village over this Plan's time horizon as well as the ultimate build out of the Village.

As can be seen in Table 6D, the incorporated areas of Village with commercial and employment uses have long maintained low property tax rates due to the responsible fiscal management of the various governmental districts. Since 1995, the annual property tax rate within the Village has been lower than almost all the surrounding comparable areas. This condition helps the Village remain attractive to businesses and should bode well for the Village's planning to attract more commercial and employment uses in the future.





² CMAP provides estimates for employment by municipality that can vary greatly from estimation period to estimation period. Due to the limitations of the estimation methodologies, these numbers should not be viewed as exactly accurate, particularly with respect to the spike in employment numbers in 2010. Rather, the estimates are best viewed and evaluated for their trend nature.

Table 6C: Village Sales Tax Category Percentages: 1990-2019

Year	Number of Taxpayers	General Merchandise	Food	Drinking & Eating Places	Apparel	Furniture, HH, & Radio	Lumber, Bldg. Materials, Hardware	Automotive & Fill Stations	Drugs & Misc. Retail	Agriculture & All Others	Manufacturers
1990	16	0.3%	1.3%	0.0%	0.0%	0.0%	25.9%	2.9%	0.7%	68.6%	0.3%
1995	91	0.5%	0.4%	0.5%	0.6%	4.6%	62.6%	7.3%	5.2%	12.7%	5.6%
2000	115	N/A	N/A	N/A	N/A	1.5%	20.9%	3.7%	10.6%	59.5%	2.6%
2005	126	N/A	N/A	N/A	N/A	26.6%	11.5%	33.3%	14.2%	12.6%	1.1%
2010	102	N/A	N/A	N/A	N/A	47.9%	13.7%	13.9%	8.2%	11.3%	0.9%
2015	129	N/A	N/A	N/A	N/A	5.2%	23.7%	14.8%	48.9%	6.4%	0.5%
2019	130	N/A	N/A	N/A	N/A	1.3%	22.8%	18.2%	46.5%	6.8%	2.5%

Source: Illinois Department of Revenue

Note: Data for 2000, 2005, 2010, 2015, & 2019 percentages do not add up to 100% due the Department of Revenue's censorship of data of less than 4 firms in a municipality for a particular category.

> Prepared by Rolf Campbell Associates Date: 12-28-2020

Table 6D: Village Area Property Tax Rates

Location	1995	2000	2005	2010	2015	2019
Green Oaks	5.627	5.800	5.271	6.355	7.538	7.360
Lake Bluff	5.647	5.465	5.092	5.571	6.918	6.495
Lake Forest	6.015	6.159	5.545	4.305	5.524	5.498
Libertyville	7.033	7.271	6.288	6.531	8.137	7.493
North Chicago	6.565	7.489	7.942	9.799	17.975	13.560
Vernon Hills	8.035	8.013	7.115	7.595	9.480	8.705
Waukegan	7.119	7.971	7.359	11.018	16.892	12.285
Unincorporated Libertyville TWP (School Dist. 68 Area)	5.987	6.655	5.956	6.491	7.704	7.329
Unincorporated Libertyville TWP (School Dist. 72 Area)	5.627	5.800	5.271	5.478	6.641	6.177

Tax rates reflect predominate rates for all combined taxing districts for the respective locations.

Source: Lake County Clerk's & Treasurer's Offices.

Note: Municipal rates prior to 2005 based on example tax bills; Post 2005 rates based on predominate rates as published by Lake County Clerk. Unincorporated rates based on example tax bills for all years.

Prepared by Rolf Campbell Associates Date: 12-28-2020



CHAPTER 7: EXISTING LAND USE & ZONING POLICIES & TRENDS

SECTIONS:

7-1: Land Use North of Green Oaks

7-2: Land Use West & South of Green Oaks

7-3: Land Use East of Green Oaks

7-4: Existing Village Zoning

7-5: Existing County Zoning & Trends

7-1: LAND USE NORTH OF GREEN OAKS:

As noted in the 1991 Plan, during the 1970s and 1980s considerable changes occurred in this area north of Green Oaks with annexations by both Waukegan and Green Oaks as well as purchases of property and/ or development rights for open space conservation by Libertyville Township. Since the approval of the 1991 Plan, the north area has experienced a relatively stable pattern of primarily residential land uses as well as fairly well-defined boundary limits for both Green Oaks and Waukegan. The Village has anticipated future land uses in this northern area to remain consistent with the pattern of primarily residential uses with some opportunities for infill development with uses that complement the overall existing land use character of the area.

7-2: LAND USE WEST & SOUTH OF GREEN OAKS:

As noted in the 1991 Plan, the unincorporated areas between Green Oaks, Libertyville, and Mettawa have nearly all been developed. The 1991 Plan went on to observe that it expected mutual cooperation would be needed to ensure that sound planning standards would be maintained for the few small isolated vacant parcels that still remained in the area.

The statements in the 1991 Plan remain valid for this current Plan. Similar to the northern area, the land use areas to the west and south of Green Oaks between Libertyville and Mettawa remain consistent with the land use patterns that have historically developed in the area and are generally consistent with the future land use patterns envisioned in the Village's 1991 Plan.

7-3: LAND USE EAST OF GREEN OAKS:

The 1991 Plan reported that land uses east of Green Oaks were dominated by industrial type uses. The 1991 Plan stated these uses included both large corporate complexes like Abbott Laboratories as well as numerous small and diversified industries located in the Rondout area. The 2009 Plan update expanded the areas to the east with the Village's Planning Territory, and this current Plan expanded the planning boundary further to include the unincorporated Knollwood neighborhood, which has a variety of residential and non-residential uses. The Knollwood neighborhood has grown up over the last 100 years and has developed with a distinct character compared to the surrounding municipalities. Since 2000, the areas adjacent to Waukegan Road (IL Route 43) have seen incremental redevelopment with commercial uses due to the visibility and access provided by the roadway. As with the Rondout area first being addressed by the Village in its 1991 Plan update, the Village now sees a need to provide planning guidance for this area to ensure longterm compatibility with the redevelopment efforts the Village is pursuing in the Rondout area.

7-4: EXISTING VILLAGE ZONING:

The 1991 Plan observed the general pattern of existing Green Oaks' zoning was well related to the environmental limitations of the area, available public services, and the transportation network. Within this general pattern, the zoning west of the tollway has been exclusively within the Village's Suburban Residential Districts with a small exception for a parcel of property within the Agricultural District. While the majority of the land uses within these residential zoning districts are predominately single family residential homes, the Village has permitted some other existing uses within the residential zoning districts that provide services to these residential uses, such as Oak Grove School, the Village Hall, parks and open spaces uses, and other similar uses. The Village has also permitted a senior

living facility via a Special Use permit within the SR-2, Suburban Residence 2 Acre District to meet the special needs of Village senior residents. The Village has anticipated continuing this restrictive zoning and land use pattern west of the tollway.

In contrast, the zoning pattern for property within the Village east of the tollway is predominately within either industrial, office, or business zoning districts with only some limited areas within residential districts, typically on the periphery of the Village limits and abutting open space land uses. While the area contains all three of the Village's industrial districts – LI, Limited Industrial District, GI, General Industrial District, and II, Intensive Industrial District - this range reflects a historical land use trend and is not necessarily reflective of more current and projected future trends.

Recent land use demands have exhibited a greater orientation toward less intensive industrial uses and an increase in more light warehousing and office/ service type uses. This more recent land use trend has led to text amendment changes in the provisions of the industrial zoning districts including the range of permitted and special uses in the various districts. Some of these text amendment changes have occurred over several years on a case by case basis without a comprehensive or overall comparison of the range of uses allowed in the various "limited," "general", and "intensive" industrial districts. In anticipation of the continuing trend for more light industrial type uses, increasing demand for more service and even commercial type uses in the area, and decreasing demand for the historical pattern of heavy or intensive industrial uses; a continuing review of the range of industrial type uses and the range of the industrial districts is appropriate with ultimately the possible elimination of the separate II, Intensive Industrial District classification.

7-5: COUNTY ZONING TRENDS:

As noted in the 1991 Plan, Lake County had previously adopted a new zoning ordinance in December of 1988 with the most significant features of this ordinance in the structure of the S, Subdivision District and the U, Urban District. The Village's 1991 Plan also related that the S and U Districts allowed virtually

all uses including single family residential, multifamily residential, commercial, and industrial uses. Furthermore, the 1991 Plan reported concerns for several land areas designated with these County zoning districts and their conditions for possibly allowing such a broad range of uses. Specifically noted were areas zoned in the S, Subdivision District along Buckley Road west of St. Mary's Road that the Village's 1991 Plan envisioned as future single family, while the County's zoning could have allowed commercial or industrial uses. Also noted in the 1991 Plan were areas east of the tollway with properties within the County's U, Urban District north of Buckley Road and S, Subdivision District south of Buckley Road that the Village's Plan envisioned as either future commercial or industrial, while the County's zoning could have allowed either single family or multi-family residential.

In April of 2000, Lake County adopted a new zoning ordinance known as the Unified Development Ordinance (UDO). Under this new ordinance, the County zoned the unincorporated areas along Buckley Road west of St. Mary's Road with its R-1, Residential Zoning District, the unincorporated areas just east of the tollway primarily with its LI, Limited Industrial District, and the areas just west of IL. Route 43 with its R-2, Residential, R-3, Residential, and GC, General Commercial Districts. The rezonings west of tollway to the R-1, Residential District and east of the tollway to the LI, Limited Industrial District have reflected the potential development of uses more consistent with the Village's 1991 Plan.

With the expansion of the Village's planning territory to the east along State Route 176 (Rockland Road) to Waukegan Road (IL Route 43), this current Plan addresses additional concerns for the County's current zoning and its Regional Framework Plan in Chapter 4: Future Land Use Plan.



CHAPTER 8: COMMUNITY FACILITIES & SERVICES

SECTIONS:

8-1: Goal, Objectives, & Policies

8-2: Community Facilities & Services Planning

8-3: Schools

8-4: Parks & Open Space

8-5: Trails & Pathways

8-6: Police & Fire Protection

8-7: Sanitary Sewers

8-8: Water Systems

8-9: Telecommunications

8-1: GOAL, OBJECTIVES, & POLICIES:

GOAL:

Establish a system of community facilities and services that supports a high quality of community life, enables the continued development of the Village in an efficient and fiscally responsible manner, and facilitates high quality educational opportunities.

OBJECTIVES:

- 1) Maintain the Village's public water and sanitary sewer facilities and expand them as necessary to support development opportunities or as coordinated with residential neighborhoods.
- 2) Support the efforts of other governmental bodies that contribute to the community character of the Village.
- 3) Provide recreation facilities suitable for the active recreation needs of the residents of the Village.
- 4) Prepare a plan for pedestrian and bicycle circulation which will meet both recreational and transportation needs in the Village.
- 5) Review ways to maintain and improve community facilities and services that meet the modern needs of residents and businesses.

POLICIES:

- 1) Require access to community sanitary sewer systems prior to the development of new community facilities.
- 2) Require the dedication of sufficient active and passive recreation space as part of any development with a residential component.
- 3) Work with school districts to provide safe, accessible routes to schools.
- 4) Continue the development of the Village's own pathway system to provide safe and efficient pedestrian and bicycle travel circulation, and coordinate its development with those systems of overlapping and surrounding jurisdictions.
- 5) Condition the expansion of sewer and water services for newly annexed areas based on whether, or not, the benefits presented by these areas merit the extension of these services.
- 6) Review, as necessary, the upgrade and regulation of telecommunication facilities to meet the needs of residents and businesses.
- 7) Coordinate the upgrading of utilities east of the Tollway as redevelopment occurs.

8-2: COMMUNITY FACILITIES & SERVICES PLANNING:

A number of governmental jurisdictions oversee the provision of community facilities and services within the Village's Planning Territory. Figure 8A: Community Facilities Map and Figure 8B: School Districts Map details the location of major facilities and the jurisdictional boundaries of various special taxing districts. Due to this interdependent nature, the Plan outlines in this chapter the Village's directives for coordinating the planning of these facilities within the context of the Village's future development. Through these directives, the Village hopes to maintain high quality and efficient community facilities and services for its residents and businesses.

8-3: **SCHOOLS**:

As shown on Figure 8B: School Districts Map, several school districts' jurisdictions overlap the Village's Planning Territory with existing incorporated Village areas receiving public education services from Libertyville School District 70, Oak Grove School District 68, Rondout School District 72, and Community High School District 128. The remaining potentially annexable residential areas of the Village's Planning Territory also include portions of Lake Bluff Elementary School District 65 and Lake Forest High School District 115. Oak Grove School and Rondout School, both located within the Planning Territory, provide the majority of existing Village residents with kindergarten through eighth grade education opportunities. High school students within the existing incorporated Village currently may attend Libertyville High School. The Village wishes to maintain and build strong relationships with each of these districts in order to develop mutually beneficial goals such as superior educational facilities and safe routes to schools. When appropriate, the Village anticipates continuing to require impact fees or land dedications to offset the need for expanded capital facilities generated by new residential development.

8-4: PARKS & OPEN SPACE:

A paramount goal of the Village is to create a community with readily accessible active and passive open space areas. Figure 8C: Parks and Open Space Map depicts the various park and open space facilities in the area. Currently within the Village's Planning Territory, the providers of these open space areas include the Village, Libertyville Township, Shields Township, Lake County Forest Preserve District, Lake Bluff Park District, Homeowner's Associations, and school properties. For active open space areas, a number of facilities have serviced the needs of Village residents. Since the 1991 Plan, the Village developed its first community park just off Sage Court north of IL Route 137. The park contains walking trails around

six acre Lake Kathryn. Libertyville Township, Oak Grove School District, and Rondout School District provide playgrounds and community ball fields at Lindholm Park, Oak Grove School, and Rondout School, respectively. With respect to additional active facilities, the Village also enjoys access to facilities in the surrounding area, such as the Libertyville Township Soccer Complex, swimming facilities at Lake Minear, Independence Grove, Adler Park, Libertyville High School, Lake County Forest Preserve District Facilities, and the Lake County Regional Bike trail system. For passive open space areas, the Village's planning territory contains both local and regional resources. A number of the Village's subdivisions contain conservation areas that preserve in perpetuity high quality environmental resources. Likewise, the Village's Planning Territory is bordered on its south and west by four Lake County Forest Preserve District holdings: Independence Grove, Old School, Middlefork Savanna, and Wilmot Woods. While some of these forest preserves offer active recreation uses, they also provide the Village with green buffers and boundaries that provide a spatial separation from adjacent developed areas. The combined active and passive areas provide an integrated open space network that greatly enhances the quality of community life.

For future facilities, the Village anticipates a need for expanded active recreation facilities and potential additional parkland. The Village will review the possibility of additional park areas when developers approach with development proposals. At this time, the primary areas the Village sees for new potential park land are the existing apple orchard parcel northeast of the Atkinson Road and Crest Road intersection, the parcel at the northeast corner of the intersection of IL Route 137 and O'Plaine Road, and as a component of larger developments east of the tollway, such as a regional commuter train station or mixed use project. Developments in these areas should seek to create attractive open space features that are integrated within their site design that not only serve onsite uses, but also provide functional open space areas for the Village at large. The Village will also continue to enact its open space dedications or fees-in-



lieu of provisions for any new infill subdivisions that might occur throughout the Village. These provisions would include securing high-quality environmental resources with any potential redevelopment.

8-5: PATHWAYS & TRAILS:

Since the 1991 Plan, the Village has actively pursued its pathways plan component to develop a network of paths that makes pedestrian and bicycle travel between residential neighborhoods easy and efficient. These paths have also connected with the regional trail system provided by the Lake County Division of Transportation, Lake County Forest Preserve District, and Libertyville Township.

As displayed on Figure 8D: Pathway and Trail Plan Map, the updated Pathway Plan reflects the established path system within the Village's Planning Territory as well as the future planned improvements. The Pathway Plan distinguishes between those paths expected to be provided by local authorities, Village of Green Oaks and Libertyville Township, and by Lake County. The Village also anticipates that new developments east of the tollway will provide pathway connections to the existing Lake County trail along IL Route 176 and northward to Atkinson Road and IL Route 137 (Buckley Road). The Village will also pursue the addition of hardscape features, such as benches and bike racks, within the sites of these new business and developments to make it more conducive for non-motorized transportation. These provisions will be especially necessary for the proposed regional commuter train station and any community open space areas.

Starting in 2015, Lake County began planning a non-motorized, east-west pathway in the vicinity of IL Route 137 (Buckley Road) to connect the Robert McClory Bike Path in North Chicago with the Des Plaines River Trail in Libertyville. Dubbed the Patriot Path, Lake County evaluated various routes with the path east of the Tollway traveling along IL Route 137 (Buckley Road) but west of the Tollway it could have taken various alignments, even south and west weaving through subdivisions in Green Oaks. Per a public hearing in to 2018, Lake County determined the preferred alternative route would be for the path to run adjacent to IL Route 137 (Buckley Road) both east and west of the Tollway. While the project is still in the planning stages, Lake County presently estimates the path will be approximately five miles long with

the pathway to be approximately ten feet wide along its whole route and be of a material to accommodate pedestrians, bikes, and other non-motorized transportation. Program to begin construction. Lake County has included this path on its 2040 Transportation Plan - Non-Motorized Plan. The Lake County 2020-2025 Proposed Highway Improvements Program (PHIP) has just allocated funding for portions of the Patriot Path. The PHIP designates funding starting in 2025 for the Patriot Path portions running from the Des Plaines River Trail to Sage Court (Stage I; within the Village) and from U.S. Route 41 to the Robert McClory Bike Path (Stage IV; outside the Village). The PHIP indicates the remaining portions of the trail as being preliminary and to be completed post-2025. The Village will continue to monitor this project as it enters its design phase to ensure it provides access for Village residents while maintaining the Village's planned community character as outlined in this Plan.

In addition to the Patriot Path, the Lake County 2040 Transportation Plan – Non-Motorized Plan includes the development of an approximately two mile north-south path along O'Plaine Road between IL 137 (Buckley Road) to McGraw Road, where it would connect with a planned extension of the Lake County Forest Preserve District (LCFPD) Middlefork Trail discussed below. This new O'Plaine path would fall under the jurisdiction of the Lake County Division of Transportation, but the Village would anticipate being an active party in the planning, locating, and designing of this path to ensure it meets the Village's planned community character.

Similarly, the Lake County Non-Motorized Plan and the recent Northern Lakeshore Trail Connectivity Plan (Draft) indicate an extension of the Middlefork Trail from south of IL Route 176 northward up the east side of the Amtrak railroad tracks with the trail eventually heading westward to connect with the Des Plaines River Trail. As a planned pathway proposed to be under the LCFPD's jurisdiction, the currently depicted path would run right through the area the Village plans

for the development of its train station TOD area. This trail could possibly be accommodated as part of the Village's concept for a northward extension of Laura Lane to connect with Atkinson Road (See Figure 10B). As this path would pass right through the heart of the Rondout TIF District, the Village would seek to be the lead party to provide direct guidance on the planning, location, design, and other elements associated with the path for the portions within the Village's Planning Territory. While the Village would be the active lead on such a path, the Village knows coordinating with the LCFPD on the development, funding, and maintenance of such a path would be paramount in its development and success.

8-6: POLICE & FIRE PROTECTION:

The Village currently contracts with the Lake County Sheriff's Office for police protection, traffic control, and other supplemental services. The Village anticipates reviewing the need for expanding services in the future as more development occurs east of the tollway.

As shown on Figure 8A: Community Facilities Map, the Libertyville Fire Protection District (LFPD), which contracts service from the Village of Libertyville Fire Department, services the current incorporated portions of the Village and the majority of the Village's Planning Territory. The Village's Planning Territory currently contains LFPD Station #3, which is located along Atkinson Road halfway between Waukegan Road (IL Route 43) and the tollway. Due to a reciprocal service agreement, portions of the Village may also



receive fire protection service from the City of North Chicago's fire station on IL Route 137 in times of emergency. Abbott Laboratories also has an onsite fire protection department. A portion of the Village's Planning Territory is located within the Rockland Fire Protection District, which contracts service from the Village of Libertyville Fire Department for areas north of the CN railroad tracks from the City of Lake Forest Fire Department for areas south of the CN railroad tracks. The Village anticipates reviewing any proposed development plans within these respective districts with officials in order to receive comments regarding life and safety concerns.

8-7: **SANITARY SEWERS:**

Since its 1991 Plan, the Village has undertaken a concerted effort to expand sanitary sewer services throughout the Village. These efforts have been in conjunction with North Shore Water Reclamation District (NSWRD) and Lake County Public Works Department (LCPWD) for east and west of the tollway, respectively. The main interceptor for the NSWRD area runs roughly parallel to the North Branch of the Chicago River and connects to the Clavey Road Sewage Treatment Plant. The Village connects westward at a number of points to the LCPWD system, which transports sewage for treatment at the Village of Libertyville's wastewater treatment plant. As shown in Figure 8E: Sanitary Sewer Atlas, the Village of Green Oaks acts as the primary service representative for the majority of its incorporated area except for the Cambridge Estates (Ashford Trails) subdivision, which is in the LCPWD service area, and portions of the Green Oaks Business District, which is in the NSWRD service area.

Several subdivisions and single lot developments within the Village and its Planning Territory still rely on individual on-site septic systems. The Lake County Health Department permits and monitors these systems for environmental and sanitary standards. Contingent upon economically feasible means, the Village may consider, as necessary, servicing of these lots with public sanitary sewer.



The Village will need a periodic review of its system to ensure it is functional and meeting the demands of its users. To facilitate further development, the Village will also need to review upgrading the facilities east of the tollway to accommodate the demands of new uses. These upgrades will be dependent on a review of various potential funding mechanisms, including Special Service Areas and developer contributions.

8-8: WATER SYSTEM:

Currently, the Village receives water from three sources, Central Lake County Joint Action Water Agency (CLCJAWA) via LCPWD, the City of Waukegan, and private wells. LCPWD provides CLCJAWA Lake Michigan water for the areas east of the tollway, west of the tollway south of the Metra Railroad tracks, and the Cambridge Estates (Ashford Trails) subdivision. The Village distributes Lake Michigan water received from the City of Waukegan for the areas west of the tollway north of the Metra Railroad tracks. Figure 8F: Public Water Atlas shows the location of these two (2) service areas. Within both of these service areas, some lots still remain on individual private wells. As outlined in Figure 8G: Water Distribution Master System Plan, the Village has a long-range plan that acts as a general guideline for extending public water in the future to additional incorporated subdivisions. The implementation of this Plan is a collaborative effort between the Village and the residents of each subdivision, and as such, any final timeframes for extending water services is contingent upon acceptable arrangements by both parties with the formation of neighborhood SSAs. Once connected to the system, the Village has also made allowances for lots to maintain their private wells for lawn maintenance and other non-potable uses; however, discontinued wells are to be disconnected completely in order to preserve the shallow aquifer system in the area.

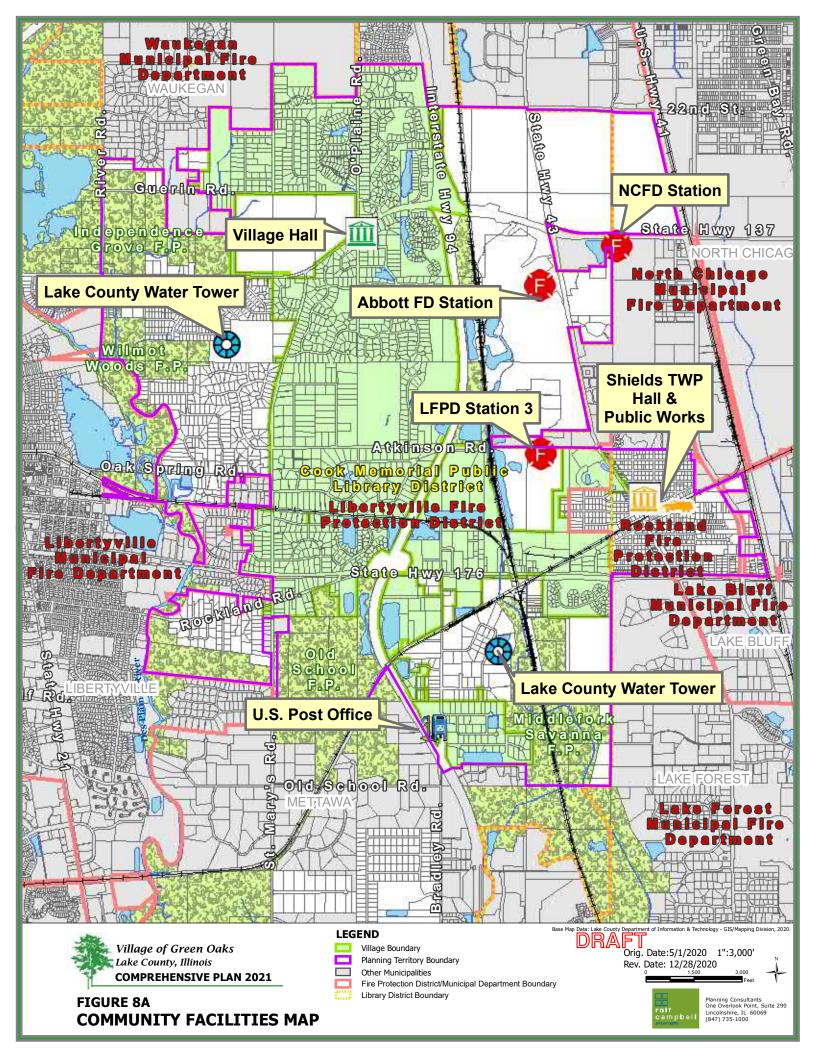
Public water provided by Waukegan is contingent on the Village's Lake Michigan Water Allocation as administered by Illinois Department of Natural Resources (IDNR). The IDNR periodically reviews the allocation levels for municipalities and requires the Village to submit a request for a specific allocation of water contingent on its current usage and long-term planning. This Plan provides a guide for assisting the Village with determining the future levels of this allocation. Water provided by private wells

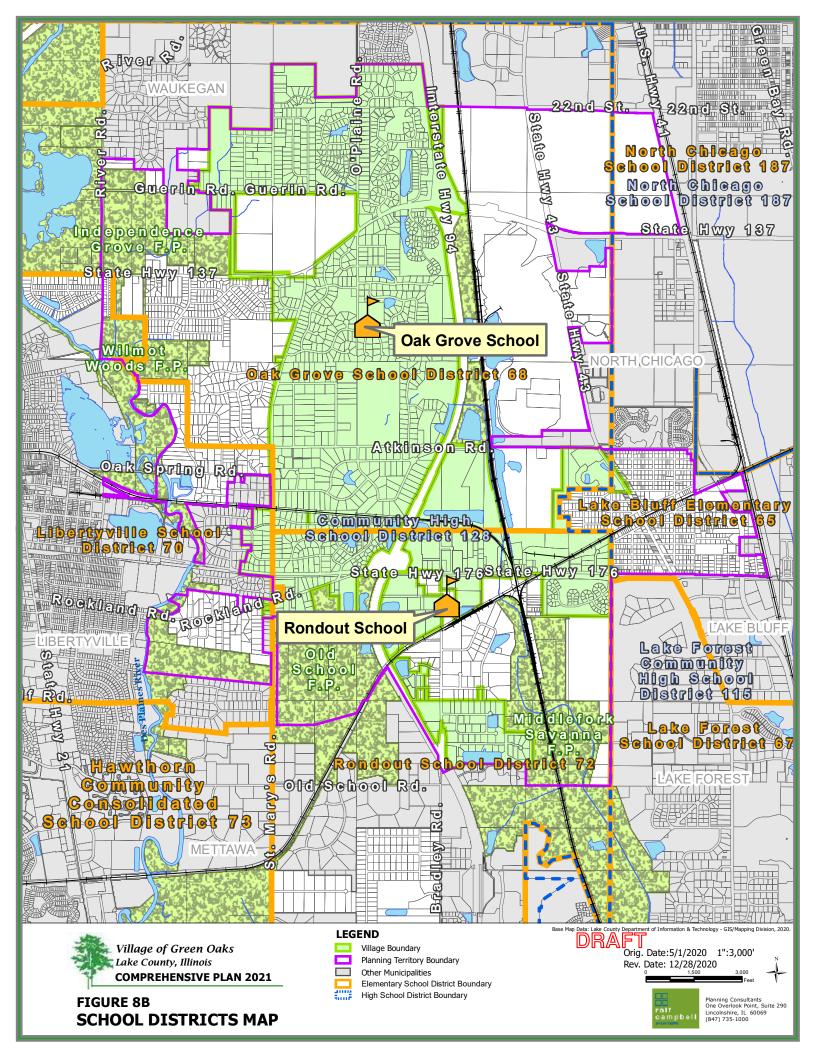
is contingent on maintaining the shallow aquifer recharge areas, which are primarily located along the Des Plaines River valley, and the level of water within the aquifer. During periods of extended drought, the Village does impose water use restrictions per local ordinance on these and other lots to protect aquifer recharge. The shifting of the majority of lots to public water and level of residential density in the area should also greatly assist with preserving the integrity of the aquifer system.

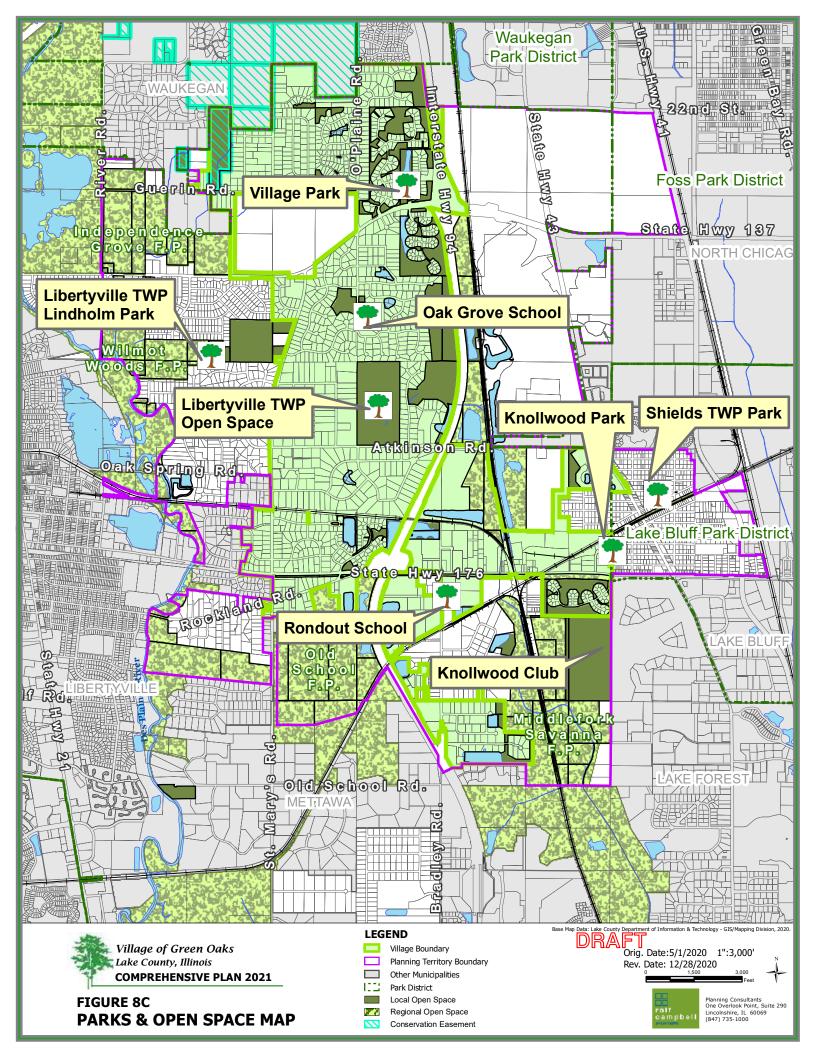
8-9: TELECOMMUNICATIONS:

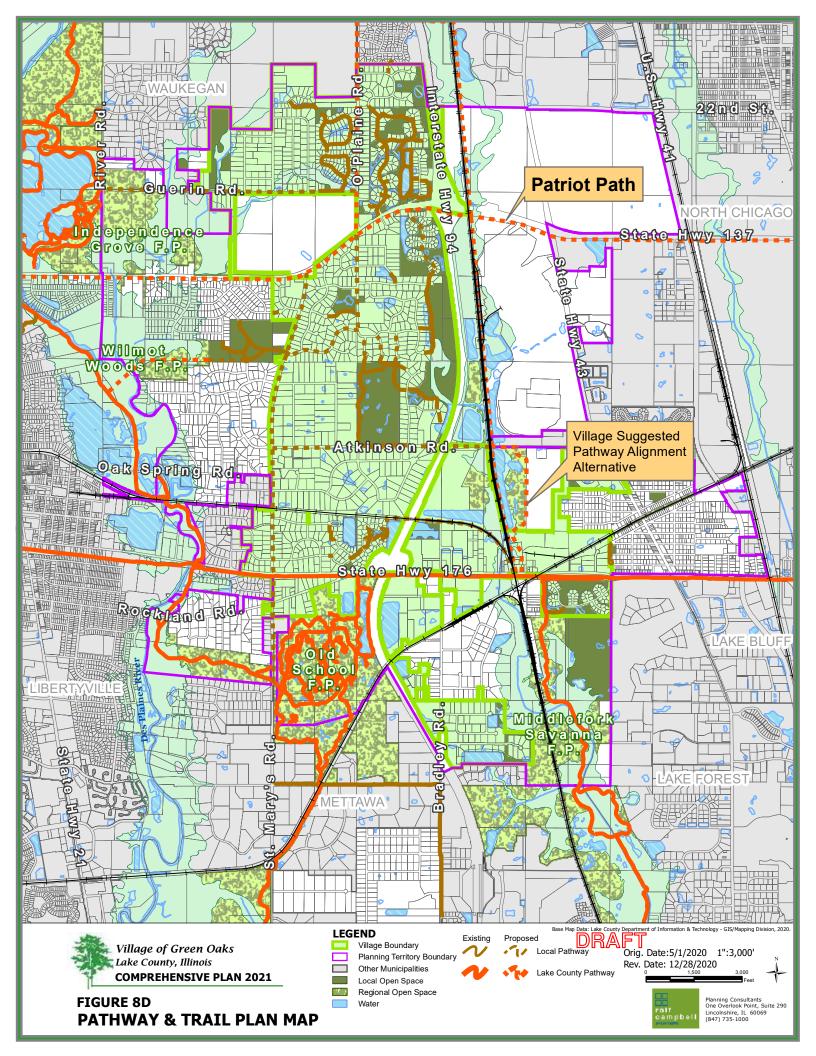
Since the 1991 update, significant advancements in telecommunication and information technology infrastructure have occurred. In response to these changes, the Village has adopted provisions for the appropriate siting and development of personal wireless service facilities (i.e. cell towers). The Village plans to continue to implement these ordinance provisions to preserve the community character of the area while providing for the need of wireless communication services.

New infrastructure requirements, such as fiber optic cables, may also be needed in the future by residents and businesses. In addition, the Village will monitor the technological development of municipal area Wi-Fi networks for suitability in the context of the Village with the upgrading of other communication infrastructure. The Village, as necessary, will review the installation of such infrastructure in a manner that is compatible with the existing community character and its own budgetary constraints.

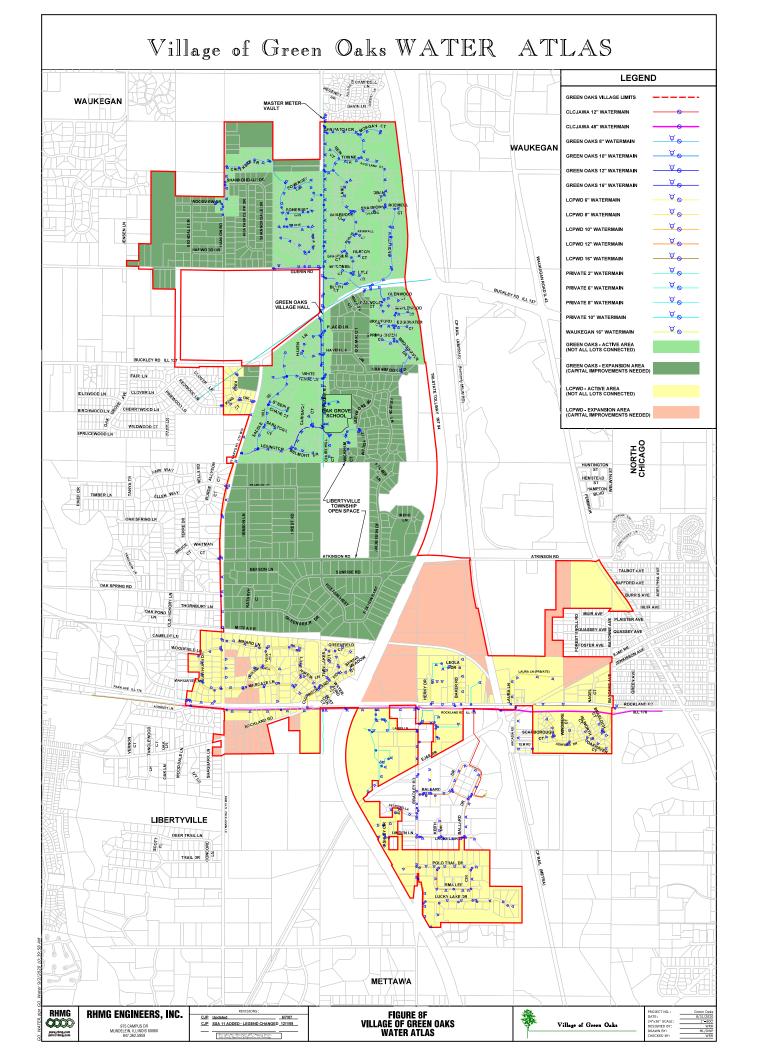


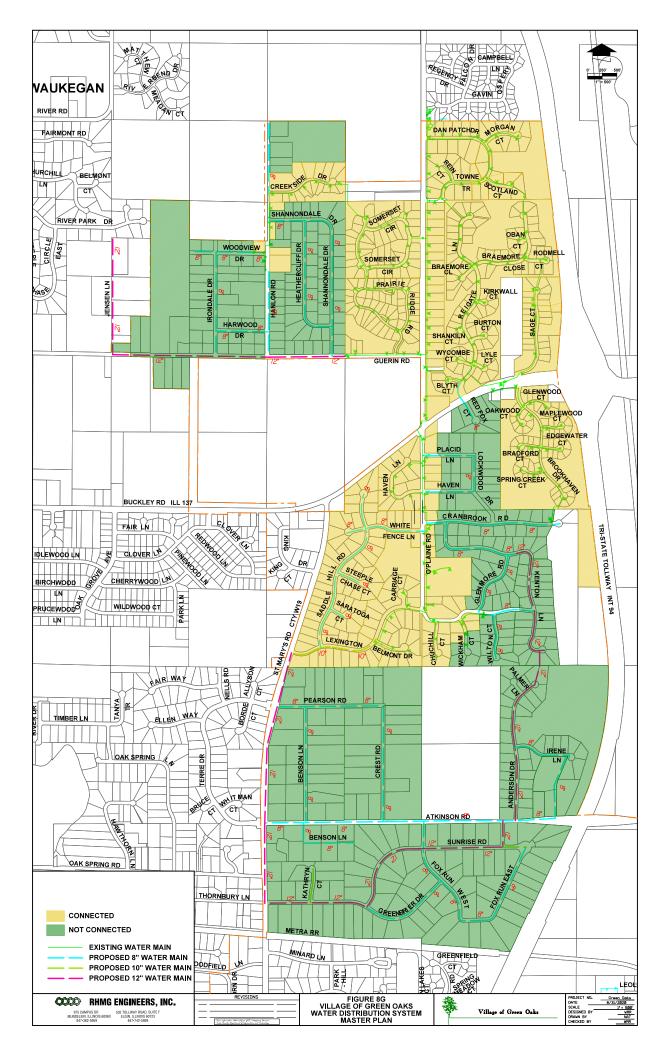






Village of Green Oaks SANITARY SEWER ATLAS LEGEND GREEN OAKS VILLAGE LIMITS WAUKEGAN GREEN OAKS SERVICE AREA (NOT ALL LOTS ACTIVE NO CA IMPROVEMENTS NEEDED FOR CONNECTION) WAUKEGAN GREEN OAKS SANITARY FORCEMAIN AND PIPE SIZE LAKE COUNTY PUBLIC WORKS DEPARTMENT SANITARY SEWER PIPE SIZE AND MANHOLE BUCKLEY PO ILL 137 LIBERTYVILLE METTAWA FIGURE 8E VILLAGE OF GREEN OAKS SANITARY SEWER ATLAS RHMG ENGINEERS, INC. Village of Green Oaks





CHAPTER 9: NATURAL ENVIRONMENT & SUSTAINABLITY

SECTIONS:

9-1: Goal, Objectives, & Policies

9-2: Environmental Considerations

9-3: Environmental & Sustainability Planning

9-1: GOAL, OBJECTIVES, & POLICIES:

GOAL:

Protect and preserve significant environmental resources that enhance the function and character of the community, while working to facilitate development to meet the Village's future needs.

OBJECTIVES:

- 1) Maintain and monitor a surface water drainage system throughout the Village planning area.
- 2) Preserve, when possible, wetland features as integral components of the environmental features of the Village.
- 3) Protect and preserve sensitive environmental ecosystems as passive open space areas.
- 4) Encourage the implementation of sustainable development measures within the Village.

POLICIES:

- 1) Review and approve all proposed new development only in conformance with the Village's drainage study and plans.
- 2) Require suitable open space areas for conservation and protection of natural resources as well as drainage and storm water detention needs in all new developments.
- 3) Review the Zoning Code and Building Code for potential revisions to allow for the implementation of sustainable development measures, such as wind and solar energy generation equipment, that do not negatively impact the community character of the area.



9-2: ENVIORNMENTAL CONSIDERATIONS:

The natural environment of the greater Village area has been the subject of numerous detailed scientific and planning studies, which have been published in whole or as parts of plans by the Village, Lake County, and other public agencies. In general, environmental considerations have limited some areas of the Village's Planning Territory from intensive suburban development. These environmental considerations have included features such as wetlands, floodplain, high quality woodland areas, and similar environmental resources. Figure 9A: Environmental Conditions Map has laid out the general location of most these considerations to provide an initial insight as to their extent within the Village's Planning Territory. As exhibited in this map, both the east and west sides of the tollway have contained significant amounts of these environmental consideration areas.



9-3: ENVIRONMENTAL & SUSTAINABLITY PLANNING:

Throughout its history, the Village has been actively engaged in planning for the protection of critical environmental resources. The Village's past efforts of permitting only low-density residential with appropriate open space dedication areas has permitted the Village's population to grow while maintaining the integrity of many of these high-quality environmental considerations. Furthermore, based on its previous planning directives, the Village has undertaken various efforts to address specific environmental planning issues. Key results of these planning efforts have included developing a comprehensive stormwater management program and systems development, facilitating identification and protection of wetlands, and adopting a tree preservation ordinance.

With technical guidance provided by Rezek, Henry, Meisenheimer, & Gende, Inc., Village Engineer, the Village has earned its classification as a Certified Community by the Lake County Stormwater Management Commission. This distinction has allowed the Village to act as the administrator of Lake County's Watershed Development Ordinance within its own corporate limits. In addition, the Village in coordination with the Saddle Hill HOA, Forest Glen HOA, and the West Skokie Drainage District has completed an overall phased project to improve the drainage of tributaries to the Middle Fork of the North Branch of the Chicago River. These mitigation steps included removal of excessive and invasive vegetation, drainage channel reshaping, erosion controls, and appropriate revegetation. These steps have improved not only the drainage immediately adjacent to the tributaries but those conditions of the neighboring residential subdivisions and roadways as well. The Village has also incorporated drainage channel reshaping and other mitigation efforts as part of Special Service Area #11 involving the installation of public water and sanitary sewer in the R.O.W. Building upon these efforts, the Village has outlined future drainage improvements along and nearby Cranbrook Road and Kenton Lane within the Banbury and Saddle Hill subdivisions that will serve to reduce the frequency and severity of flooding.

The Village has implemented a stormwater management program along Atkinson Road in conjunction with Libertyville Township. This program included the construction of a combination of storm sewers and drainage ditches connecting to a forty (40) acre-foot flood control basin. The basin located on the eighty (80) acre Libertyville Township open space parcel in the roadway corridor. To construct the basin, the program outlined the clearing of Buckthorn and other invasive plant species while preserving a mature grove of oak trees. The basin was restored with native prairie conditions via wet prairie, emergent marsh, and prairie buffer plantings. The Village used the excavated soil to construct a sound berm at Atkinson Road and the tollway.

As mentioned under Chapter 4: Future Land Use Plan, the Village completed the West Rondout Drainage project as part of its Rondout TIF District's implementation to improve the stormwater facilities for properties near Baker Road. This infrastructure will greatly assist with mitigating flooding conditions that can occur in this area during major rain storm events. In the future, the Village will need to continue with other such efforts to improve drainage with respect to floodplain areas, both west and east of the tollway. In order to provide for quality commercial development and resource protection, the Village will need to take special care of drainage and floodplain areas to facilitate the continued development of areas east of the tollway. The Village will need to review in conjunction with landowners and stakeholders potential drainage way improvement projects and combined storm water detention facilities. By being proactive in its approach towards these issues, the Village hopes to be able to coordinate and facilitate feasible development that maximizes the potential benefits of the area.

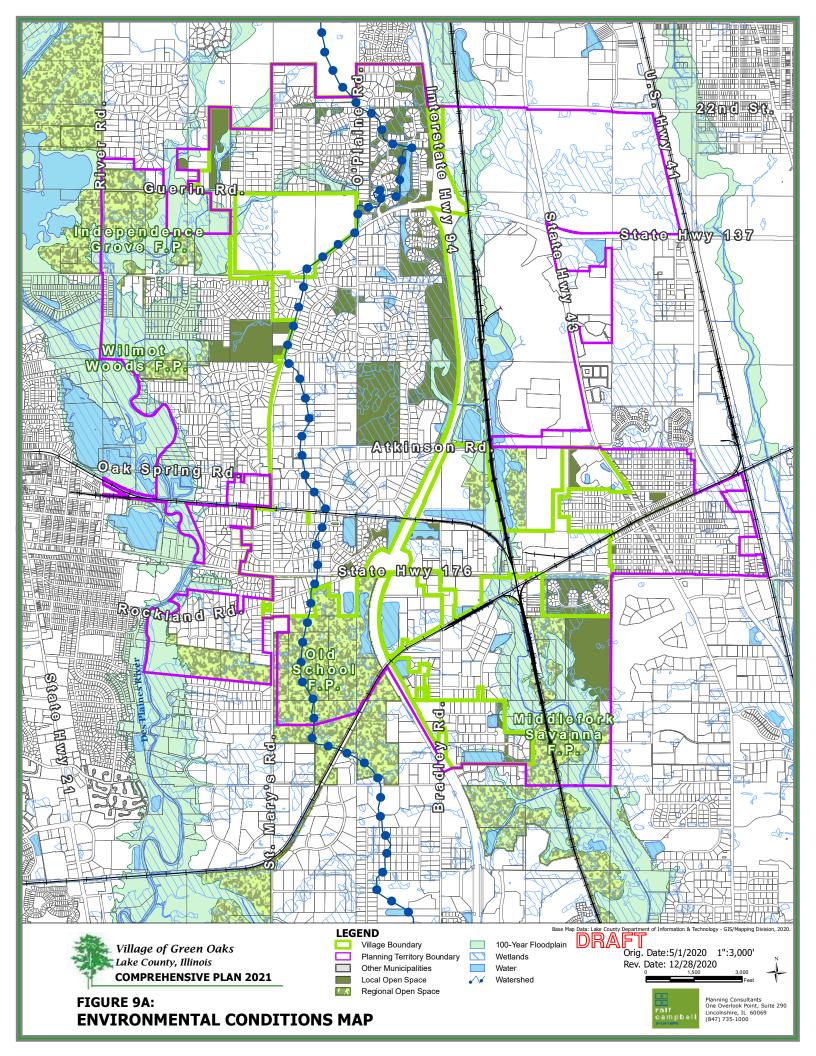


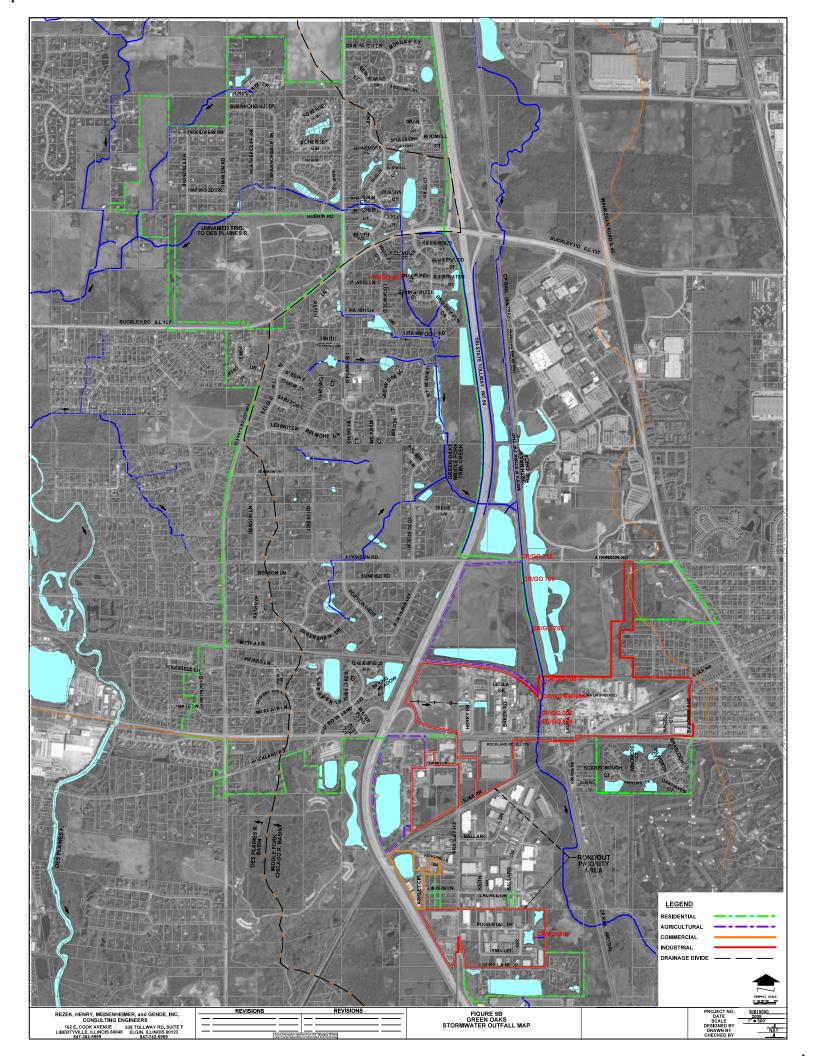
As a mutually pursued objective with the described stormwater drainage improvements, the Village has also been active in assisting with the preservation of wetland areas. With new residential developments, when feasible, the Village has sought the preservation of wetlands through allowing cluster development patterns. Through this process, the Village has hoped to incorporate these wetland features as open space amenities to be enjoyed by residents.

The Village adopted its Tree Preservation Ordinance in 1994 in order to prevent the loss of existing high-quality trees or to provide for their replacement if necessary. The ordinance has required developers to identify trees four inches (4") or larger in caliper to be evaluated by the Village Forester for preservation or replacement. This Ordinance has greatly aided the Village in maintaining its image as a green community.

In addition to these past efforts, the Village with this Plan would like to announce their openness in pursuing further sustainable planning measures for its future development. These measures would include seeking to have developers incorporate the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) standards in buildings and within overall site development, reviewing procedures and standards for homeowners to retrofit buildings with more sustainable materials and alternative energy sources, and having the Village provide the leadership in facilitating the efforts of residents and businesses to act in more environmentally conscious ways. For homeowners, these measures could include the construction of personal wind and solar energy generation devices, alternative heating and cooling systems, and permeable driveway and patio materials. While the Village wishes to make it possible to receive the benefits from these measures, it also understands that certain external effects upon surrounding lots may be created upon their implementation. As such, the Village will need to review any measures before their implementation and adopt appropriate standards to limit any of these effects.







CHAPTER 10: TRANSPORTATION FACILITIES

SECTIONS:

10-1: Goal, Objectives, & Policies

10-2: Introduction

10-3: Lake County Department of Transportation

10-4: Regional Arterial Roadways

10-5: Regional Collector Roadways

10-6: Local Collector Roadways

10-7: Local Residential Streets

10-8: Local Business & Industrial Streets

10-9: Multi-Modal Transportation Station

10-1: GOAL, OBJECTIVES, & POLICIES:

GOAL:

To provide a transportation network that will promote sound community development, discourage large traffic volumes from passing through residential areas, provide for improved circulation within the Village and surrounding planning territory, increase mobility and safety of pedestrians and bicyclists, provide access to regional mass transit services, and improve the efficiency of commuter/freight rail traffic.





OBJECTIVES:

- 1) Promote a major street plan which is consistent with both the transportation needs of the County and the internal circulation needs of the Village.
- 2) Continue to implement and maintain a local street system consisting of collector streets which minimize the impact of through traffic, heavy traffic or high-speed traffic in the residential neighborhoods of the Village.
- 3) Establish a functional street classification system for the Village.
- 4) Improve traffic safety by reducing conflicts between pedestrians and vehicles and between vehicles.
- 5) Improve accessibility in both directions to the tollway so that it has a more positive impact on through-traffic in the Village and surrounding area.
- 6) Pursue the development of access within the Village to Metra regional commuter rail and Pace bus services.

POLICIES:

- 1) Promote a roadway network that directs non-local automobile traffic to remain on major county roads, rather than the collector and local streets in residential neighborhoods.
- 2) Review and comment on all transportation development proposals, whether private, township, County, or State (including tollway) based on the Village's transportation planning directives.
- 3) Evaluate all proposed developments in terms of traffic safety with emphasis on the separation of pedestrian and vehicular traffic and on the functional separation of automobile traffic.
- 4) Pursue the development of a multi-modal transportation center east of the tollway.



- 5) Continue to monitor, refine, and implement the Village Road Program in a fiscally sound and efficient manner that provides residents with high quality roadways.
- 6) Review and support the widening of IL Route 176 east of the Tollway from a two-lane profile to a wider lane profile in conjunction with the Illinois Department of Transportation and Lake County Division of Transportation.

10-2: INTRODUCTION:

Currently, the Village is well serviced by an integrated roadway network of local, collector, arterial, and expressway roads. Figure 10A: Transportation Facilities Map illustrates the regional arterial, regional collector, and local collector roadways along with the two (2) interchanges with the Tri-State Tollway (U.S. Interstate 94) that make up the Planning Territory's traffic network. Presently, only the IL Route 137 Interchange provides full access to the tollway for north and south bound traffic. The IL Route 176 Interchange only provides on-ramp access for south-bound traffic and off-ramp access for north-bound traffic (i.e., coming from Chicago, heading to Chicago, respectively). The closest commuter rail stations in proximity to the Village are currently at Libertyville and Prairie Crossing for the Milwaukee District North Line and at Lake Bluff and the Great Lakes Naval Training Center for the Union Pacific North Line. The Prairie Crossing station also connects to the North Central Service Line.

Within the Planning Territory, the planning and maintenance of transportation facilities is overseen by a variety of jurisdictions. CMAP provides the initial oversight through the Regional Transportation Plan (RTP) which coordinates federal and state funding for transportation improvements. The Regional Transit Authority (RTA) through its Metra and Pace branches oversees commuter rail and regional bus services, respectively. The maintenance and planning of roadways in the area is divided among the Illinois Department of Transportation (IDOT), Lake County

Division of Transportation (LCDOT), Illinois Tollway Authority (Tollway Authority), township highway departments, and municipalities depending on jurisdictional arrangements and levels of service.

10-3: LAKE COUNTY DIVISION OF TRANSPORTATION (LCDOT):

Coordinated with the County's Framework Plan, two (2) County transportation planning documents, 2020-2025 Proposed Highway Improvements Program (PHIP) and the 2040 Transportation Plan (2040 Plan), summarize the regional transportation plans for roadways, non-motorized routes, and transit. The 2020-2025 PHIP provides a detailed list of improvements for area roadways. For the Village's Planning Territory, this program details that St. Mary's Road north of IL Route 176 and O'Plaine Road are currently over capacity. While this roadway stretch is over capacity, the PHIP does not provide any specific designated improvements to address this condition, such as lane widening. The PHIP, however, does designate the St. Mary's Road section south of IL Route 176 and north of IL Route 60 to undergo resurfacing, restoration, and rehabilitation (3R) starting in 2020. Similarly, the PHIP does not propose any widening improvements to O'Plaine Road, but it does indicate for the portions of the road in the Village to undergo a 2024 preservation project for microsurfacing between IL Route 120 south to IL Route 137 (Buckley Road).

The 2040 Plan provides a general overview and outline of large-scale transportation projects and their alternative arrangements to be developed over the next forty (40) yeas. The 2040 Plan contains three sections to address roadways, non-motorized, and transit improvements. In terms of overall roadway planning, a key element of the 2040 Plan focuses on the development of an IL Route 53 Freeway extension to be developed and operated by the Illinois State Toll Highway Authority (ISTHA). ISHTA has recently decided it will not move forward with the development of IL Route 53 extension, which has effectively terminated the project. It is not clear at this time what

actions Lake County may consider to address this issue and what affect it will have on the 2040 Plan. The Village will need to monitor how changes to the 2040 Plan might affect the major north-south and east-west roadways within the Village's Planning Territory. With the 2040 Plan's current design, Lake County has designated roadway widenings for both IL Route 176 between Waukegan Road (IL Route 43) and the Tollway and Waukegan Road (IL Route 43) between IL Route 176 and Hampton Boulevard. The 2040 Plan notes these roadways are under the IDOT's jurisdiction and subject to IDOT's action to widen them. The Village supports both cases for road widening, especially IL Route 176. On its own part to support the implementation of the Rondout TIF District, the Village has begun engaging IDOT on the requirements for widening IL Route 176. The Village is presently undertaking Phase 1 engineering for widening alternatives of the roadway.

The 2040 Plan also indicates intersection improvements for the Tollway interchange with IL Route 176 for a full interchange and the U.S. Route 41 and IL Route 176 intersection for an improved access arrangement. Both of these improvements would require tremendous investments and it is unclear how committed IDOT and Lake County are to undertaking these projects with such high costs. As the Tollway interchange improvement would affect the Village the most, the Village is keen to work with IDOT and Lake County on potential plans for such an improvement. The Village does note that the site and environmental constraints for such a new intersection design are significant as well as the need to preserve the Village's distinct character in light of the new intersection space requirements and potential sound generation.

As mentioned under the Pathways Plan section, the 2040 Plan – Non-Motorized Plan shows a proposed north-south path along O'Plaine Road north of IL Route 137 (Buckley Road) and a proposed north-south extension of the Middlefork Trail north of IL Route 176 along the Amtrak Railroad tracks. As indicated, the Village intends to be active with any planning and design of these paths if they go forward. This condition would also entail having the Village adapt its associated

roadway planning in the area to incorporate these paths with connections to encourage non-motorized access as well as to ensure coordinated, safe vehicle movements.

The 2040 Plan – Transit Plan has two proposed projects within the Village's Planning Territory:

1) BUS TRANSIT IN WAUKEGAN – LAKE COOK CORRIDOR:

This project advocates for Pace Bus to add a new fixed bus service route along Waukegan Road (IL Route 43) connecting Lake Cook Road with Grand Avenue in Gurnee. The 2040 Plan rates this project as a middle priority. The 2040 Plan indicates that Lake County must work with Pace Bus to develop the route and identify funding for it.

2) METRA MD-N LINE EXTENSION - WADSWORTH:

This project would extend Metra train service up to Wadsworth along the Amtrak Railroad tracks as an alternate route to the Milwaukee District – North Line. The 2040 Plan rates this project as one of its lowest priorities. The development of this route is contingent on the Regional Transit Authority placing it on its plans and securing major capital funding. The 2040 Plan indicates the need to have more development in the corridor to raise the priority of this service line route. The 2040 Plan does not indicate where stations may be located with respect to this new service line route. The Village's proposed train station would serve as an ideal location for the change-over point between this new route and the existing Milwaukee District – North Line route.

Both projects could support the Village's overall development plan and provide valuable transit service to Village residents and businesses. As both projects are contingent on funding, the Village does not anticipate either of these projects as viable in the near term, but the Village will continue to monitor, provide guidance on, and support them as possible.



10-4: REGIONAL ARTERIAL ROADWAYS:

The regional arterial roadways within the Village's Planning Territory are the Tri-State Tollway (U.S. Interstate 94), Waukegan Road (IL Route 43), IL Route 176 (Rockland Road), and IL Route 137 (Buckley Road). These roadways convey the majority of higher speed, flow-through traffic for the area and serve to provide the inter-regional linkages necessary for automobile commuting and truck traffic. With respect to regional plans, the Village has the following specific directives for these regional roadways:

A) IL ROUTE 176 & TOLLWAY INTERCHANGE:

As indicated on the Lake County 2040 Transportation Plan, the Village supports the expansion of IL Route 176 from two (2) lanes to three (3) or more east of Bradley Road. Any expansion of the roadway will need coordination between the Village, IDOT, and the County to ensure enough right-of-way space to accommodate landscaping setbacks, the potential burying of overhead utilities, and the location of access points in order to be conducive for future development patterns. Continuing previous efforts, the Village wishes to build upon its dialogue with IDOT, the Illinois State Toll Highway Authority, and the County on upgrading the IL Route 176 tollway interchange to a full access arrangement.

B) IL ROUTE 137:

The Village continues to support any and all efforts by IDOT and the ISHTA to maintain the current service level and infrastructure quality for the IL Route 137 intersection. The Village, however, will continue to monitor and advocate against any changes to the intersection and associated roadways that could negatively impact the Village's planned community character.

10-5: REGIONAL COLLECTOR ROADWAYS:

A number of roadways in the area function as regional collector roadways which are designed to collect traffic directly from residential neighborhoods and convey lower-speed regional flow-through traffic between regional arterial roadways. The following are specific directives for a number of these roadways within the Planning Territory:

A) ATKINSON ROAD:

Since the 1991 Plan, Atkinson Road, which is under the Village's jurisdiction from St. Mary's Road to the Soo Line/Metra railroad tracks, has increased in function to the level of a regional collector roadway, which was highlighted by a 2008 traffic study commissioned by the Village. Despite this increase in function, the roadway has never received a design upgrade from its original country road cross section. Due to these conditions, the roadway has fallen into disrepair due to overuse and has been subject to frequent flooding. To address this issue, the Village in 2010 with Libertyville Township rebuilt the roadway with improved stormwater infrastructure between Benson Lane and the Tollway. The Village also added a non-motorized pathway on the northside of the roadway on the Libertyville Township Open Space District property.

B) BRADLEY ROAD:

Similar to Atkinson Road, Bradley Road, which is both under Libertyville Township's and the Village's jurisdiction within the Planning Territory, has increased in function from a local collector road to a significant regional collector road subject to heavy truck traffic since the 1991 Plan. This increase in function has resulted in overuse of the roadway as designed and deteriorating conditions. In addition to traffic generated from developments within the Village's Planning Territory, the large commercial retail development in Mettawa just southeast of the Bradley Road and IL Route 60 intersection has approved plans for large scale commercial retail development just east of the tollway along Bradley Road. This development will result in additional strain on the existing roadway.

To ameliorate these conditions, the Village through its Rondout TIF District tools has just completed working with a developer to improve the intersection of Bradley Road and IL Route 176 with an improved lighted intersection that now provides northward road access for developments located adjacent to Herky Drive. This new intersection provides improved turning movements, especially for trucks, as well as a way for Herky Drive adjacent development traffic access to a lighted intersection, which greatly improves access for employees, customers, and service trucks to these developments. While this new intersection has greatly improved traffic conditions, Bradley Road still needs more improvements to address conditions along its whole length.

Based on these combined conditions, this Plan wishes to provide the directive to review and develop plans for the improvement of the existing portions of Bradley Road to meet the needs of existing area uses and to accommodate additional traffic from new development anticipated by this Plan and within other municipalities. At this time, the anticipated improvement will require the expansion of the roadway from a two lane cross section to a minimum of a three lane cross section with refurbished surfaces and improved stormwater drainage conveyance. The Village recently submitted an STP Project Application to the Lake County Council of Mayors in an effort to get this project on the priority list for federal funding. While the Tollway Authority completed replacement of the Bradley Road bridge over the Tollway in 2019, further Bradley Road improvements north of the bridge may warrant further review and improvement of the bridge's design. To implement these upgrades, the Plan wishes to establish it as a guideline to work with property owners to acquire the necessary rightof-way and to negotiate with surrounding jurisdictions the burden of funding these improvements.

As outlined in the Village's previous Plan updates, a need exists for an additional north/south roadway connection from IL Route 176 northward towards Atkinson Road. A number of constraints, including wetlands, topography, and railroad tracks, limit the possible alignments of such a road connection. Traditionally, Lake County and the Village have intended for this connection to be an extension of Bradley Roadway northward, but due to the constraints, an alternative eastern northward-connection might be more easily achieved. Any alignment will also need to account for access arrangements with a proposed commuter train station described later in this chapter. The 2009 Plan update

provided four potential road connection routes. The current Plan update discusses below two possible routes that could be built to provide a northward connection to Atkinson Road. Figure 10B: Atkinson Road Connector and Baker Road Loop Alternatives depicts the possible Laura Lane extension roadway concept for a north-south connection to Atkinson Road along with the Baker Road loop concept.

a) Baker Road Loop and Extension:

The Village has successfully improved the IL Route 176 and Bradley Road intersection and extended Bradley Road north of this intersection. Due to the development of an IDOT stormwater retention pond north of the Metra railroad tracks, the ability to extend Bradley Road directly northward to Atkinson Road is no longer feasible. In its previous Plan update, the Village had shown a conceptual road alignment that would connect with the Bradley Road extension over to the north end of Baker Road, which would then extend northeastward to Atkinson Road. Under the guidance of the Rondout TIF District's Redevelopment Plan, the Village has been planning to develop the first portion of this road connection from the Bradley Road north extension to the east with Baker Road. The primary intention of this Baker Road loop road connection is to provide Baker Road traffic access to a lighted intersection onto IL Route 176. The possibility exists to continue the extension of this road northeastward up to Atkinson Road, but it would require a design that addresses the geometric constraints imposed by the railroad tracks and environmental drainage areas of the Middle Fork of the North Branch of the Chicago River. Such an extension alternative could require extensive capital investment and should only be considered if it would result in the most efficient vehicular movements and property access arrangements. The Village will consider the alignment and development of the Baker Road Loop as part of the overall redevelopment concepts plans discussed in Chapter 4: Future Land Use Plan. As shown in Figure 10B: Atkinson Road Connector and Baker Road Loop Alternatives, the loop could utilize the existing north-south roadway of Baker Road for



its full extent or shift the alignment of the roadway eastward to allow for greater land consolidation for redevelopment.

b) Laura Lane Extension:

As mentioned in Chapter 4: Future Land Use Plan, the Village intends to develop a master redevelopment plan for a train station TOD area in the vicinity of Laura Lane. In order to provide improved access to this train station as well as a way for traffic to access the train station from the north, particularly for Abbott Labs employees, an extension of Laura Lane northward to Atkinson Road is of critical importance. Laura Lane is a private road whose northward extension is constrained in geometrics of design by environmental conditions around the Middle Fork of the North Branch of the Chicago River. The Village will further develop the conceptual design and associated conditions for this roadway extension with the master redevelopment plan for the train station TOD area.

c) St. Mary's Road:

Under Lake County's jurisdiction, St. Mary's Road functions as a regional collector roadway within the Planning Territory. The Village wishes to maintain the roadway with its current two lane cross section to preserve the existing character and relationship to established low density residential uses in the area. Instead of ever expanding the roadway to four full lanes, the Village might consider it appropriate to add turn lanes that would maintain the general two lane cross section character of the roadway while reducing traffic congestion points and providing for safer turning movements. Such turn lane arrangements



presently exist near Holy Cross Lutheran Church along this portion of St. Mary's Road. The Village does support adding a bike lane along this stretch of road.

10-6: LOCAL COLLECTOR ROADWAYS:

The Village's Planning Territory contains a number of local collector roadways that serve to connect residential traffic with regional collector and arterial roadways. The Village wishes to continue to maintain the quality and function of these roads with the following specific directives:

A) O'PLAINE ROAD:

Under Lake County's jurisdiction, O'Plaine Road functions as a local collector roadway for surrounding neighborhoods. The Village plans to maintain this function and keep the current roadways as a two lane cross section. The Village, however, would find it desirable to add turn lanes at appropriate locations to decrease traffic stoppage. The Village would also support Lake County's plan to add a non-motorized path on to O'Plaine Road.

B) ROCKLAND ROAD (NON-IL. ROUTE. 176):

Based on previous efforts of the Village, Rockland Road terminates before joining with IL Route 176 just west of the tollway. The Village plans for this disconnection to remain to protect the neighborhoods along Rockland Road from the adverse impact of excessive traffic that would be generated by such a connection.

10-7: LOCAL RESIDENTIAL STREETS:

A key element of the Village's character is the low traffic usage of its residential neighborhood streets with limited through traffic. The Village plans to maintain this condition in order to protect the quiet neighborhood atmosphere it creates and the extended timeframe for required maintenance programs. The Village has developed a robust Village Road Program to monitor, evaluate, and refurbish Village

roads. The Village rates the roads every four years to determine their level of integrity and to prioritize needed improvements in the future. The Village Road Program includes a prioritized schedule to refurbish almost all Village roads. The Village will continue to evaluate and improve the Road Program to ensure residents have well maintained roadways.

10-8: LOCAL BUSINESS & INDUSTRIAL STREETS:

Areas east of the tollway have a number of local streets designed to connect business and industrial uses to arterial roadways in order to limit the number of direct curb cuts onto such roadways. The cross sections and conditions of these streets vary throughout the area with many streets having widths capable of functioning with trucks temporally parked within the right-of-way. For redevelopment areas along IL Route 176, the Village plans to improve cross access amongst developments to provide access to lighted, multipleturning movement intersections onto IL Route 176 through the creation of new local streets and drives with cross-access arrangements. This provision will allow for more efficient traffic movements.

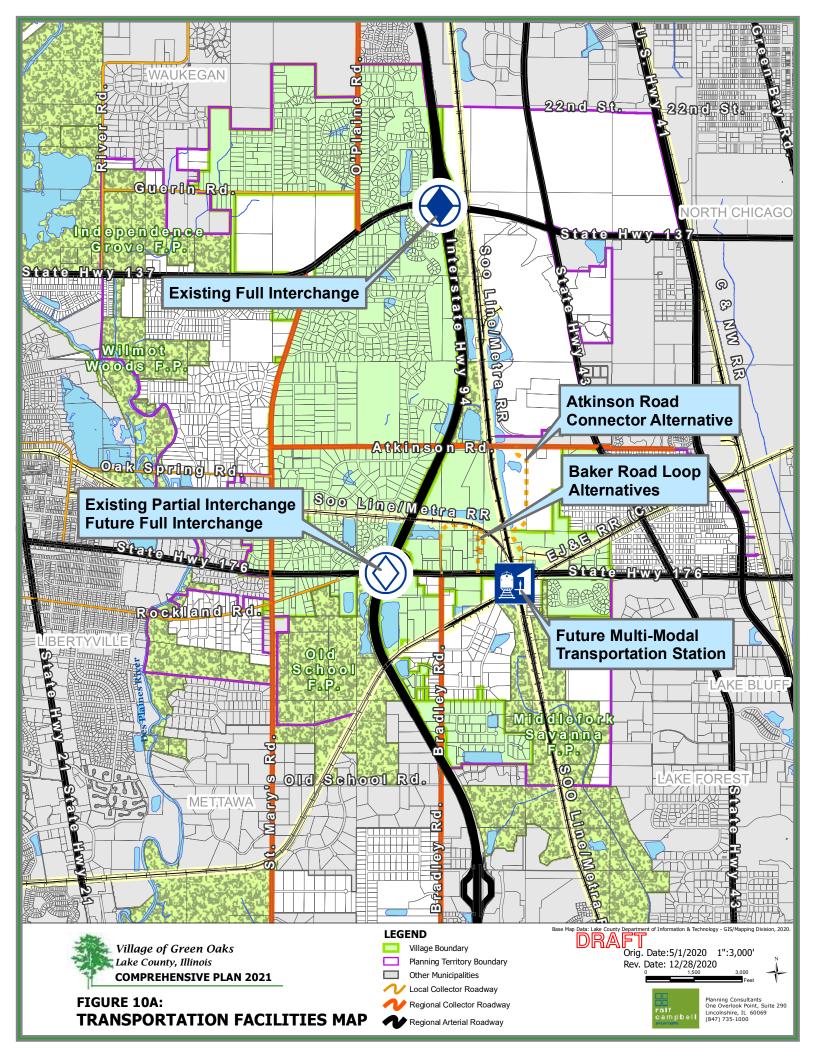
10-9: MULTI-MODAL TRANSPORTATION STATION:

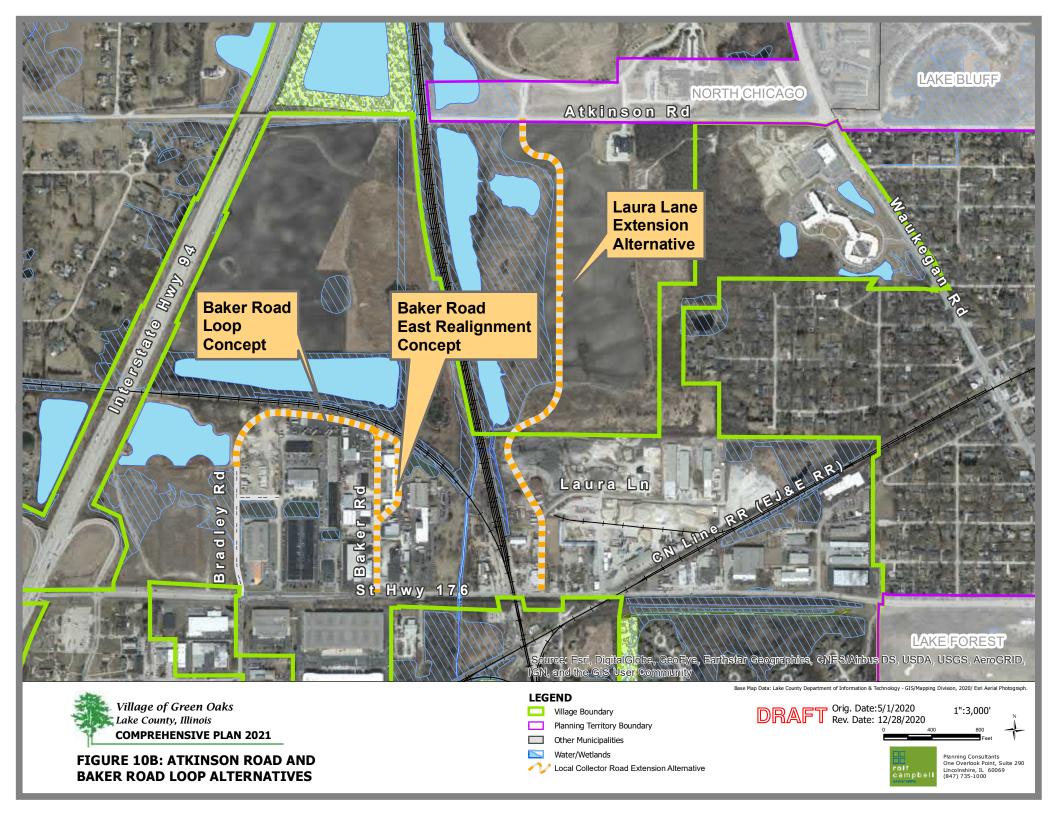
The intersection point of the three railroad tracks east of the tollway has been the subject of discussion for a new commuter rail station for a number of years. In 1999, Metra completed a feasibility study for an outer circumferential commuter rail service that would create an outer loop rail service from the northern suburbs in Lake County to the southern suburbs in Cook and Will Counties. The result of this study led to the beginning planning for the Suburban Transit Access Route (STAR) Line, which was proposed to run through the Green Oaks/Rondout area. Building upon this initial study, Metra along with a number of communities funded a study in 2006 to review the conditions and provide initial planning concepts for station areas for the extension of the new STAR Line rail service along its north and east segments. For the Village's potential station, the study determined that the location at the intersection of the three railroad tracks could be functional and would provide a transfer point for commuters between Metra's

Milwaukee District North Line and STAR Line as well as potentially with Amtrak's service between Chicago and Milwaukee. Presently, Metra has decided not to pursue the STAR Line, but the initial work inspired the Village on the unique opportunity it had to develop a train station TOD area at the intersection of the three railroad tracks, which was first reflected in the 2009 Plan update.

This Plan affirms the Village's desire to develop a commuter rail station east of the tollway. While both the 1999 and 2006 STAR Line studies presented concepts for the layout of such a station, the Village believes other layouts would be more functional in terms of the goals and objectives of this Plan. Namely, the Village wishes to examine the potential to go beyond the development of a small commuter station and create a multi-modal transportation station that would support commuter and freight rail service, regional and local bus traffic, park and ride facilities, and pedestrian and bicycle linkages. Such a facility would increase the role of the Village to one of regional importance by providing easy transportation access for both area residents and workers and the movement of goods. The creation of such a facility would bolster the Village's ability to redevelop the area east of the tollway with a mixed-use center that will increase the vitality and sustainability of the community as a whole. Chapter 4: Future Land Use Plan provides further insight into the desired concept plan elements for the potential form and function of this multi-modal transportation center. Figures 4F-4G provide an initial layout concept for such a train station TOD area development.







CHAPTER 11: HISTORY OF THE VILLAGE & ITS PLANNING

SECTIONS:

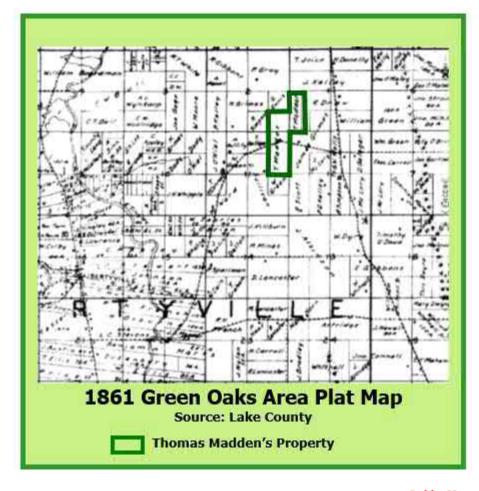
11-1: Village History11-2: Planning History

11-1: VILLAGE HISTORY:

There were many barriers to the early settlement of the land to the east of the Des Plaines River that is today known as the Village of Green Oaks. When settlers first entered the area, they were faced with thick forestation, swamps that made farming problematic, and dense clay soil. The wolves threatened livestock, and the only "roads" were a few Native American trails parallel to the river. Land was still available at \$1.25 per acre as immigrants—largely Irish—moved in during the 1840s.

One of the earliest settlers was Thomas Madden, who bought land approximately three miles east of the river in 1842. His house stood just about where the Milwaukee Road railroad tracks pass under Buckley Road.

On Madden Road, which was nothing more than a footpath running inland from Lake Michigan, Thomas Madden donated property for a new school in 1850. The first Madden School was likely a log building, due to the large amount of timber readily available in the area, although no detailed records of the school exist before 1880. It was determined in 1919 that a new school was needed, but it took several years until all parties were satisfied with the plans and location of the new building. Madden School was used until November 12, 1923, when a new school was opened called Oak Grove School. Incidentally, the new school building would eventually serve as the current Green Oaks Village Hall. The first Oak Grove School was one room, which housed all eight grades. The present-day Oak Grove School was opened in 1957.



During the Roaring Twenties, the area also became known for the largest train robbery in United States history. The robbery occurred in Rondout, a community annexed into the Village in the 1990s. On the night of June 12, 1924, six men attempted to get away with \$3 million in bonds, cash, and jewels by robbing the Milwaukee Road mail train out of Union Station. Two men stowed aboard the train and arranged to hijack the shipment and stop the train in Rondout, where their four accomplices would be waiting with get-away cars. Although the robbers initially escaped, they were rounded up and most of the loot was recovered. The Great Rondout Train Robbery is the only event recorded in Lake County to have its own Illinois Historical Marker.



By 1950, other famous figures were residing in the area that would be known as the Village of Green Oaks. The Brandos moved into the home on the southeast corner of Pearson and St. Mary's Road with their son Marlon, who later became the well-known movie star. The Ericksons lived on the east side of St. Mary's Road. Caroline Erickson was the daughter of Charles Dawes, the Vice President under the 30th President of the United States, Calvin Coolidge. In 1952, Heinz Jeske established his apple orchard on the corners of Atkinson and Crest Roads.

The mid-twentieth century was a time of transition for the roadways. St. Mary's Road was still gravel and the families had to get out every year to wash down the thick layer of dust on the front of their homes. News came that the Illinois Toll Road Commission was planning to build the tollway to cross Greenbrier Farm diagonally to route its way through the intersection of St. Mary's Road and Buckley Road and head north along the west side of Ascension Cemetery. The residents rallied to accomplish what they were told was impossible: they convinced the Governor to re-route the tollway farther east to save their neighborhood.

A situation soon arose that threatened residents' desire to preserve the standard of lots no less than one acre. The Village of Libertyville attempted to annex portions of the area and establish smaller lots, which would have restricted how residents could use their land. A coalition of neighbors formed and petitioned the state to be incorporated as their own village. There were 104 people in the boundaries of the proposed village and the law permitted a village of 100 to incorporate. The day after the petition was filed; a new law went into effect that required a minimum population of 400. The founders wanted to name their new village "Oak Grove." That name was already in use by another village in Illinois, so "Green Oaks" was chosen as the alternative. When the "Village of Green Oaks" was founded in 1960, all residents attended the celebration dinner. Green Oaks' first official meeting as an incorporated municipality was held on March 5, 1960. For seven years, the Village of Libertyville fought the incorporation and was defeated three times as the case went all the way to the Illinois Supreme Court.

The Village, at its inception, was founded as a municipal barrier to intense urban and industrial expansion of neighboring areas. During the late 1980s, the Village Board studied new development concepts that would permit slightly less than one-acre building lots but still maintain the minimum one-acre density concept. This approach, now a standard of development in Lake County, permitted preservation of wetlands and other environmental areas. The



concept of developing a trail system within the Village was initiated in the 1980s. This trail system permits environmentally sensitive areas to be preserved and allows residents to travel by foot or bicycle on trails, which link Village neighborhoods.

Neighborhoods are further linked with Oak Grove School and to trails within the Libertyville Township Open Space District, as well as the Lake County Forest Preserve District trail system.

Originally the Village territory only included areas to the west of the Illinois tollway. Since the mid-1980s, the Village began to annex primarily non-residential territory east of the tollway in order to provide a more diverse tax base for the community. Today, several hundred businesses of all sizes call Green Oaks their home.

From the earliest settlers, who worked the land to establish their homes and farms, to the current residents who are helping to preserve their natural areas and enjoy the expanding opportunities brought on by new local businesses, Green Oaks is a village with a rich history and future filled with promise.

Sources

"The Oak Grove School Story 1850 to 1956,", William Kristan, Jr.

Village of Green Oaks Archives, accessed May, 2009.

Village of Green Oaks Comprehensive Plan, 1991.

Village of Green Oaks Newsletter: Winter 1988, Summer 1990, Winter 1991, Spring 1995, Summer 1998, Winter 1998.

11-2: PLANNING HISTORY:

Since its incorporation in 1960, the Village has long been active in the planning of its future development. The Village adopted its first official comprehensive plan in 1979. The foundations of this Plan grew out of previous efforts and involvement with plans developed throughout the 1960s and 1970s. A key element of these past efforts was a 1972 resident survey that gathered information on the community's opinion for the important planning directives of the Village.

One of the earliest issues presented by this survey, which were reflected in the 1979 Plan, was the need to provide guidance on the provision for sewer and water facilities and other public services. As the Village continued to expand, the ability to maintain the adopted standard of one acre lot size for single family homes while preserving sensitive environmental areas arose as a concern in implementing the 1979 Plan. As such, the Village adopted an update to that Plan in 1981 to designate environmental areas to be preserved through the use of cluster subdivision designs, which allowed new subdivisions to have smaller lots while preserving environmental areas and maintain overall low site densities.

Following a desire to reflect the expanded land use mixture of the Village that occurred during the 1980s with various annexations, the Village again developed an update to its Plan in 1991. A 1989 resident survey provided the initial direction for this 1991 Plan, which used the results to expand its planning scope with detailed goals, objectives, and policies concerning overall Village development, land use, transportation and community facilities. Based on this section, the Plan formed specific long-range directives for each of those categories bolstered by illustrative maps. In 2009, the Village completed an update of its Plan both to reinforce the directives of the 1991 Plan for residential areas and to set a bold new direction to address the areas east of the Tollway. Based on the vision of the 2009 Plan, the Village has actively sought to preserve and bolster existing residential areas west of the Tollway with one of its biggest achievements being obtaining funding for the Village Road Program to refurbish worn roadways throughout Village subdivisions. The 2009 Plan provided specific guidance for the redevelopment of areas east of the Tollway, and under this guidance the Village established its first TIF District and has proceeded with its implementation, which has resulted in significant new developments that have improved and diversified the property tax base of the area. Overall, this long planning tradition has been integral up to the present time in the development of the Village and its Planning Territory over its nearly sixty (60) year incorporated history. This 2021 update represents the continuation of this strong planning tradition for the Village and its surrounding planning territory, and the Village will continue to be active in using and implementing this Plan.