

SOUTHSIDE COMMERCIAL CORRIDOR PLAN

**2001
VILLAGE OF MUNDELEIN
ILLINOIS**

Prepared By
CAMIROS, LTD.
Chicago, Illinois

VILLAGE OF MUNDELEIN

2001 SOUTHSIDE COMMERCIAL CORRIDOR PLAN

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1. INTRODUCTION

This study was undertaken to identify development opportunities within the Southside Commercial Corridor of the Village of Mundelein. This is an area of Central Lake County that is undergoing rapid change due to significant levels of reinvestment throughout the region. Positioned at the intersection of several regional transportation corridors, South Mundelein seeks to capitalize upon the visibility and traffic flow occasioned by its location. By establishing a “Vision” for future developments in South Mundelein, and by addressing broader issues of its competitiveness within a changing commercial marketplace, the Village of Mundelein is committing to quality development that will enhance the lives of its residents as well as the lives of its neighbors throughout the region.

The Southside Commercial Corridor Plan is intended to guide land use and development character decisions regarding future development activity within the area. But the Plan is not inflexible. Rather, it is intended to assist new development by clearly presenting concepts that have been identified by the residents and leadership of the Village to be most beneficial to the community. In some cases, the Plan takes liberty to show alternative land uses that differ from what is in place today. In no case is the Village seeking to close successful businesses; through the planning process, the goal is for new ideas to emerge that may provide opportunities for investors in Mundelein to grow and expand their businesses, perhaps, in more profitable and beneficial locations.

Extensive analysis and research was conducted over a period of ten months to assess existing physical conditions and regional market characteristics so that a range of development options could be considered. These findings were presented during a series of public meetings sponsored by the Village Board of Trustees to solicit input. This report summarizes the analysis of existing conditions and findings, and presents a series of key strategies and projects that maximize the development potential of the area. In addition, preliminary cost estimates are provided as part of an Action Plan organized to facilitate successful implementation.

2. SURVEY OF EXISTING CONDITIONS

In order to develop an effective plan for the area, a common understanding of existing conditions must be established. In particular, it is useful to have a clear picture of the type of land use activities found there, the way in which they are organized, the strength of the market they serve, and the physical setting and infrastructure which accommodates them. The following information was collected from the Illinois Department of Transportation, the Northeastern Illinois Planning Commission, the Lake County Transportation Improvement Project, Claritas, Inc., the Community Development Coordinator and Engineer for the Village of Mundelein, and field surveys conducted by Camiros, Ltd. In addition, a series of workshops were conducted to gather insights from the Mayor and Board of Trustees.

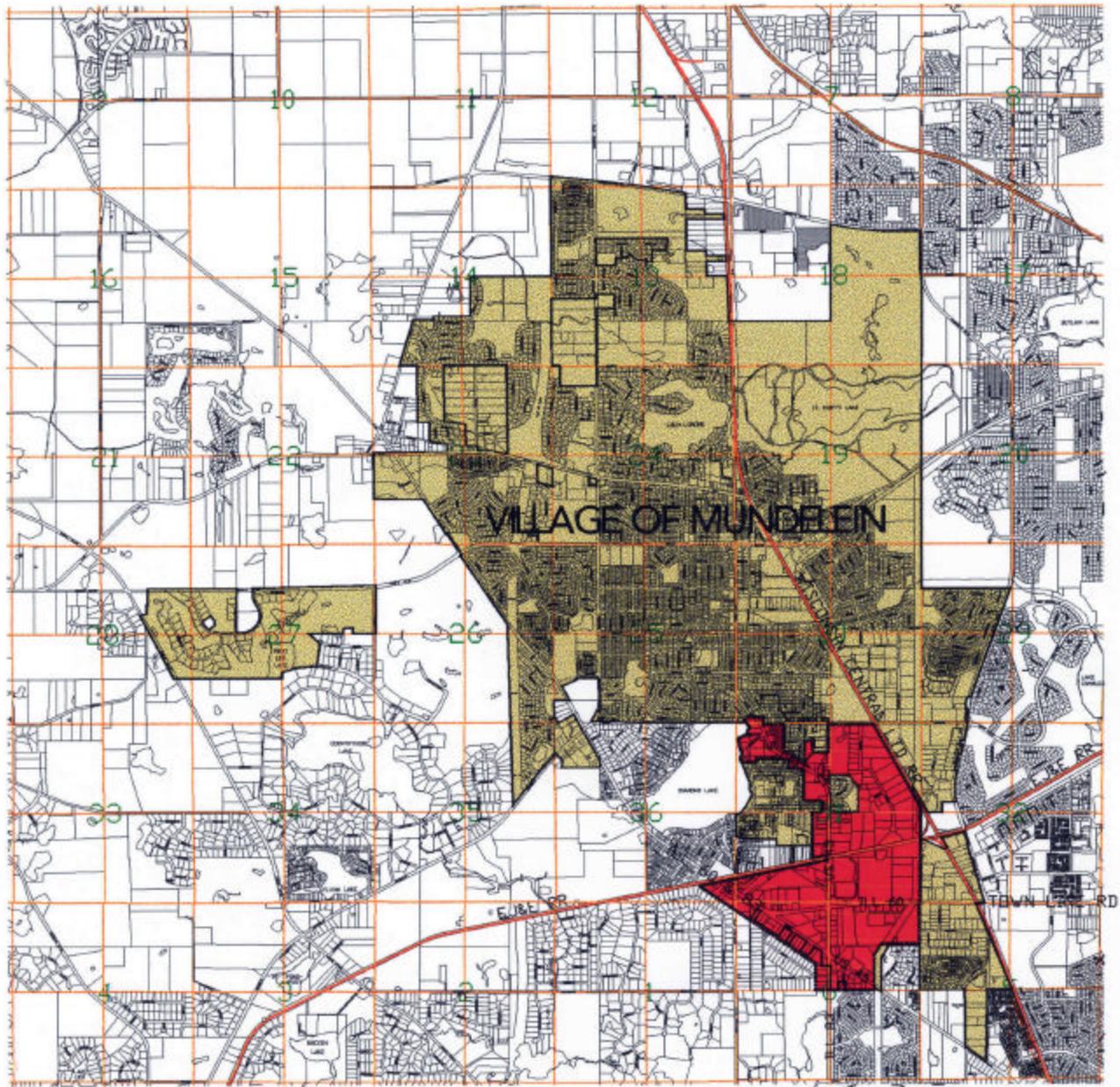
STUDY AREA

The context of the Southside Commercial Corridor Plan in relation to the Village as a whole is illustrated in Figure 1, Village Context. The Study Area boundaries encompass approximately 600 acres of South Mundelein as illustrated by the white area of Figure 2, Study Area. The boundaries include the area located at the intersections of Lake Street with Allanson and Diamond Lake Roads, the Tower Road Industrial Park area, the Lake Street Corridor from Allanson Road to the EJ&E railroad tracks, and the commercial district surrounding the intersection of US 45/Lake Street with ILL 60/Townline Road.

CIRCULATION

The transportation system that moves traffic into and around the Study Area affects its function both physically and economically. Figure 3, Circulation Diagram, identifies the location of key roadways and railroad corridors.

The red arrow depicts ILL 60/Townline Road. This arterial route provides east and west access between the Village and I-94 (Tri State Tollway) located approximately 5 miles due east of the intersection of Ill 60/Townline Road and US 45/Lake Street. The dashed red line depicts a future connection to the proposed extension of Route 53. The blue arrow depicts ILL 83. This arterial provides south and west access into the Study Area. The yellow arrow depicts US 45/Lake Street. This roadway is the primary arterial street that provides north and south access throughout the Village and links the Study Area to neighborhoods and the Downtown Business District.



LEGEND

- VILLAGE OF MUNDELEIN
- SOUTHSIDE COMMERCIAL CORRIDOR PLAN AREA

Figure: 1

VILLAGE CONTEXT

SOUTHSIDE COMMERCIAL CORRIDOR PLAN Mundelein, Illinois



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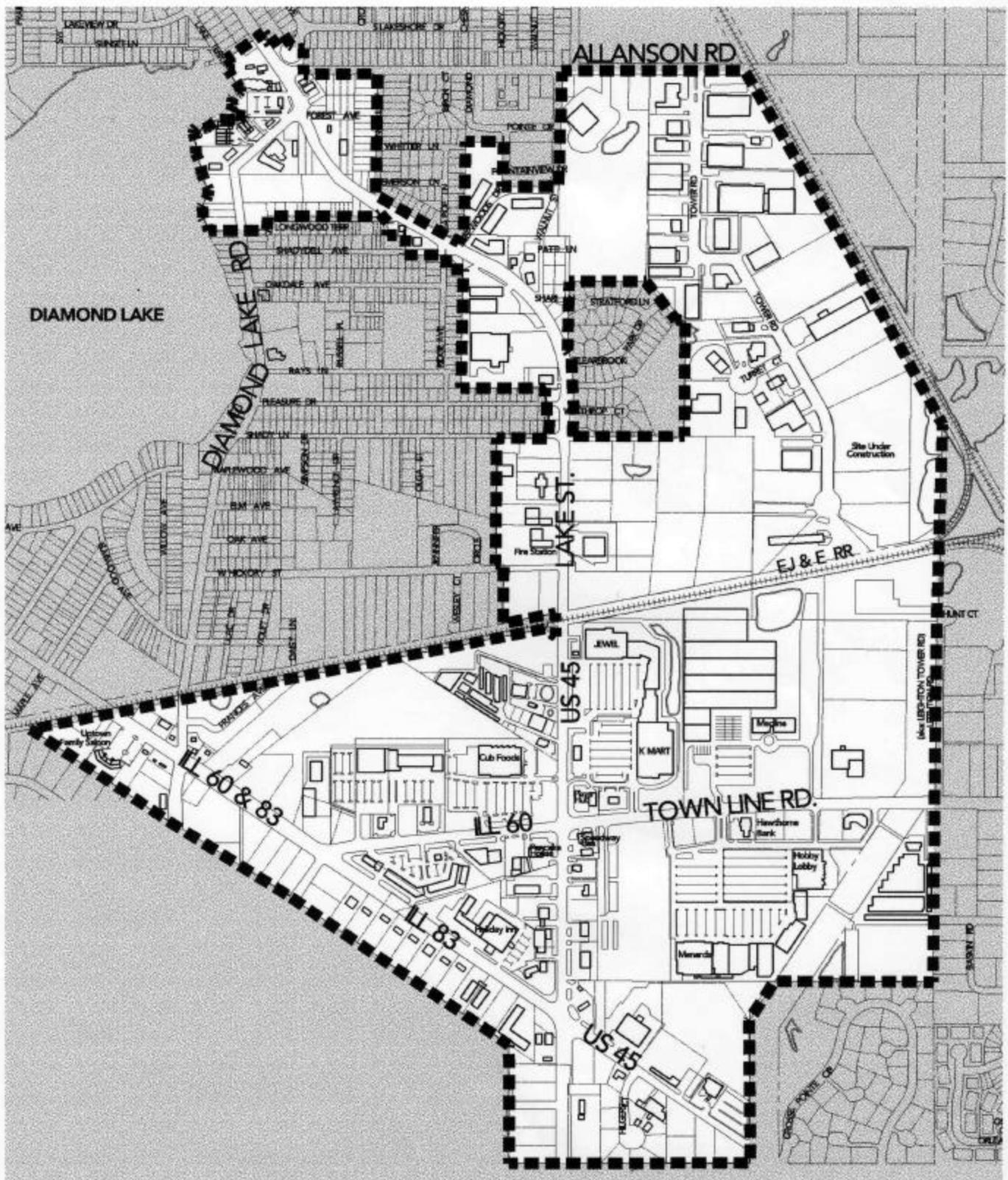


Figure: 2
STUDY AREA
 SOUTHSIDE COMMERCIAL CORRIDOR PLAN
 Mundelein, Illinois

NORTH 0 500 1000 2000
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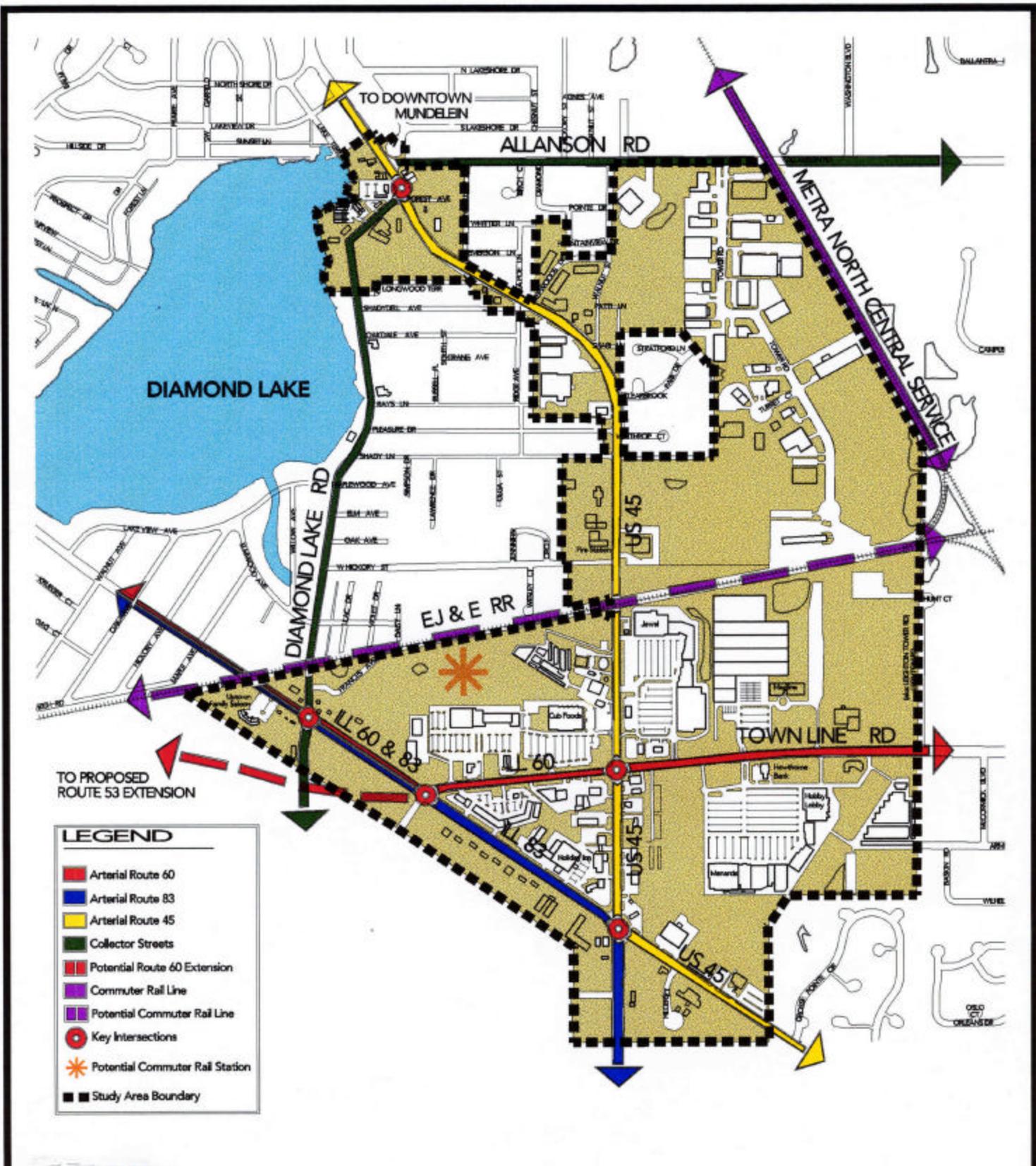
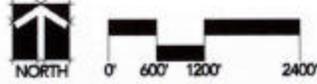


Figure: 3

CIRCULATION DIAGRAM

SOUTHSIDE COMMERCIAL CORRIDOR PLAN

Mundelein, Illinois



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The green arrows depict key collector streets that affect the Study Area. Allanson Road provides east and west circulation between Vernon Hills, the village industrial parks and US 45/Lake Street. This road handles large volumes of traffic with a weekday average of 13,000 vehicles, including passenger cars, small trucks, trucks, busses, and tractor trailers. Diamond Lake Road provides access along the eastern side of Diamond Lake and connects US 45/Lake Street to ILL 60/83. Entertainment destinations are located along the roadway, including Diamond Lake Recreation Center, Diamond Lake Beach and a collection of restaurants. This road serves as a collector street for a dense residential neighborhood.

Red circles depict key intersections. These intersections represent opportunities for the Village to create gateway and landscape features to enhance the visual character of the area and, therefore, the community's image as a whole.

Rail traffic is an important transportation consideration that could positively impact the Study Area. Two railroad corridors are depicted in purple. The solid line depicts existing Metra North Central Service that provides a commuter rail connection between the Village and the City of Chicago. The dashed line depicts the EJ&E Railroad. This railroad corridor is being considered for conversion into commuter rail service to provide circumferential connection between existing Metra service lines. It is anticipated that this conversion will provide economic advantage for communities located along the line due to the combination of commuter traffic and new accessibility to commercial developments. The orange star depicts the ideal location of a new commuter rail station given its proximity to commercial developments and site accessibility.

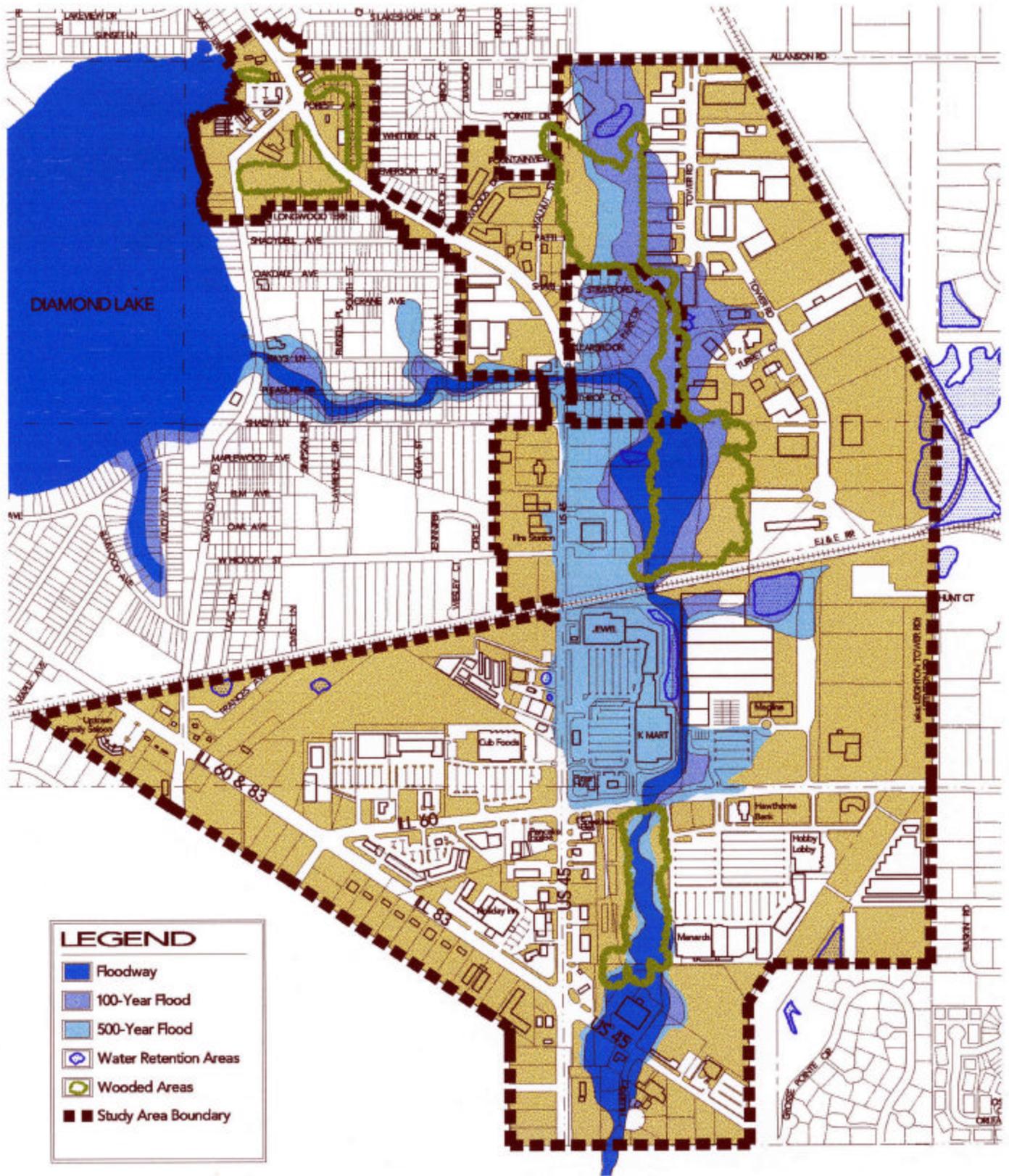
ENVIRONMENTAL CONDITIONS

Natural features of the landscape within the Study Area must be taken into consideration because they impact both the feasibility and visual character of new development. Figure 4, Environmental Conditions, illustrates the location of the floodplains as established by FEMA flood insurance rate maps. The floodway area is depicted in dark blue. The 500-year floodplain is depicted in medium blue and the 100-year floodplain in light blue.

Significant groves of trees exist within the Study Area primarily along the floodplains. Other significant groves are located due south and east of the intersection of Lake Street and Diamond Lake Road.

EXISTING ZONING

Much of what structures new developments are the regulatory controls of zoning. Figure 5, Existing Zoning, illustrates the current zoning classifications within the Study Area.



LEGEND

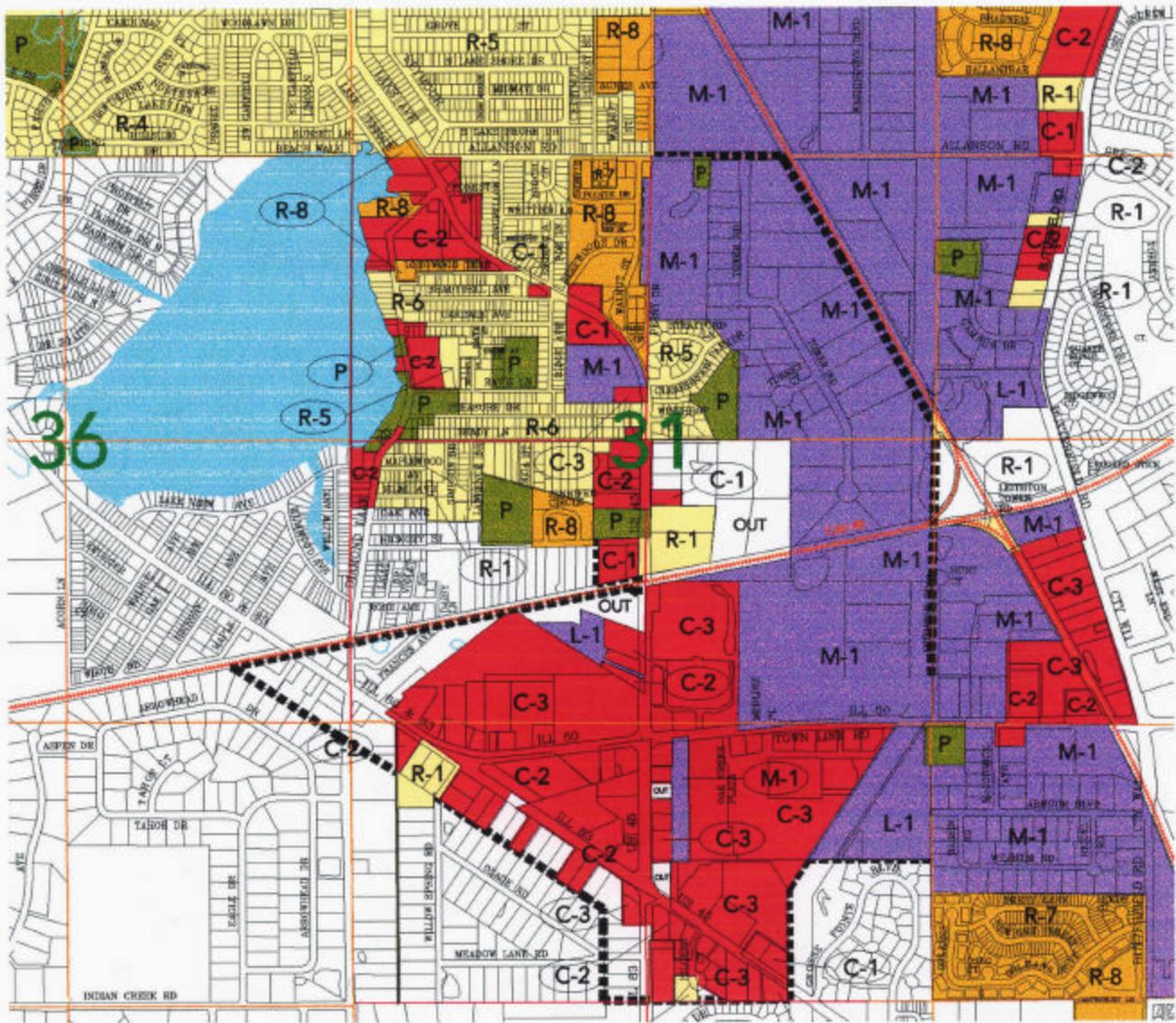
- Floodway
- 100-Year Flood
- 500-Year Flood
- Water Retention Areas
- Wooded Areas
- Study Area Boundary

Figure: 4
ENVIRONMENTAL CONDITIONS
 SOUTHSIDE COMMERCIAL CORRIDOR PLAN
 Mundelein, Illinois

NORTH
 0
 500
 1000
 2000

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LEGEND	
RESIDENTIAL DISTRICTS	
R-1	Single Family Dwelling District
R-2	Single Family Dwelling District
R-3	Single Family Dwelling District
R-4	Single Family Dwelling District
R-5	Single Family Dwelling District
R-6	Single Family Dwelling District
R-7	Two Family Dwelling District
R-8	Multiple Family Dwelling District
COMMERCIAL DISTRICTS	
C-1	Commercial District
C-2	Commercial District
C-3	Commercial District
INDUSTRIAL DISTRICTS	
L-1	Light Industrial District
M-1	Medium Industrial District
PUBLIC LANDS	
P	Public Land District
---	Study Area Boundary

Figure: 5
EXISTING ZONING
SOUTHSIDE COMMERCIAL CORRIDOR PLAN
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Commercial districts are depicted in red. Single-family residential districts are depicted in yellow and multiple-family districts in orange. Industrial districts are depicted in purple. Public lands are depicted in green.

Although current zoning designations have supported the development of a good mix of housing, business and industrial uses, further refinement of zoning designations could be established to guide, and positively influence, future developments.

EXISTING LAND USE

A survey was conducted to identify the types of land use located within the Study Area, the portion of land area they represent and the relationship they have to one another. Three predominant uses exist within, and around, the Study Area as depicted in Figure 6, Existing Land Use. These are commercial/entertainment use, residential use, and industrial use.

Commercial and entertainment land use is depicted in red and orange. It is mainly concentrated south of the EJ&E Railroad tracks. Commercial land use also exists along the Lake Street corridor north into the Village with a concentration at the intersections of Lake Street, Allanson and Diamond Lake Roads.

Industrial land use is depicted in dark purple. This area is an important concentration of industry in Central Lake County. The industrial parks bring large numbers of workers into the Study Area each workday.

Residential land use is depicted in yellow and brown. The yellow represents single-family dwellings and the brown represents multiple-family dwellings. The high concentration of residential land use around the Study Area provides a consumer base for commercial businesses and an employee base for industries.

A variety of additional land uses are also located within the Study Area. Public/Institutional land use includes a fire station and two churches. Park land use and wetland areas are depicted in dark green. Storage land use is depicted in light purple. Automotive land use is depicted in bright green.

Notably, large areas of unincorporated land exist within and around the Study Area as depicted in white. For planning purposes, development recommendations will be created that include these parcels. Annexation of these parcels may be an issue for future consideration.

BUILDING CONDITIONS

It is important to understand the physical condition of the buildings within the Study Area in order to identify patterns of upkeep and decline. Buildings were surveyed and grouped into three categories, illustrated in Figure 7, Building Conditions.

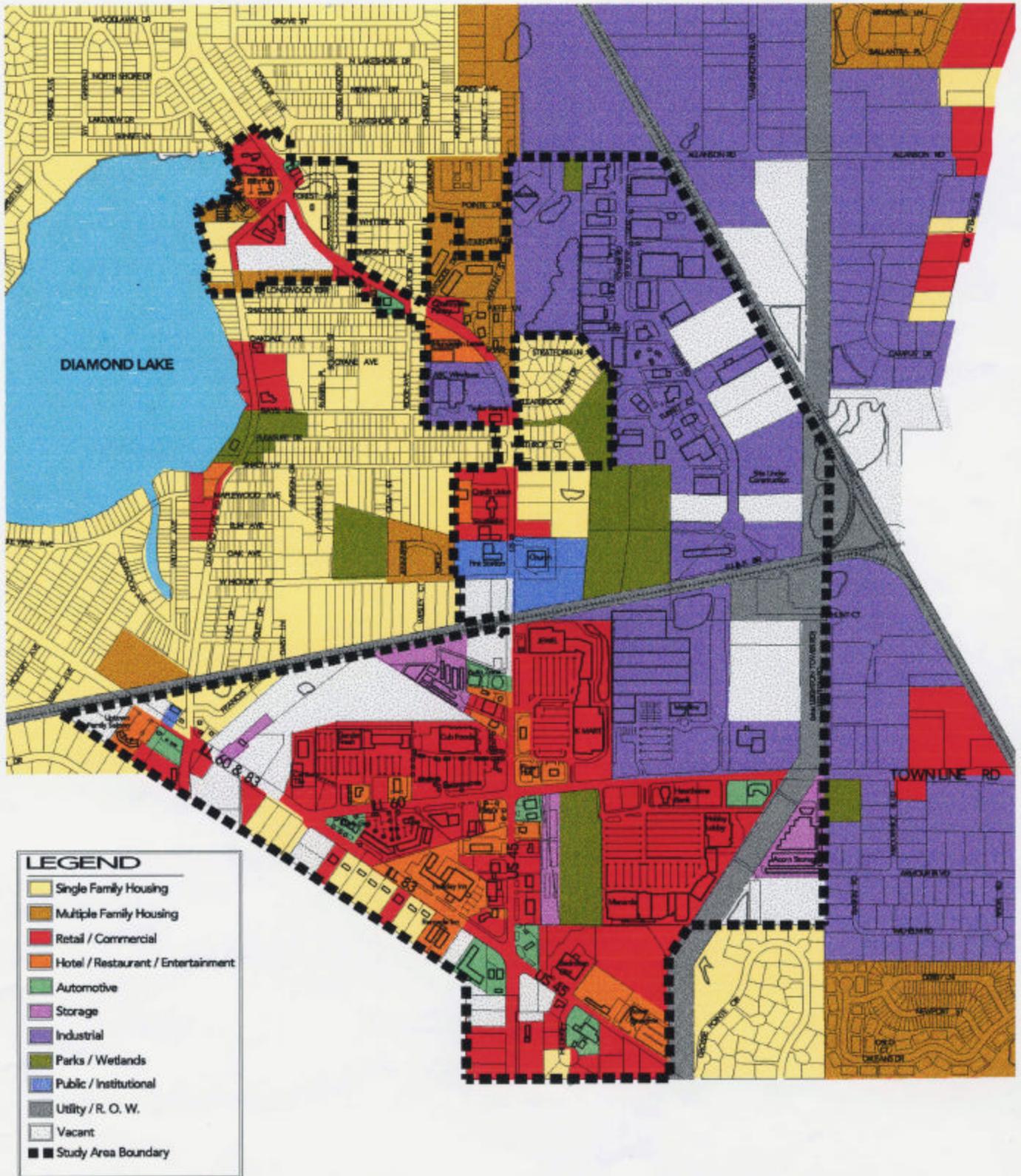


Figure: 6
EXISTING LAND USE
SOUTHSIDE COMMERCIAL CORRIDOR PLAN
Mundelein, Illinois

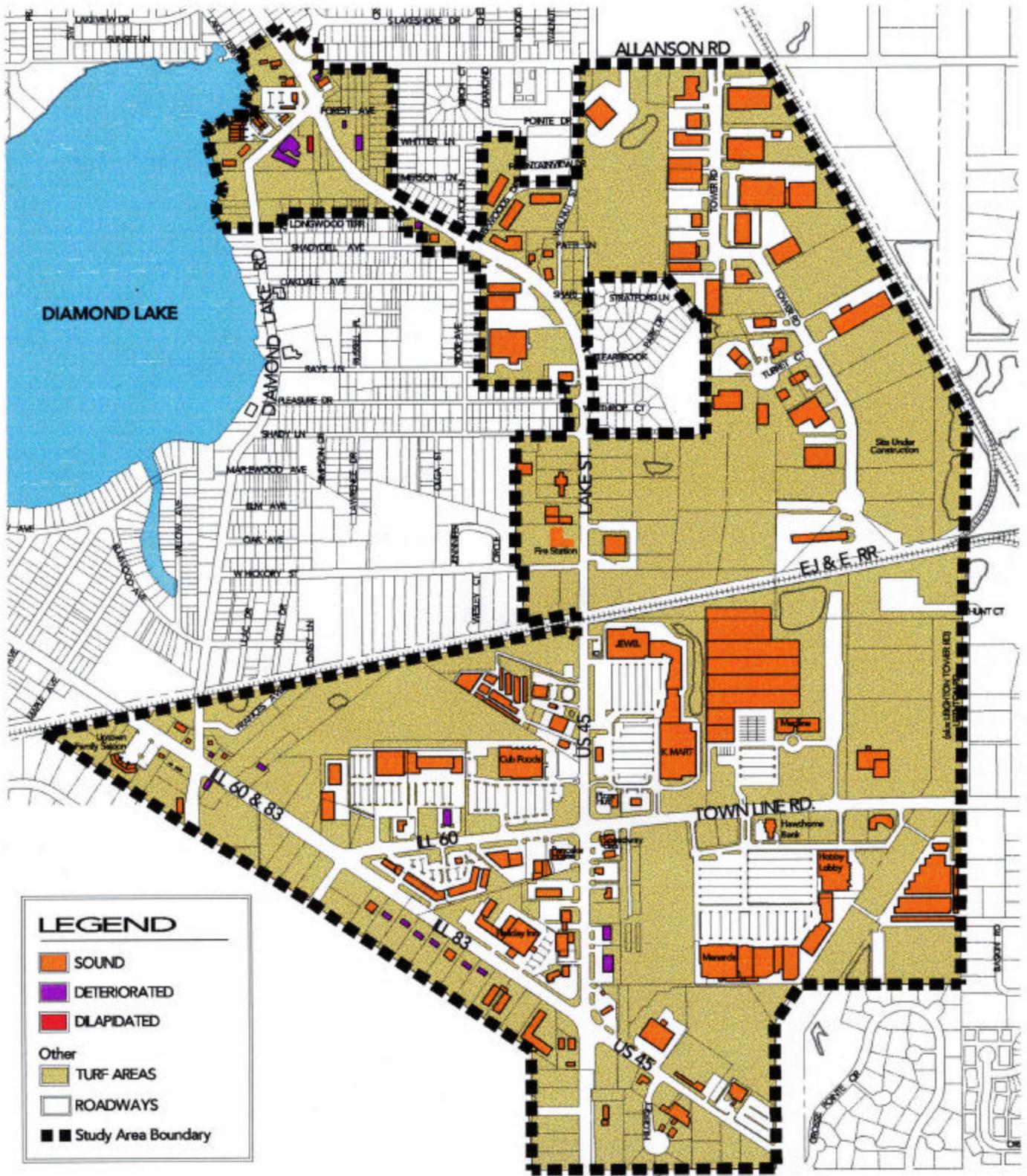


Figure: 7
BUILDING CONDITIONS
 SOUTHSIDE COMMERCIAL CORRIDOR PLAN
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Buildings depicted in orange are in “Sound” condition and do not require repair. Buildings depicted in purple are in “Deteriorated” condition with visible signs of deferred maintenance, such as chipped paint, fallen gutters, broken windows, etc. Buildings depicted in red are in “Dilapidated” condition with visible structural problems, such as cracked foundations, rotting wood, damaged roofs or missing windows, etc.

Most buildings in the Study Area are in sound condition or need only minor repairs. A few buildings located at the intersection of Lake Street and Allanson Road are deteriorating past the value of rehabilitation. Overall, there is no problem with the building stock since the condition of the commercial and residential structures is quite good.

OVERHEAD UTILITY LINES

Overhead utility lines are used to distribute electricity within the Study Area. Overhead lines can, however, be dangerous and difficult to service, especially in high traffic locations. Figure 8, Overhead Utility Lines, depicts the location of approximately 15,250 lineal feet of overhead lines located in the busy commercial district of the Study Area.

Overhead lines have a rural, low-tech visual character that clutters the appearance of areas in which they are utilized. Newer developments within the Village, such as Cub Foods, utilize buried lines to reduce the risk of harm to pedestrians and to enhance the appearance of property. Buried lines would significantly improve both the function and market appeal of the commercial district of South Mundelein.

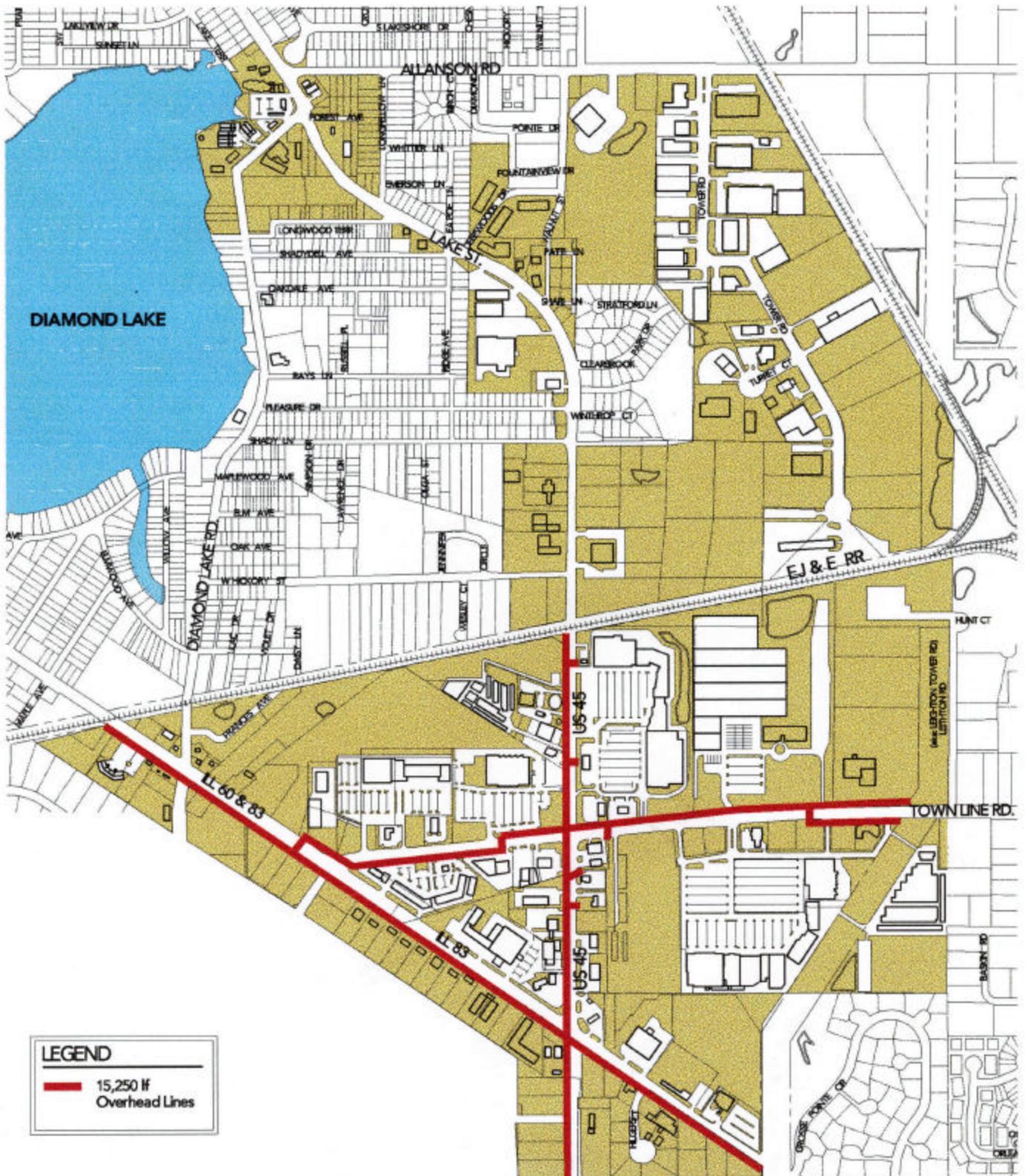
SUMMARY OF KEY ISSUES

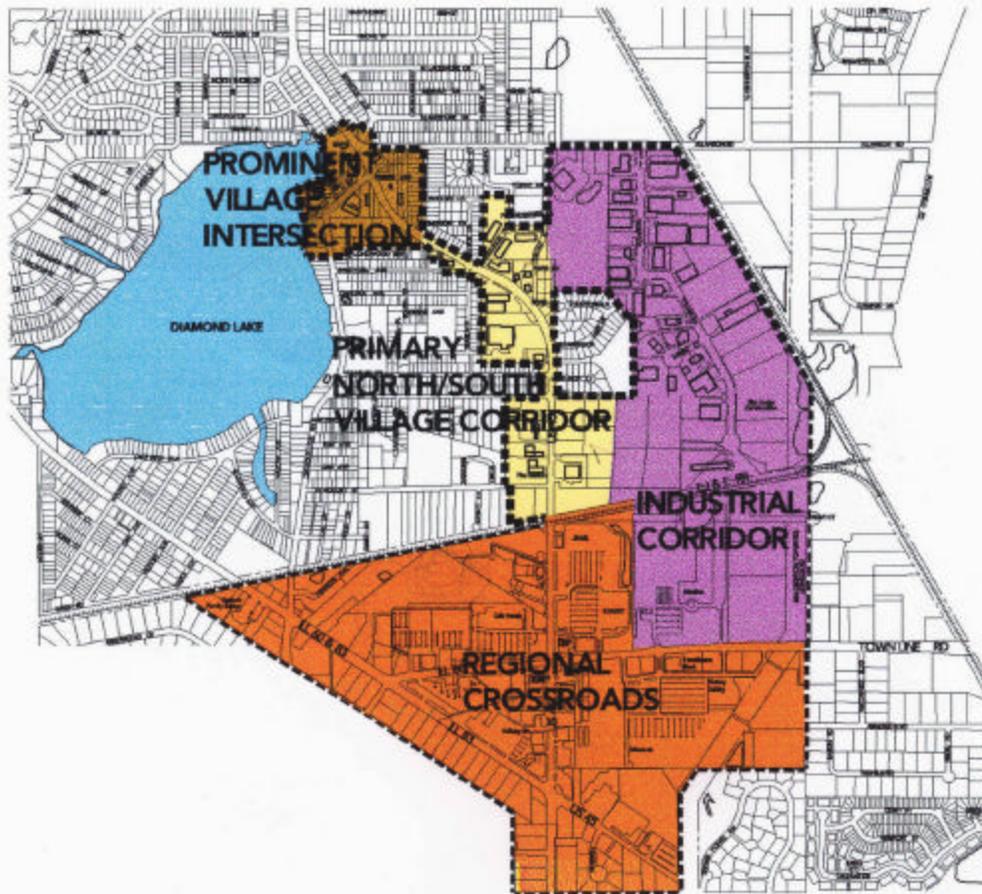
Based upon the findings of the existing conditions survey, a series of observations can be made. Figure 9, Key Issues, provides a list of strengths, weaknesses, opportunities and threats related to the Study Area.

The major strength of the Study Area is its position at the intersection of three regional arterial roadways. This brings large numbers of people through South Mundelein each day and provides easy access to commercial development for regional shoppers. Consequently, this “Regional Crossroads” area is the strongest concentration of the commercial tax base within the Village.

Another strength of the Study Area is its “Industrial Corridor.” This area houses a major concentration of industry in Central Lake County and is a major center of employment. The industries located therein provide a strong industrial tax base for the Village.

Natural features are also a strength of the Study Area. Most notably, Diamond Lake provides an important public recreational amenity for residents of the Village. The Lake is most visible to community residents at the “Prominent Village Intersection” of Lake





STRENGTHS

- Intersection of Major Regional Roadways
- Strong Commercial Tax Base
- Strong Industrial Tax Base
- Natural Features - Diamond Lake
Trees & Wetlands

WEAKNESSES

- Underutilized Property
- Looks Bad
- No Sense of Entry into Village
- Noncontinuous Streets
- Awkward Intersections
- Dominating Parking Lots
- No Key Destinations

OPPORTUNITIES

- Create a Regional Destination
- Enhance Village Character & Identity
- Strengthen Village Tax Base
- Support Business Recruitment/Retention Efforts
- Improve Safety & Function
- Create Additional Housing Options

THREATS

- Inability to Attract New Business or Industry
- Loss of Existing Business & Industry
- Potential for Multiple Vacancies
- Declining Tax Base
- Negative Impact on Residential Property Values

Figure: 9

KEY ISSUES

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Street and Diamond Lake Road. Large groves of mature trees and natural creeks provide visual interest and idyllic character throughout the area.

Weaknesses of the Study Area include underutilized property and a lack of key destinations. The area, as a whole, lacks a unified visual character and a distinct sense of “entry.” Large parking lots, discontinuous streets and awkward intersections hinder the function of the infrastructure. Consequently, these conditions detract from the overall market appeal of the area.

Significant opportunities for the Study Area exist. Given its position at the intersection of major arterial roadways, the creation of a regional destination would benefit the Village and strengthen its tax base. In developing this destination, additional housing types could be integrated to provide Village residents options for dwelling accommodation. The addition of key streets would improve access and connectivity to a variety of development sites and would improve the safety and function of Village infrastructure. The enhancement of the visual character of the area and the establishment of Village entry treatments would enhance the overall market appeal of the area. With the realization of the opportunities listed above, the Village’s ability to recruit and retain business would be greatly enhanced.

Without a plan for action, however, certain threats to the Study Area exist. The area might not be able to attract additional business or industrial investments. Even worse, it could lose existing business and industrial investments. Multiple vacancies would produce a decline in the Village tax base and negatively impact residential property values.

Given this assessment of key issues, the challenge for the Village is to craft an effective program of public policy and physical design that can be implemented to build upon the strengths of each district and mitigate the weaknesses.

3. DEFINING THE VISION

In order to establish an effective program of improvement, it is essential that a “Vision” for the Southside Commercial Corridor be defined. A carefully crafted vision statement can reach out to Village residents and business leaders to present the fundamental aspirations of the Plan and begin to shape expectations for the future.

Based upon the inherent opportunities that exist for development within the Study Area, and valuable insights gathered at a series of planning workshops, a concise and cogent vision statement for the area is defined as follows. It is articulated as if in the *future*, following the successful implementation of key development and enhancement programs.

VISION STATEMENT:

“The Southside Commercial Corridor of the Village of Mundelein is a key center of commerce and industry within Central Lake County. The area is a destination for regional shopping and entertainment, and it offers unique options for housing connected to green space and natural amenities such as Diamond Lake. The corridor enhances the image of the Village through its inviting and attractive streetscape adjacent to roadways that are well-connected, safe and easy to maneuver.”

Having a shared vision for the future of the Study Area is a vital element of the planning process. However, it is only a first step. The vision must be shaped and targeted into realistic and achievable programs. To do this, pivotal strategies must be identified that organize a program of actions to respond to specific needs.

4. IMPROVEMENT STRATEGIES

The following improvement strategies are intended to provide the basis for a program of key projects designed to fulfill the “Vision” for the Southside Commercial Corridor. It is important to note, however, that the realization of these strategies will depend on joint participation of both public and private sectors. No one group will be successful if they are left to act alone. Moreover, these strategies are long term in nature. Their implementation will take time given the need to await implementation actions of other entities such as Metra, the need for certain markets to mature and the costs of certain public proposals. Yet, the essence of planning is to have sound ideas and actions in position for timely implementation. Therefore, these strategies are meant as a guide to long term planning, not as a program for immediate action.

PREMISES

These strategies also rest on certain key premises that build upon the characteristics and potentials of South Mundelein. These are:

1. As a regional crossroads, South Mundelein has an opportunity to capitalize upon the visibility and traffic flow occasioned by its location as a terminus of the Route 60 Corridor. Yet given the level of investment already in place within that corridor, there is great inertia to continue to invest east of Butterfield Road rather than at this crossroads. To that end, there is a need to differentiate South Mundelein from the existing Route 60 development so as to establish its own development presence and make it a specific target of the development industry.
2. To become such a target, the South Mundelein regional crossroads must reflect development and market realities, yet also evolve with a distinctive, and coordinated character that results in a particular image that is attractive, and not yet available, to the real estate market in other areas near the crossroads.
3. A strong plan, containing a distinctive, yet achievable, image, can do much to engender developer interest in South Mundelein. The strategies listed below, and as reflected in the Southside Commercial Corridor Plan, provide the basis for this image.

SIX KEY STRATEGIES

Strategy #1: Develop Mixed-Use Commercial Infill

Attractive, high-quality, mixed-use infill is needed to create a regional commercial destination. Developments that include commercial, entertainment, office and residential uses are desirable destinations for shoppers because of the mix of merchandise and activities that follow. Mixed-use developments are particularly attractive investments for developers and business owners alike because of the high concentrations of patrons they attract. Transit-oriented developments are among the most successful mixed-use models because they incorporate regional transportation facilities and, therefore, appreciably increase patronage. The key to this last form of development is the attraction of a Metra station to serve the proposed EJ&E cross regional commuter line – an idea under study by the regional agency, but not yet committed to an improvement program.

Strategy #2: Increase Housing Options for Village Residents

Predominately, the Village offers single-family homes or multi-family rental accommodations. Additional options for housing would make Mundelein a more attractive place to live, and invest, to a broader range of people. In today's world, a wide range of family types, work situations, individual needs and specific preferences for housing types exist. Communities that offer a variety of housing types attract diverse populations, which most often benefit those communities.

The development of owner-occupied condominiums or townhomes for retirees and “empty-nesters,” with little or no yards to maintain, would enhance the range of housing types available within Mundelein and help to create a unique environment in this area. In addition, the area holds the long-term potential to accommodate some housing that might be integrated with commercial development. Young professionals are also attracted to this type of housing as they may not be prepared to commit to the purchase and upkeep of a traditional single-family home. This type of housing is also becoming attractive to seniors.

Strategy #3: Develop Additional Industrial Sites

The industrial park areas of Mundelein contribute greatly to the stability and success of the Village. Effort should be made to expand the existing industrial park with a focus on corporate office development. Large undeveloped parcels abut the Tower Road Industrial Park. Expansion of the land area of the park would provide acreage for business expansion that would be beneficial to the Village.

Strategy #4: Improve the Safety and Function of Infrastructure

Successful commercial districts depend upon easy access and movement between development sites. Access into development sites should be provided from as many directions of travel as physically possible. Points of entry should lead from one site directly into another.

Pedestrian circulation should be improved. Just like cars, pedestrians need convenient access to goods and services in order to take full advantage of them. Commercial developments should be easily accessible from surrounding neighborhoods and pleasant to walk through. Care should be given to balance both the driving and walking needs of patrons.

The realignment of select major intersections would increase both the safety and function of the Village street network and result in the creation of desirable development sites. The extension of key streets would improve circulation and, in some cases, could provide access to additional development sites.

Strategy #5: Enhance Visual Character and Identity of Village

Today's culture values aesthetics. Improving the appearance of the Commercial Corridor can make believers out of many skeptics. It is important for the area to have a unique visual character if it is to attract new business investors and shopping patrons. Visitors to South Mundelein should sense that they have entered a special place that is unlike others they have visited.

A unique visual character should be established with streetscape enhancements. These enhancements would include elements such as boulevard and gateway treatments, traffic lights on decorative poles, street lighting, street trees, fencing, landscaped planting areas and decorative signage. These elements should be designed to create a distinctive setting unique to Mundelein.

Strategy #6: Develop High-Quality Public Space

High-quality public space amenities foster civic pride. Care should be given to not only develop commercial space but also to integrate it with desirable public space. People can be drawn into the area by creating attractive and unique places where leisure time can be spent meeting with friends and acquaintances, strolling, reading and watching children play. South Mundelein should be a fun place to be, whether or not one has a specific reason to be there. This can be done, in part, through careful physical design improvements.

Diamond Lake is an asset to the community. A public amenity such as a boardwalk or deck feature should be integrated into new commercial development along the Lake so

that village residents and visitors to the region may enjoy its beauty. Access to the Lake should be provided through a trail system from existing neighborhoods and new developments wherever possible.

FRAMEWORK PLAN

Figure 10, Framework Plan, illustrates the organizational structure of the Southside Commercial Corridor Plan. Concepts of land use, street connectivity, streetscape enhancement and the placement of Village entrance and key intersection landscape treatments are included. The Framework Plan provides the theoretical basis for the development of Key Projects and illustrative site plans.

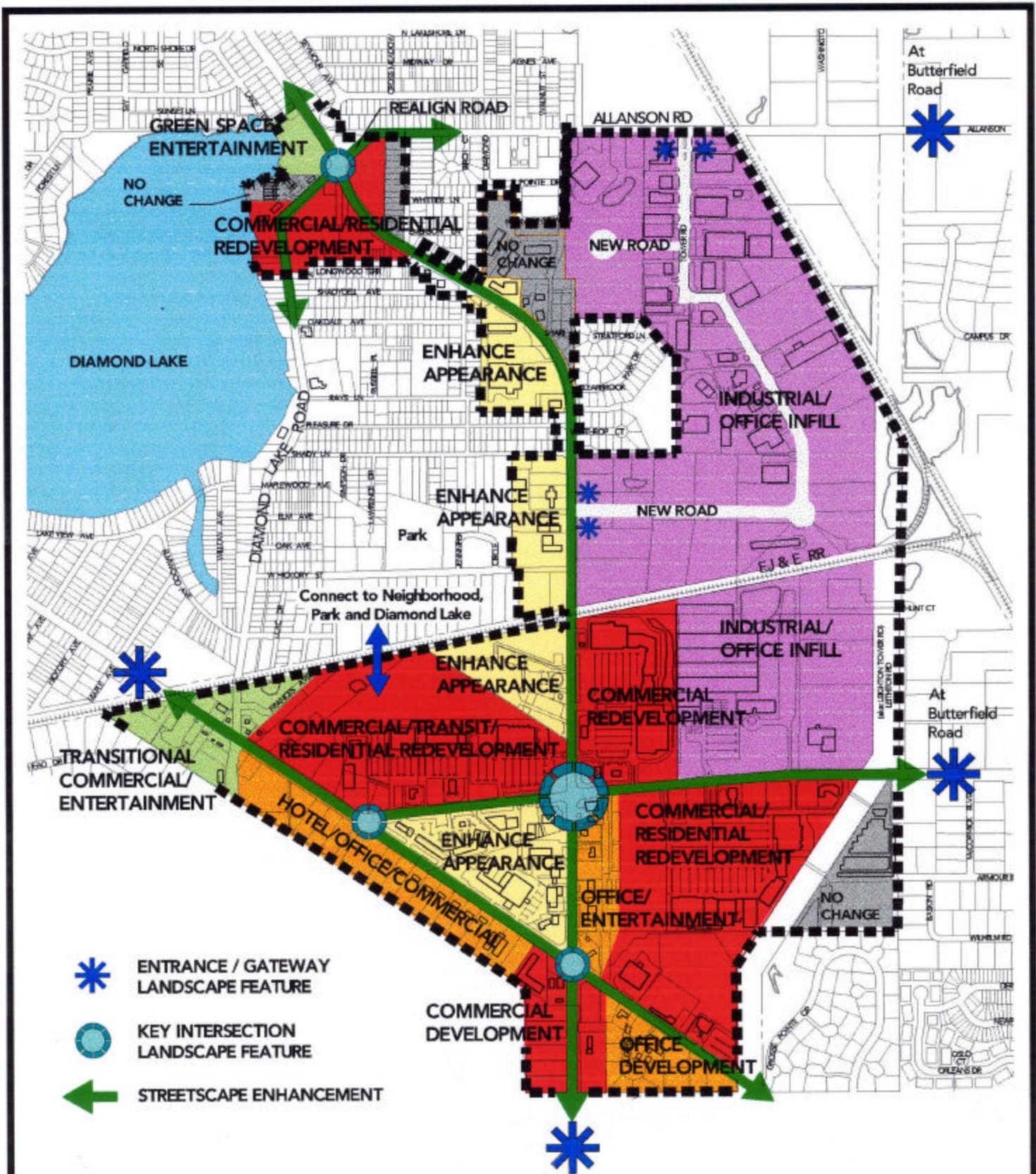
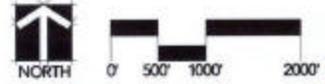


Figure: 10

FRAMEWORK PLAN
SOUTHSIDE COMMERCIAL CORRIDOR PLAN
 Mundelein, Illinois



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5. KEY PROJECTS

The following projects are intended to establish a program of physical improvement for the Southside Commercial Corridor. Figure 11, Illustrative Concept Plan, provides a comprehensive illustration of what the Study Area could be if these projects were implemented.

Mixed-Use Transit-Oriented Development

A major mixed-use regional shopping center is proposed for South Mundelein on ILL 60/Townline Road, just west of the intersection of US 45/Lake Street as illustrated in Figure 12, Transit-Oriented Development. The site is bound on the north by the EJ&E Railroad corridor, which is currently being considered for conversion into commuter rail service to provide a circumferential connection between existing Metra service lines from the City of Chicago. Integration of commuter rail service into the development would be a significant advantage for both commuters and business entrepreneurs.

Commercial, office and entertainment uses are proposed for a series of one- and two-story buildings located on the frontage of Townline Road, indicated in red. Mixed commercial, office and residential uses are proposed for a series of three-story buildings indicated in orange. A commuter rail station, indicated in blue, is proposed for the ground floor of a three-story building that contains a mix of commercial, office and residential uses. Parking accommodation is mixed throughout the site to avoid large dedicated lots that serve only one use.

Quality pedestrian spaces and courtyards are provided in addition to unique landscape and entrance features. A tower sign feature would provide a signature visual element for the area to make it easy for visitors in the region to locate the development.

The layout that is illustrated contains approximately 130,000 s.f. of dedicated commercial space, 140,000 s.f. of mixed office/commercial space, 140,000 s.f. of residential space (approximately 100 dwelling units), and 2,500 s.f. for the commuter station.



Figure: 11

ILLUSTRATIVE CONCEPT PLAN

SOUTHSIDE COMMERCIAL CORRIDOR PLAN

Mundelein, Illinois



Figure 12

TRANSIT-ORIENTED DEVELOPMENT

SOUTHSIDE COMMERCIAL CORRIDOR PLAN

Mundelein, Illinois



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Oak Creek Commercial/Townhome Development

A key development site for upscale townhome development is located on eastbound US 45 between Lake Street and the ComEd easement. As illustrated in Figure 13, Oak Creek Commercial/Townhome Development, new streets are proposed to provide connections between Oak Creek Plaza and both US 45/Lake Street to the west and eastbound US 45 to the south. These streets would provide access to key residential development sites.

As illustrated, a circular street layout accommodates sixty-four duplex townhome dwellings depicted in yellow. Landscape entrance features mark the entrances to the new streets. Tree planted landscape medians reduce the speed of traffic and provide a unique visual character for the neighborhood. A series of walking trails provide connections to water retention features and wooded areas, and to a mix of shopping and entertainment venues.

Streetscape and Gateway Enhancements

A successful program of streetscape enhancement can strengthen the overall market appeal of the area and make it more competitive with other shopping districts and residential communities. A series of comprehensive enhancements is illustrated in the Illustrative Concept Plan. Key elements include street edge treatments, key intersection treatments, planted medians, and Village gateway entrance features.

Street trees and pedestrian-scaled lighting on decorative poles are proposed along the sides of the roads. Special landscape treatment areas that utilize berms and a mix of evergreen and deciduous trees are proposed for water retention areas. Key street intersections and shopping center entrances are treated with ornamental trees and shrubbery to make them highly visible. In key locations such as the proposed transit-oriented development site, brick columns with iron fencing and pedestal lighting are proposed to create distinct settings that are unique to the area. In all cases, lighting should satisfy IDOT photometric requirements for vehicular safety.

Figure 14, Visual Character, illustrates a concept for the landscape treatment of the intersection of US 45/Lake Street with ILL 60/Townline Road. This treatment could be utilized throughout the area and serve as the model for Village gateway entrance features. Key locations for gateway features are indicated with yellow stars on the Illustrative Plan, and they include the intersections of Townline and Butterfield Roads, Allanson and Butterfield Roads, ILL 60/83 and Diamond Lake Road, and at the Village corporate limits on ILL 83 traveling north from Long Grove.

Overhead utility lines detract from the overall appearance of the commercial center of South Mundelein. Buried utility lines would greatly enhance the appearance and function of the area. This is an important decision that may effect the selection of landscape materials used for beautification. When possible, all utility lines within the commercial center of South Mundelein should be placed underground.



Figure 13

**OAK CREEK COMMERCIAL/
TOWNHOME DEVELOPMENT**
SOUTHSIDE COMMERCIAL CORRIDOR PLAN
Mundelein, Illinois



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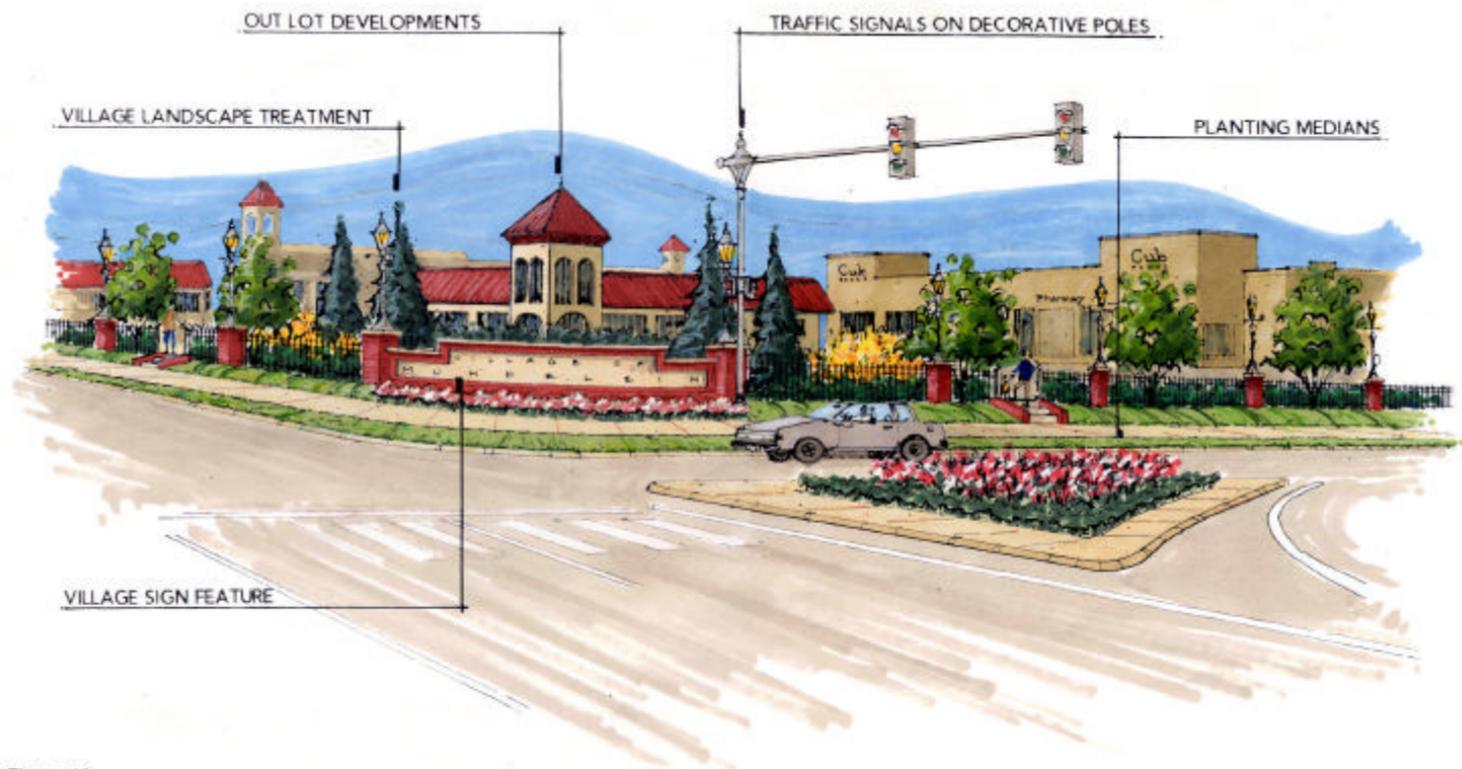


Figure: 14

VISUAL CHARACTER (Lake St. & Townline Rd.)

SOUTHSIDE COMMERCIAL CORRIDOR PLAN

Mundelein, Illinois

Plans for the future widening of ILL 60/Townline Road have been integrated into the illustrative drawing. Most notably are the increased turning radii at the intersections of Townline Road with US 45/Lake Street and with ILL 83. Planted landscape medians are illustrated on US 45/Lake Street south of the railroad corridor, and on ILL 60/Townline Road between Butterfield Road and ILL 83. It is anticipated that the installation of the medians would require the widening of ILL 60 and, therefore, would be a project for the Illinois Department of Transportation.

Industrial Park Expansion and Enhancement

Additional industrial development sites could be accessed with an extension of Tower Road west to US 45/Lake Street, illustrated in Figure 15, Industrial Park Improvements. Not only would this roadway extension provide access to development sites, it would also improve traffic circulation throughout the entire industrial park and relieve traffic congestion from the intersection of Allanson and US 45/Lake Street. This extension would, however, pass through a wetland area. As a “next-step,” a feasibility study should be undertaken to assess the cost-benefit ratio of the proposed development.

Additional expansion sites could be accessed from Tower Road just south of Allanson Road. A cul-de-sac would provide access to undeveloped property behind Biologic. All told, there are approximately 110 acres in the existing Tower Road industrial park area. The potential acreage gained by these two roadway extensions totals approximately 47 acres. The buildings depicted in dark purple represent 300,000 s.f. of additional enclosed space.

The development of corporate office buildings along the Tower Road extension is recommended to enhance the professional image of the industrial park and to provide a desirable transition between industrial park functions and Lake Street. Streetscape treatments should be located along the new road, and gateway entrance features developed at both the intersections of Lake Street and Allanson Roads. The implementation of these land use and design recommendations would greatly enhance the visual character of the industrial park and reinforce its position as a prominent partner within the Mundelein community.

Diamond Lake Intersection Redevelopment

The intersection of US 45/Lake Street, Allanson and Diamond Lake Roads represents a tremendous opportunity for the Village not only to improve the safety and function of its infrastructure, but also to create a successful mixed-use development with a unique green space public amenity at Diamond Lake. Figure 16, Lake & Allanson Detail Plan, illustrates the redevelopment potential of the area.

As it exists, the intersection of Lake Street and Allanson Road is awkward and often difficult for motorists to negotiate safe turns. A realignment of the intersection is proposed to bring it in line with Diamond Lake Road. As an added benefit to the

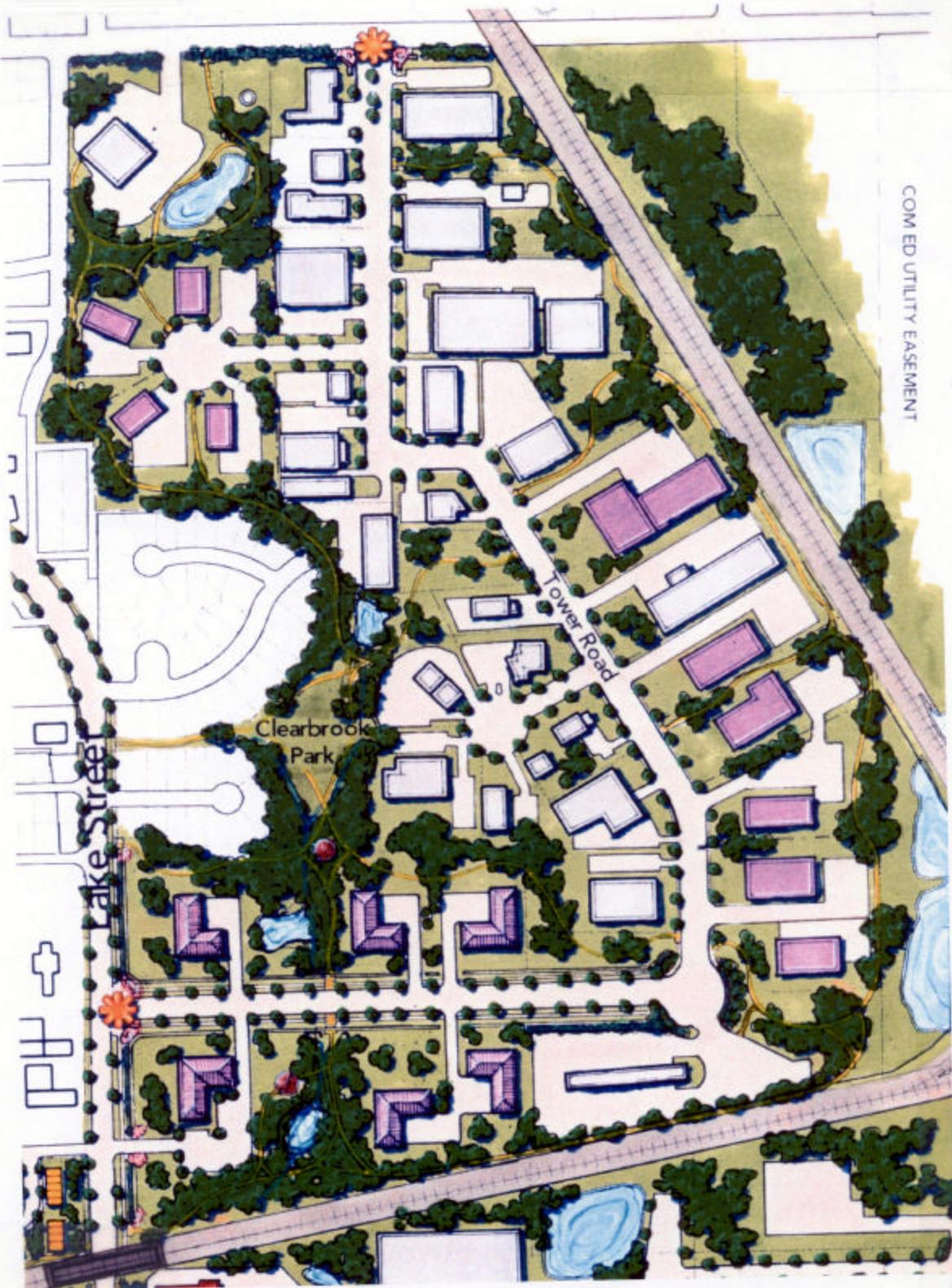


Figure: 15

INDUSTRIAL PARK IMPROVEMENTS
SOUTHSIDE COMMERCIAL CORRIDOR PLAN
 Mundelein, Illinois



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Figure: 16

LAKE & ALLANSON DETAIL PLAN

SOUTHSIDE COMMERCIAL CORRIDOR PLAN
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realignment, a unique opportunity is created to display Village art as a signature focal point feature for the area.

Key development sites with high commercial visibility result from this realignment. The Detail Plan depicts 55,000 s.f. of mixed commercial and office space illustrated in red, 17,500 s.f. of entertainment space illustrated in orange, and as much as 60,000 s.f. of residential space illustrated in yellow. Two buildings along the lakefront, illustrated in brown, are suitable for renovation and adaptive reuse, possibly as an upscale restaurant or a bed and breakfast.

Assuring public access to the lakefront is important to the Village. The Detail Plan depicts large areas of green activity space west of Diamond Lake Road. To maximize public access to the lake, this green space amenity could, eventually, be extended south to Diamond Lake Recreation Center and Beach. New commercial developments in this area should be limited to entertainment-type uses.

It is anticipated that the redevelopment of this area primarily will be an activity of private sector investment. The Village could utilize a Request for Proposals (RFP) process to solicit interested developers. The Village has several key components to the redevelopment that it can bring to the table. The Village may choose to assist with the assembly of land, the realignment of Allanson Road, the construction of new streets and related infrastructure, the installation of streetscape enhancements, rezoning and replatting facilitation, and the development of unique lakefront pedestrian amenities.

6. ACTION PLAN

The key strategies and projects that have been identified imply certain responsibilities for action. It must be stressed, however, that implementing a community vision for South Mundelein is not the sole responsibility of government. South Mundelein is a complex area having multiple owners, users and supporters, each with their own agendas and needs. All of these parties must work together in a coordinated manner if positive development and redevelopment is to occur. Such direction needs to be reflected in the investment, location and community support activities of businesses, and in the personal shopping, entertainment choices and civic spirit of its citizens. It also has to be reflected in the capital improvement, regulatory and tax policies of local government. Implementation of this program requires the Village to take action on several fronts.

A. ADOPT AND PROMOTE THE PLAN

Plans are implemented both by the Village and private investors. While the Village government is aware of its role, and the possibilities of development contained in the plan, this may not be true regarding the private sector or representatives of regional agencies. Therefore upon adoption of the plan, the Village should consider the following:

1. Prepare a summary of the plan for inclusion in the forthcoming Village newsletter.
2. Mail copies of the plan to each property owner in the planning area.
3. Hold a meeting of subarea property owners and interested parties to discuss the plan and development opportunities.
4. Meet with Metra representatives to outline the plan and emphasize a willingness to accommodate their station needs within the subarea. The result of this meeting should be agreement as to the actions that the Village needs to undertake to facilitate Metra acceptance of this site for a station on the EJ&E, should the line be found feasible.
5. Have representatives attend meetings of local boards of realtors, chambers of commerce, etc., to present the plan and seek local investment.
6. Submit copies of the plan to local state Senators and Assemblymen, and meet with them to discuss opportunities to implement aspects of the plan through the Build Illinois Program and other state and federal resources.

B. ESTABLISH A PROGRAM AND STRATEGY TO FINANCE THE PLAN

Many of the plan's proposals require Village financial commitment or involvement. Key among them is the construction of infrastructure and the establishment of potential public-private partnerships to facilitate the redevelopment proposals contained within it. Clearly, the Village can work to finance improvements in the area in a traditional manner, including application of MFT funds to public way improvements, or through their share of County and State funds allocated for such purposes.

The Village might also look to encourage the involvement of property owners through the establishment of a special service district or, if appropriate, a Tax Increment Finance (TIF) District which can allocate portions of the subarea's real estate tax to financing planned redevelopment. While more complete study needs to be done, it appears that conditions within the subarea should allow portions of it to qualify as a TIF. Such an action would allow the Village to finance infrastructure improvements, site clearance, building rehabilitation and a host of other actions discussed in the plan.

Even if the Village chooses not to pursue a traditional TIF and encumber the full real estate tax complement of the subarea for redevelopment purposes, it can choose to do a more modified, Village-specific TIF. In this manner, the Village might determine that it is in its interest to reinvest its share of the real estate property tax in area redevelopment. If so, it might use this process to work with a local developer in formulating a public-private venture for specific improvements or redevelopment of key parcels within the plan.

To that end, another technique that might be employed is the use of the State Business District designation which allows the Village to establish a commercial business district redevelopment plan. This designation provides the Village with a range of powers, including eminent domain, to facilitate economic development. While it only utilizes traditional sources of Village revenue, it does allow the municipality to establish a program for commercial redevelopment and efficiently marshal existing resources to implement it.

Therefore, the Village should review available funding choices and determine the degree and type of Village commitment to be made to implement the recommendations of the Subarea Plan. This would range from:

- Traditional support on a project-by-project basis.
- Joint public-private funding through a special service district.
- Establishment of a Business District under the State Statutes. Two should be considered – one each for the Diamond Lake and the Regional Crossroads components of the subarea.
- Tax Increment Financing for eligible portions of the district.

C. IDENTIFY AND MAKE REGULATORY CHANGES TO IMPLEMENT THE PLAN

A range of actions will also be needed in the regulatory arena, especially in zoning. Some of these actions might be linked to financial incentives. For example, the Village might consider it useful to create incentives for quality site design, and provide funds if projects meet certain design requirements or guidelines. Indeed, these incentives might be tied directly to the financing actions discussed above.

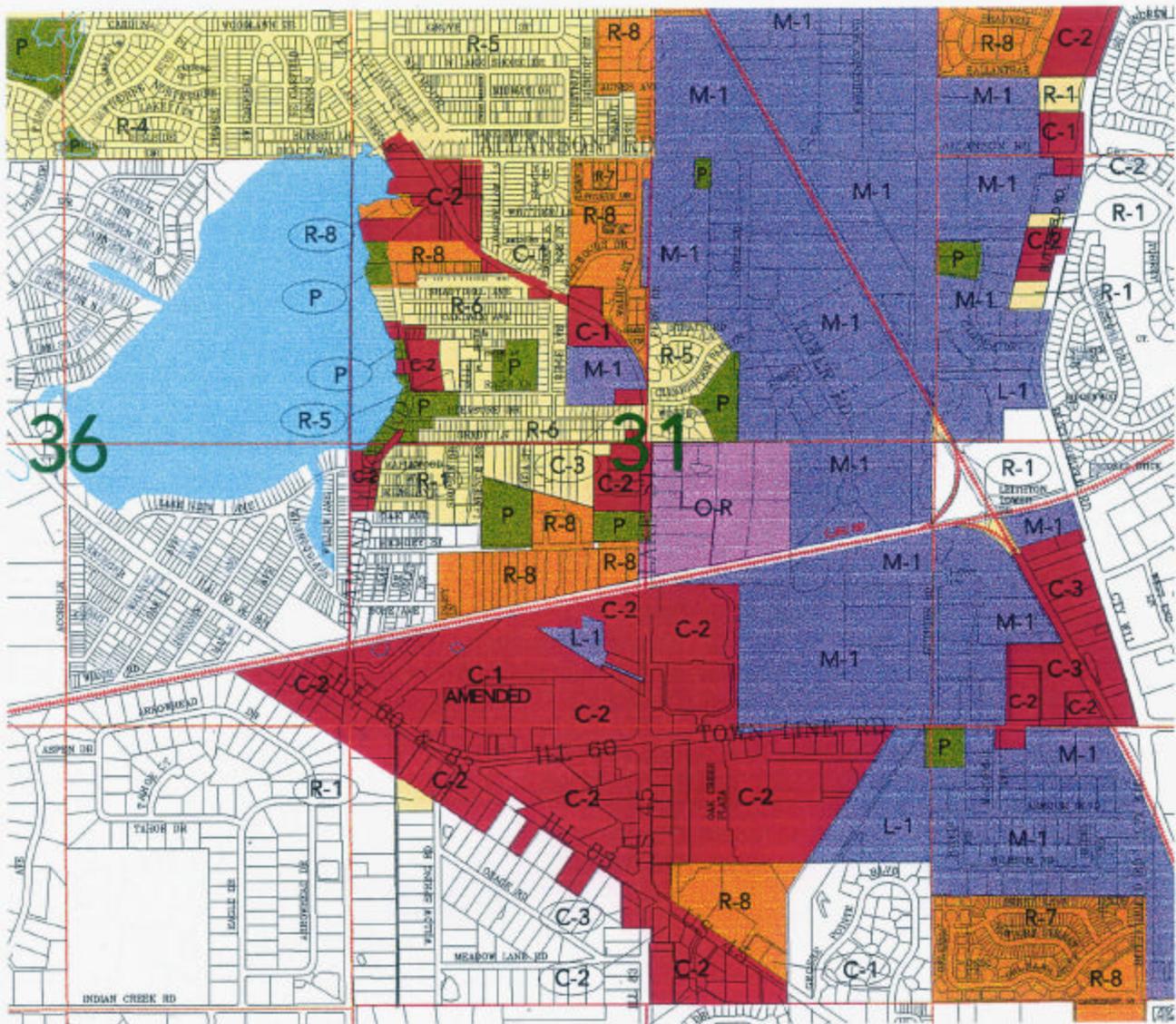
In certain circumstances the present zoning map should be amended to place existing property in zoning districts better directed to achieving the policies of the plan. Much of the commercial portion of the subarea is presently zoned C-3 which allows uses such as auto repair and wholesale storage, which do not reflect the policy intent of this plan. Consideration should be given to the following recommendations which are illustrated in Figure 17, Proposed Zoning.

Regional Crossroads Area:

1. Change the C-3 zoning to C-2 in the commercial portions of the northeast and southeast quadrants of the Regional Crossroads. Consider amending the C-2 district to allow outdoor accessory display or storage as a special use under controlled circumstances.
2. Subject to the submission of an acceptable proposal which reflects the plan shown in Chapter 5, change the C-3 zoning in the northwest quadrant, west of Cub Foods, to C-1 to facilitate development as a pedestrian-scaled area.
3. Rezone the current frontage of eastbound US 45 from C-3 to R-8 to facilitate residential redevelopment.
4. Rezone the M-1 area immediately west of Oak Creek, south of Townline Road, to C-2 to facilitate commercial redevelopment.
5. Amend the C-1 to allow transit station and park-and-ride facilities as a special use.
6. Adopt a special use provision to facilitate the integrated development of residential and commercial uses in a TOD setting that could be applied to the TOD area proposed in Chapter 5. This provision might also be of interest within the downtown.

Diamond Lake Intersection Area:

Upon submittal of a development plan for the area west of the intersection of Diamond Lake Road and Lake Street, rezone that portion used for residential purposes, as illustrated in Chapter 5, to R-8 to facilitate residential redevelopment.



LEGEND	
RESIDENTIAL DISTRICTS	COMMERCIAL DISTRICTS
R-1 Single Family Dwelling District	C-1 Commercial District
R-2 Single Family Dwelling District	C-2 Commercial District
R-3 Single Family Dwelling District	C-3 Commercial District
R-4 Single Family Dwelling District	
R-5 Single Family Dwelling District	INDUSTRIAL DISTRICTS
R-6 Single Family Dwelling District	OR Office-Research District
R-7 Two Family Dwelling District	L-1 Light Industrial District
R-8 Multiple Family Dwelling District	M-1 Medium Industrial District
	PUBLIC LANDS
	P Public Land District
	Study Area Boundary

Figure: 17

PROPOSED ZONING

SOUTHSIDE COMMERCIAL CORRIDOR PLAN

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Lake Street Parcel:

The vacant parcel located west of Lake Street and immediately north of the EJ&E Railroad should be rezoned from C-1 to R-8 in order to facilitate residential development.

Tower Road Industrial Park Area:

1. The church property, east of Lake Street and immediately north of the EJ&E Railroad, should be rezoned O-R.
2. The property, east of Lake Street and north of the church, should be rezoned to O-R.
3. Upon approval of a comprehensive development agreement for the expansion of the industrial park, the Village should annex the roughly 26 acre unincorporated tract east of Lake Street, and zone that property O-R.

D. IMPLEMENT A PROGRAM OF ACTIONS

In many cases, the successful realization of the projects will require implementation actions from other entities or mature market conditions that are beyond the direct control of the Village. In all cases, however, there are steps that can be taken immediately, so that the Village will be ready to move forward in a timely manner as opportunities appear. This section organizes the actions required to implement the following key projects:

- Mixed-Use Transit-Oriented Development
- Oak Creek Commercial Townhome Development
- Streetscape and Gateway Enhancements
- Industrial Park Expansion and Enhancement
- Redevelopment of Diamond Lake Intersection

Mixed-Use Transit-Oriented Development

Redevelopment of the northwest quadrant of the Regional Crossroads to facilitate pedestrian-oriented mixed-use development, potentially focused on a commuter station, and linked to residential development north of the EJ&E railroad tracks. Anticipated public expenditures to cover costs of commuter station, road and related infrastructure, and pedestrian underpass: \$3,500,000.

Action steps include:

- Present plan to Metra and establish a joint process to facilitate development of TOD concept.

- Identify roles of the Village, Metra and developer(s) with regard to the purchase and redevelopment of land, construction of roadway infrastructure, construction of a commuter station and platform facilities, provision of a pedestrian underpass connection to neighborhoods located north of railroad tracks, and other related issues.
- Establish site and building design guidelines to be incorporated in any public-private development plan.
- Make zoning adjustments as previously discussed.
- Initiate redevelopment through public process, or await interest by private developer.

Oak Creek Commercial / Townhome Development

Redevelopment of portions of the southeast quadrant of the Regional Crossroads to facilitate new commercial and residential development. Area includes property along Lake Street frontage west of Oak Creek, and property along eastbound Route 45 frontage. Anticipated public expenditures to cover construction of public roads to link Lake Street and eastbound Route 45 to Oak Creek Plaza shopping center and Townline Road: \$800,000.

Action steps include:

- Annex unincorporated Lake Street parcels and zone C-2.
- Initiate redevelopment through public process, or await interest by private developer.
- Establish public-private financing and development agreement.
- Prepare development plan.
- Establish site and building design guidelines.
- Secure right-of-way for road construction.
- Rezone parcels as described earlier.
- Establish site and building design guidelines.
- Construct new streets and public landscape.

Streetscape and Gateway Enhancements

Enhancement of public right-of-way along Lake Street, Townline Road, portions of ILL 83, and development of Village gateway features. Anticipated public expenditures to cover select landscape, street lighting, signage and related infrastructure: \$2,500,000. (Costs to bury utility lines vary considerably with condition and could range between \$100 and \$250 per foot).

Action steps include:

- Determine village approach to funding ranging from traditional “pay-as-you go” through TIF.
- Develop concept plans for streetscape enhancements and gateway entrance sign features with a phased implementation strategy. Such plans to include extending drive lanes east from Townline Square Shopping Center to Medline Drive in order to provide connection through to Oak Creek Plaza to the south.
- Present plans to IDOT and establish a joint process to facilitate implementation and financing of enhancements in accordance with their capital improvement schedule.
- Identify key locations for enhancement features and secure access through lease, easement or right-of-way transactions.
- Develop construction documents.
- Install enhancement features.

Industrial Park Expansion and Enhancement

Expansion of the Industrial Park to the west including presently unincorporated lands, connecting Tower Road to Lake Street, developing property behind the Biologic facility, and installing streetscape and gateway entrance features along Tower Road. Anticipated public expenditures to cover road extension, street lighting and landscape installations: \$1,500,000.

Action steps include:

Tower Road Expansion

- Conduct a development feasibility study to determine impact of wetlands upon viability of industrial park expansion.
- Seek developer interest in the expansion of industrial park and establish financing and development agreements.
- Secure right-of-way to extend Tower Road.
- Establish criteria for development of street and related infrastructure.
- Annex, rezone and replat affected parcels.

Cul-De-Sac Development

- Await private development initiative for project proposal.
- Determine the degree to which the Village should participate.
- Subdivide accessed area into 4 development parcels.
- Make necessary infrastructure improvements.

Gateway Enhancement

- Determine if the Village should fund enhancement projects or if they should be part of a special district to be established for the improvement of Tower Road.
- Develop plans for streetscape enhancements and gateway entrance sign features.
- Install enhancement features.

Diamond Lake Intersection Redevelopment

Realign Allanson Road and Lake Street and redevelop properties near that intersection to encourage increased residential development, neighborhood commercial retail, and public view and access to Diamond Lake. Anticipated public expenditures to cover road realignment and improvement, construction of residential streets, and public amenity and green space improvements related to Diamond Lake: \$1,800,000.

Action steps include:

Allanson Road Realignment

- Refine concept plan, and consider extending Cross Meadow Street through to Allanson to provide access into neighborhood.
- Identify property for acquisition required for roadway realignment.
- Incorporate landscape features as shown in plan.
- Secure funding through traditional sources.
- Prepare construction documents.

Lakefront / Longwood Terrace Redevelopment

- Develop RFP seeking developers interested in lakefront redevelopment that includes commercial, office, entertainment and residential mixed-use as shown in plan.
- Make zoning changes upon conclusion of a development agreement with developers.

E. TIMING ISSUES

As previously mentioned, action from a variety of entities will be required to successfully implement many of the projects. The Village can, however, move forward on other projects that are within its sole jurisdiction. Clearly, the Village can aggressively adopt and promote all aspects of the Plan and begin the process of developing strategies and programs to finance aspects of the Plan upon its own initiative.

With respect to individual projects, the Village can move forward with the design and implementation of streetscape and gateway enhancements, and with the realignment of Allanson and Diamond Lake Roads.

The realization of the mixed-use transit-oriented development, the Oak Creek commercial townhome development, and the mixed-use redevelopment at the Diamond Lake intersection will require commitment and action from others. These projects can, however, be advanced by the Village through the implementation of the series of supportive initiatives described in the previous sections. Utilizing the outline presented in this Plan, the Village should be ready to act swiftly to take advantage of every opportunity for success.