



DOWNTOWN NORTH IMPLEMENTATION PLAN



Prepared For



Mundelein

Prepared By



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CONTENTS

- 07 Executive Summary / Introduction
- 25 Existing Conditions
- 43 Downtown North Vision
- 89 East Hawley Street Redesign
- 107 Implementation
- 125 Appendix

St. Mary's Lake

Lake Street / Maple Avenue
Intersection

Traditional Downtown
Mundelein



Downtown North Implementation Plan Study Area

Aerial Image Source: Google Earth

East Hawley Street
Corridor

US Post Office

Mundelein
Metra Station

Bank Triangle

Plaza
Circle

Mundelein
Village Hall

Lake Street / Hawley Street
Intersection

Mundelein
Police Department

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EXECUTIVE SUMMARY

Americans are demanding to live and work in places with walkability and authenticity. Downtown Mundelein, Illinois is such a place, a rare find in Chicago's northern suburbs. Thanks to the Village of Mundelein's strong and consistent leadership, the adoption of the Downtown North Implementation Plan puts in place all of the key planning and investments necessary to position the greater downtown for rapid economic development. This tipping-point plan sets the table for literally dozens of downtown redevelopment projects and decades of sustained growth.

This plan is based on proven investment-attracting, placemaking strategies:

- enhancing access by foot, bike, and transit
- promoting building reuse through sensible regulations and leveraging grants
- protecting and enhancing traditional architectural character
- applying quality context standards for new infill
- encouraging new cultural and entertainment anchors
- emphasizing the short walk-distance to PACE bus routes and the Metra Station

Building on the development momentum of Plaza Circle adjacent to the Metra Station, this plan extends an invitation to a wide range of families and entrepreneurs to come live, work, play, and learn in downtown Mundelein. The elected leadership, the business community, and the community at-large are all in agreement: ***Downtown Mundelein is open for exploration!***

Anchor the traditional downtown with a public space.

Plaza Circle has given Mundelein something it has lacked: a large, civic gathering space nestled in a vibrant, attractive built environment with areas of interest at every turn. Its role in hosting festivals and events is growing, and the space has proved to be a successful location for public life. It is, however, not the intimate, everyday functional space that many successful places feature. A public space within the traditional downtown area north of East Hawley Street would complement Plaza Circle and remain viable on its own.

The northeast corner of the Park Street and Seymour Avenue intersection is currently an underutilized triangular property. As redevelopment occurs on the industrial parcels along the railroad tracks through downtown, an opportunity to frame and activate this triangular property should present itself. Village investment in this parcel should also provide downtown with a unique asset that increases livability and draws residents.

Encourage diverse residential building types.

Mundelein's receptiveness to rental housing distinguishes the Village from many other Northern Chicagoland suburbs, many of which have been reluctant to embrace rental housing. There is a healthy rental market made up of professionals, retirees, and young families who desire to live within walking distance of a downtown, as well as public transit. Building on the strength of the Cardinal Square development and other infrastructure enhancements, the Village has an opportunity to put itself in a unique position as a premier rental community in the North suburban market. Increasing numbers of residents will help to support and grow an 18 hour / 7 days a week downtown that features places to live, work, play, and learn.

In addition to for-rent residential, new higher-density owner-occupied residential options would complement the existing mid-century housing stock prevalent throughout Mundelein. Small-lot single family homes and townhouses provide an alternative to older starter homes for a range of potential residents, including: young families looking to move into a larger space, young professionals seeking a permanent location, and retirees downsizing into a 'right-size' home. The large amounts of industrial land and underutilized parcels provide a canvas for new housing opportunities or reinvestment.

Serve the market for smaller (re) development sites.

Plentiful large-scale development sites south of East Hawley Street continue to attract market interest. The ongoing Cardinal Square development has led the way for other larger development companies to propose both master planned developments and multi-story mixed-used buildings. While these large projects add to the vitality of downtown Mundelein one large project at a time, they lack the fine-grained traditional urban character that comes with small buildings built over time by many hands.

The small-scale infill and building re-use opportunities identified in this plan offer more of the authenticity the market is seeking. They also attract a different scale and variety of 'more-local' developers and entrepreneurs to invest in downtown land, buildings, and businesses. The developments around Plaza Circle would draw a different spectrum of potential tenants than the re-use of a vacant bank building. This diversity of space types and tenants will lead to a more vibrant downtown that includes a collection of both local and national commercial tenants.

Re-use buildings where possible.

Nearly all the existing small-scale buildings within the traditional downtown provide unique scale and character. Retaining more valuable buildings and reimagining some of their potential would not only retain character, but also provide a sense of place that is uniquely Mundelein. In some cases, the buildings are worth significantly more than the land cost and do not warrant a tear down. Instead, these buildings should be re-purposed as a higher and better use.

In the downtown core, the character-defining locations include: the downtown buildings fronting Lake Street, Park Street, and Seymour Avenue; the cottages along Seymour Avenue; and the current and former bank buildings on the block known as the 'Bank Triangle.' The Downtown North Implementation Plan (the Plan) identifies other reuse/redevelopment opportunities outside the core, including the old Village Hall building along East Hawley Street.

Improve connections to and through Downtown.

Arguably the greatest asset in downtown Mundelein is its small-block street grid and diagonal streets, introduced by the geometry of the rail tracks. These "good bones" add value by providing excellent access and character and are the foundation for all future economic development. Yet today's new emphasis on walking and biking - healthy, environmental alternatives to the default choice of driving cars - inform right-of-way (ROW) improvements.

Multiple ROWs within downtown will need updates to transition from industrial to mixed-use, commercial, and residential land uses. Improving streets and providing on-street parking and sidewalks will change the character of downtown Mundelein and increase its appeal. The most dramatic change may be to East Hawley Street, a key gateway into Mundelein.

A core achievement of this plan is the development of an innovative strategy to connect the Millennium Trail to the North Shore Bike Path, both of which start and end just outside the Plan Study Area. This first-in-Lake County urban bike trail will lead to a continuous multi-modal facility giving immediate access to miles of recreational trails – a rare downtown amenity in the north suburbs. Additionally, the Prairie Crossing Bike Path is only 3/4 mile west of the Study Area.

Focus on near-term implementation.

Even with sustained municipal leadership, large-scale redevelopment master plans can take a generation (or more) to realize. Projects take a while to germinate, and every 6 to 12 years economic cycles (recessions) can randomly arrest all economic development activity. The Cardinal Square development, in its 15th year of progress, is a prime local example.

Recent innovations in planning and implementation show promise at accelerating the pace of development. Near-term, tactical improvements to buildings, infrastructure, parking lots, vacant lots, and the like, would incrementally improve downtown. Strategies such as painting crosswalks, hosting public concerts on parking lots, incentivizing a food truck/food vendor day, gateway enhancements or adding bicycle racks in select locations could help to immediately improve the downtown experience at relatively little cost to the Village or business owners. The Plan recommends that the Village sponsor such tactical interventions.

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INTRODUCTION

As the Village of Mundelein, Illinois seeks to compete with other North and Northwest suburban communities, it has recently undergone a series of planning efforts to help improve and revitalize its downtown. This strategy is common in many suburban communities throughout the country as individuals and families are targeting vibrant, walkable places in which to lay roots. In an ever more competitive market, the Village has taken great strides in adopting a number of best practices for urban density, walkability, and parking requirements. These standards have been incorporated into plans for newer projects within the Village, but large-scale development can only happen as fast as the market dictates.

Mundelein is in the process of prioritizing and focusing on the little things that make a great downtown. Turning industrial land uses into residential opportunities has brought a new population base into the heart of downtown. Mundelein should continue to build on its assets, while taking advantage of incremental improvement opportunities, such as programming for temporary events that draw residents into downtown for food, drink, and entertainment. The Village continues to be a great place for people to live and should continue to improve as plans are implemented.

PROJECT CONTEXT

Location within the Chicagoland Region

Located approximately 40 miles from the downtown Chicago Loop, the Village of Mundelein sits on the edge of what may be considered either a North or Northwest suburb of Chicago. The Village is in Lake County, Illinois, approximately 10 miles from the western shores of Lake Michigan. Recognizable adjacent communities include the Village of Grayslake to the north, Village of Libertyville to the east, Village of Vernon Hills to the southeast, Village of Long Grove to the south, and Village of Wauconda to the west.

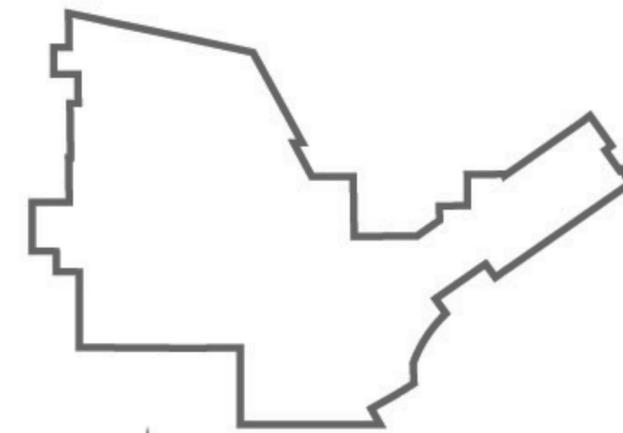
North Lake Street/U.S. Route 45 passes through the center of Mundelein, acting as the primary north/south arterial and commercial land-use spine. Maple Avenue/Illinois Route 176 passes east/west through the Village on the northern edge of downtown. The Metra North Central Line includes a station in Mundelein. Ridership statistics show a steady increase in passengers between 1997 (approximately 225 riders/day) and 2014 (approximately 304 riders/day); however, the line continues to be among Metra's least utilized due to limiting schedules and no weekend service. Additionally, PACE fixed route and paratransit service operates in the area.

Three significant recreation trails converge on downtown Mundelein, with each currently terminating at the approximate edges of the Study Area. The Millennium Trail connects west and north with one terminus at Fieldbrook Park and the other at Chardon Road in Round Lake, IL or west with a terminus in Lakewood Forest Preserve in Wauconda, IL. The North Shore Bike Path connects the Des Plaines River Trail with Lake Bluff, IL to the east and branches onto the Robert McClory Bike Path paralleling the Lake Michigan waterfront to head north to Wisconsin or south to Chicago. The Prairie Crossing Bike Path is 3/4 of a mile west of the Study Area at Midlothian Road and West Hawley Street. It extends north to Route 120 in Grayslake, IL.

Downtown North Boundary

The Plan Study Area includes properties along East Hawley Street between North Lake Street/U.S. Route 45 and James Avenue. The approximate boundaries are to the north along Maple Avenue/Illinois Route 176, to the east at Morris Avenue and James Avenue, to the south at East Division Street and East Hammond Street, and to the west typically, one parcel west of North Lake Street/U.S. Route 45.

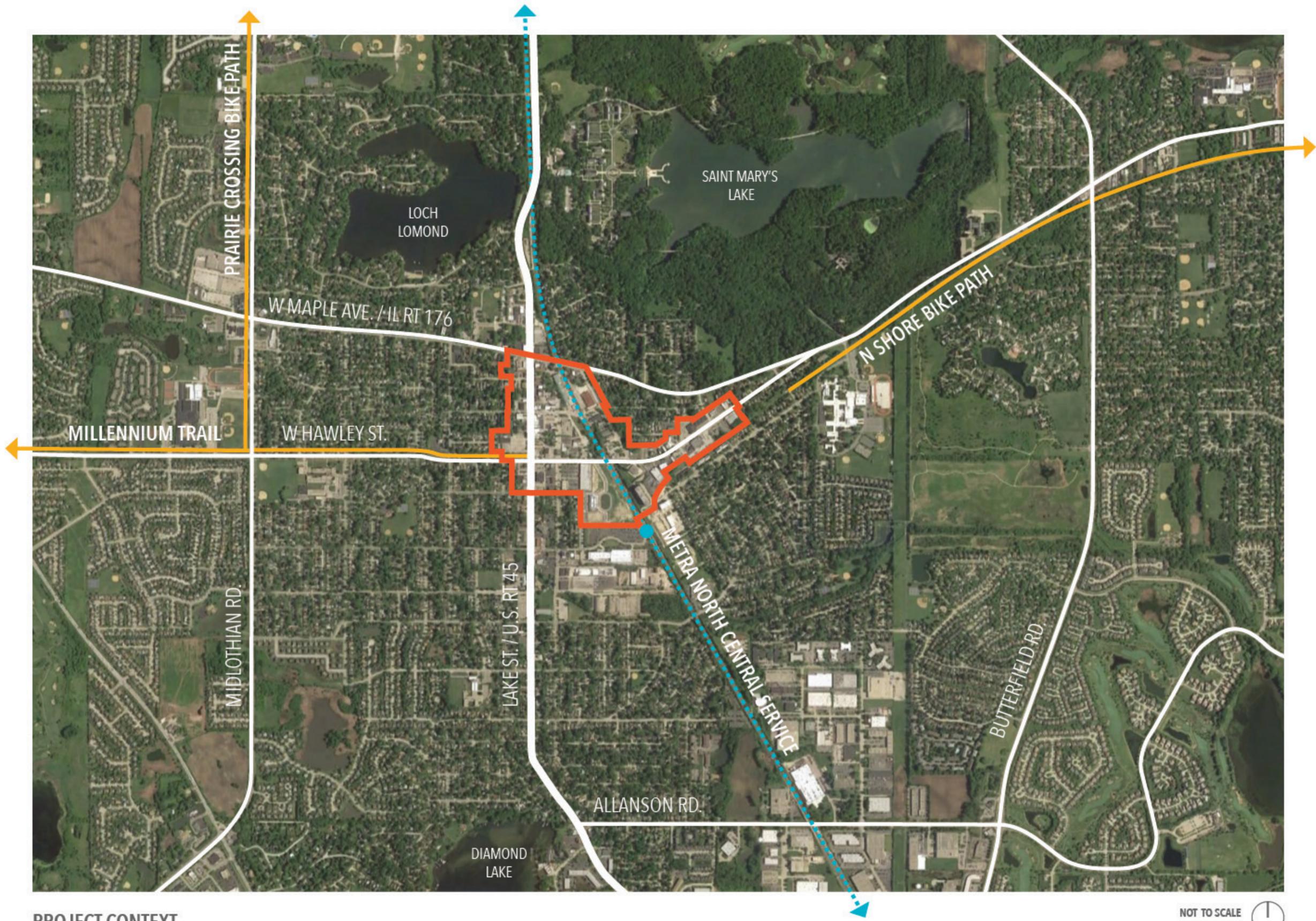
Notable locations near the Study Area include the University of St. Mary of the Lake, approximately one mile to the north and Diamond Lake, approximately one mile to the south. The Mundelein Metra Station is along the west edge of the tracks at the boundary of the Study Area.



Downtown North Study Area

Here's the Boundary!

This shape is repeatedly used throughout the document to highlight the specific parcels within the Study Area.



PROJECT CONTEXT

NOT TO SCALE

STUDY AREA

Study Area

The Downtown North Implementation Plan Study Area primarily includes parcels that were subject to the C-5 zoning ordinance classification created in 2012. These parcels are eligible for a more urban form with decreased parking ratios, form-based codes, and site layout guidelines, as well as regulations on things such as building envelope. The Study Area includes a mixture of vacant parcels and parcels with buildings. The irregular boundary avoids including single-family zoned parcels. The boundary includes land on both the east and west sides of the railroad tracks. The west area includes much of downtown and the ongoing Plaza Circle development adjacent to Village Hall. The east area includes parcels along the railroad tracks and those on either side of East Hawley Street.

Key Adjacencies

Multiple well-known destinations and facilities are included within the Study Area. The new Village Hall building sits at the west edge of the new Plaza Circle public space. A U.S. Post Office location is on the south side of East Hawley Street just east of the railroad tracks. The Mundelein Police Department is along North Lake Street

just outside of the Study Area to the south. Mundelein School District 75 administrative offices are at the intersection of West Park Street and North Lake Street. The Mundelein Metra Station along the Metra North Central Service line is southeast of Village Hall on the west side of the railroad tracks. The former Central Hotel building fronts North Seymour Avenue north of East Park Street.

Downtown

The exact boundaries of Downtown Mundelein are defined by the C-5 Zoning District. This plan identifies the blocks bound by East Maple Avenue to the north, North Chicago Avenue and North Seymour Avenue to the east, East Hawley Street to the south, and North Lake Street to the west as the primary or traditional downtown. These blocks contain a bulk of the walkable blocks where buildings are constructed to the property line and include entrances directly off the public ROW in many cases.

Although the block identified as the Bank Triangle, which is bound by East Park Street to the north, North Chicago Avenue to the east, East Hawley Street to the south, and North Seymour Avenue to the west, is included in the description of downtown, this block does not include

building types that promote walkability or reflect the form of typical traditional downtown buildings.

Some Village residents identify the new development around Plaza Circle as downtown, but because there is a lack of defined connection between the traditional downtown and Plaza Circle, for the purposes of this plan it is referenced as a separate subarea.



STUDY AREA



IMPLEMENTATION PLAN FOCUS AREAS

Complementary Studies

Six distinct focus area studies were conducted as part of this planning process, resulting in a cohesive Vision for the Village. A series of smaller focus areas helps to create individual improvement areas that may be phased at separate times depending on market demands.

The following list of identified focus areas reinforces the notion of downtown Mundelein and Plaza Circle acting as anchors moving forward.

1. Bank Triangle & Adjacent Block Studies
2. Track-Adjacent Parcels Analysis
3. Lot 5 Development / Track Crossing Scheme
4. Performing Arts Center Site Evaluation
5. East Hawley Corridor Redevelopment
6. Millennium Trail - North Shore Path Connections

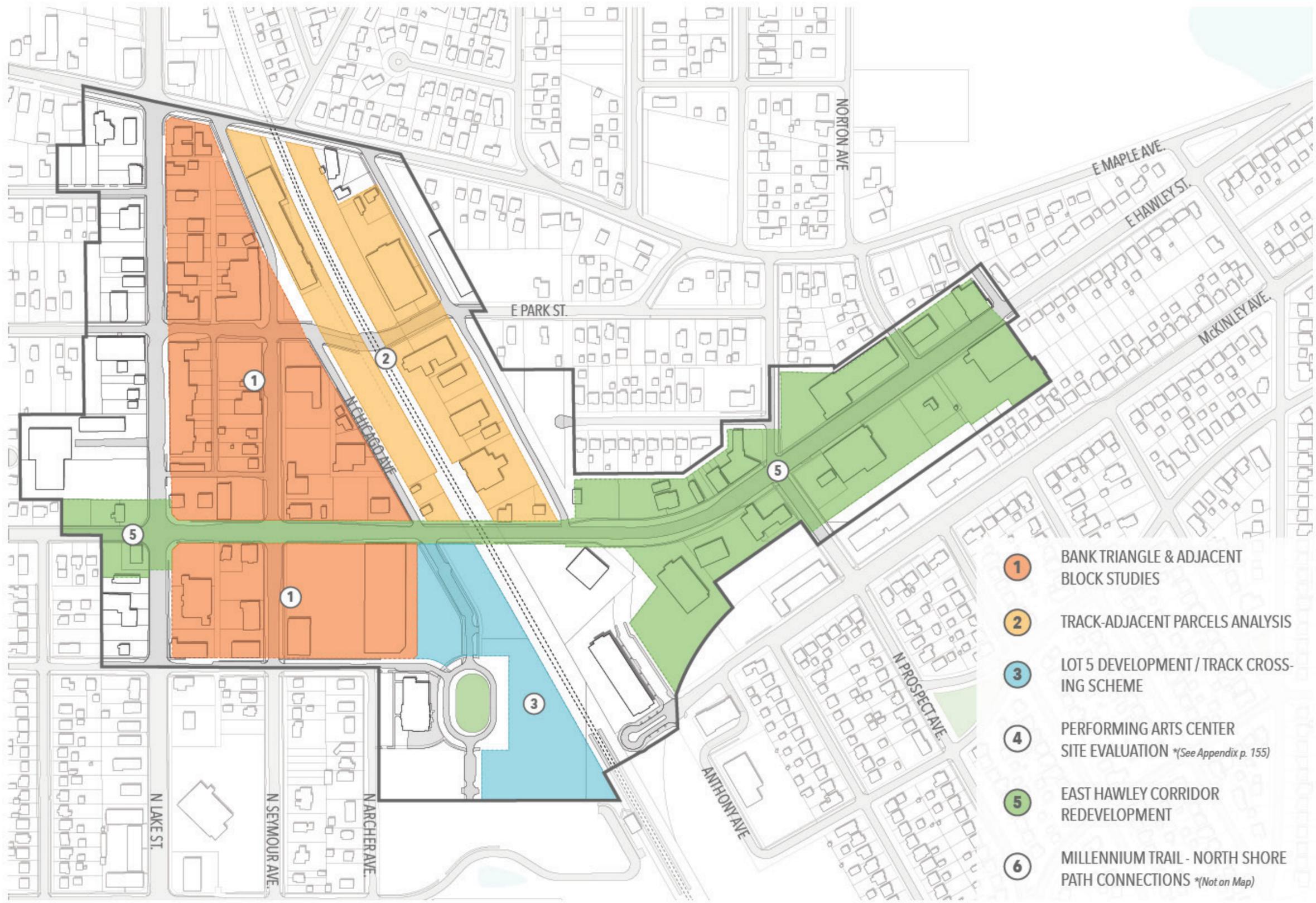
Focus areas 1 and 2 from above play a role in redeveloping the connection between the two anchors, while 3 and 4 are more parcel-specific. Transportation and mobility related improvements belong to focus areas 5 and 6. All six focus areas work together in creating a cohesive Vision that builds on qualities and investments in which the Village is already committed.



E Hawley St. corridor looking east across from the Old Village Hall
Source: Farr Associates



Bank Triangle on N Seymour Ave.
Source: Farr Associates

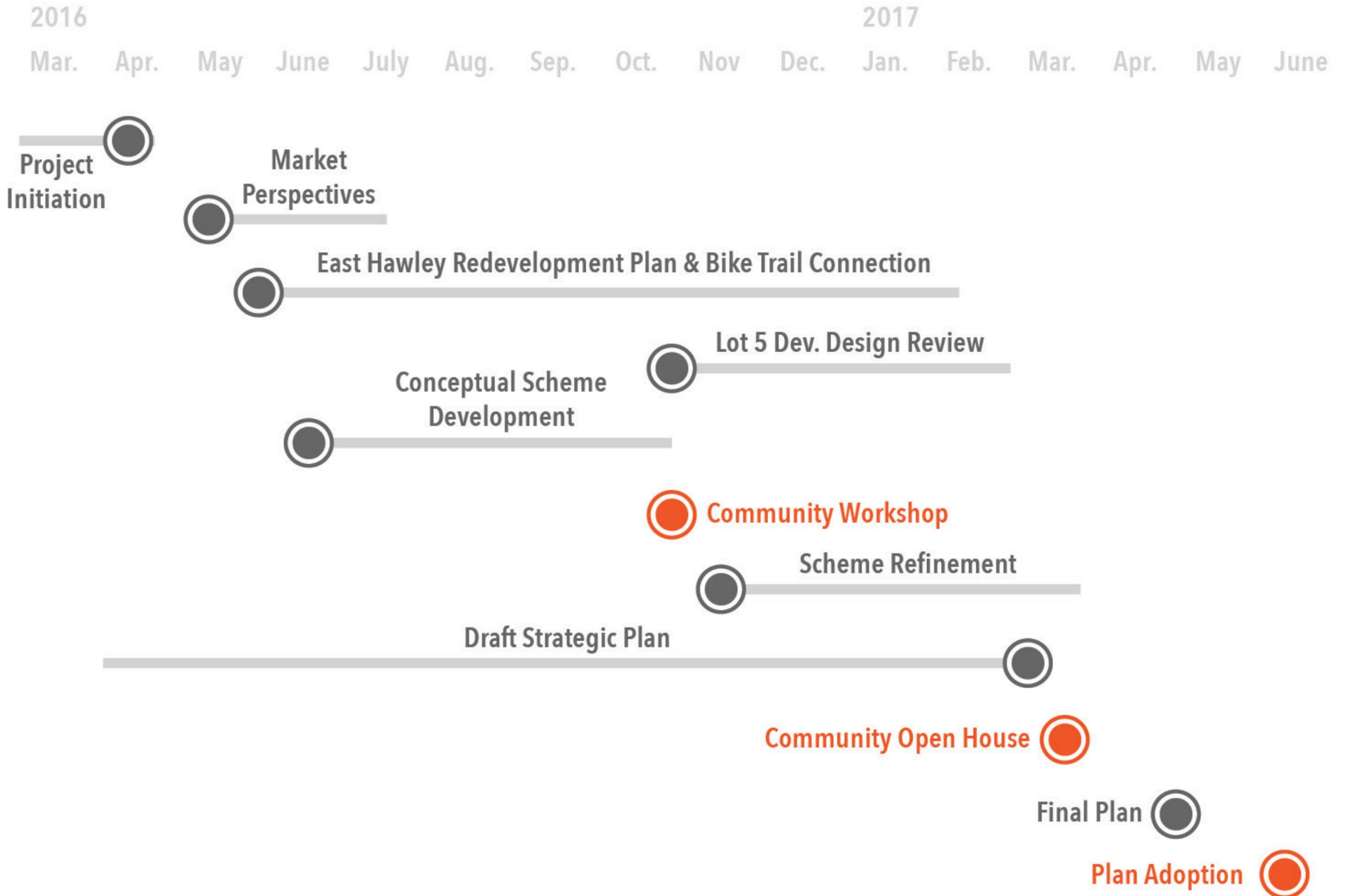


- ① BANK TRIANGLE & ADJACENT BLOCK STUDIES
- ② TRACK-ADJACENT PARCELS ANALYSIS
- ③ LOT 5 DEVELOPMENT / TRACK CROSSING SCHEME
- ④ PERFORMING ARTS CENTER SITE EVALUATION **(See Appendix p. 155)*
- ⑤ EAST HAWLEY CORRIDOR REDEVELOPMENT
- ⑥ MILLENNIUM TRAIL - NORTH SHORE PATH CONNECTIONS **(Not on Map)*

FOCUS AREAS



PROJECTTIMELINE



STAKEHOLDER AND COMMUNITY ENGAGEMENT



The design and planning process was advanced by the consultant team, while guided by a variety of stakeholders, including: the Village of Mundelein, a steering committee, Lake County Division of Transportation, and resident feedback. The consultant team contemplated and incorporated the input and suggestions by these stakeholder groups in an effort to effectively guide downtown Mundelein toward a sustainable future.

Multiple variables, such as developer interest or Village land acquisition, were factored into the preferred plan in real time. This has created an inherent need for a certain level of flexibility in the Plan that responds to the ever-changing development climate.



On-going proposal review and project studies continue as the Village advances towards implementation of both the 2012 Master Redevelopment Implementation Plan and current Downtown North Implementation Plan.

SCHEME 1: MARKET PARK





PROCESS

Steering Committee

A steering committee of Village representatives, trustees, business owners, and residents was formed to help advance the design process between community engagement opportunities. The feedback and direction provided was critical to the creation of the Plan, and helped to identify potential concerns with recommendations.

Stakeholder Interviews

A full day of interviews with key stakeholders within the Village helped reveal the potential and limitations of downtown Mundelein. These interviews allowed the consultant team to gain insight into specific issues from those individuals that live, work, play, and and learn and have a stake in the downtown.

Community Engagement

Two public meetings were held to allow for public feedback and to update the public on the progress towards the Plan. The first meeting unveiled three schematic design alternatives, while the second unveiled the preferred scheme based on feedback received at the first meeting.



Public and stakeholders evaluate preliminary plans during a public open house.
Source: Farr Associates



A small group discusses the pros and cons of the design alternatives.
Source: Farr Associates

MULTIPLE IDEAS EXPLORED WITH THE COMMUNITY

*Full alternatives available on Appendix pages 150-153.



Alternative 1: Market Park

Market Park turns the Village-owned parking lot at the southwest corner of Park Street and Seymour Avenue into downtown's newest public space. The corner park would feature a market-style pavilion that could house a variety of flexible uses from farmers markets to family gatherings.

The alley on the west side of the park would be improved and the parcels that front Lake Street today could build additions on the alley side of their buildings facing the park. A performing arts venue, diagonal from the park, would bring ample civic energy to downtown.



Alternative 2: Downtown Triangle (preferred)

Downtown Triangle proposes significant improvements to the triangle parcel at the terminus of Chicago Avenue. It would be a community park for downtown residents and visitors to lay in the sun or drink a coffee at one of the movable tables. A shared street would connect the park with a new plaza to the south where the bank building could potentially be re-used as a restaurant.

Those dining in the new restaurant could have dinner and drinks before heading to the performing arts venue across the street.



Alternative 3: Village Grove

Village Grove adds the most new development to downtown. New mixed-use buildings are proposed at the terminus of Chicago Avenue and the southwest corner of Park Street and Seymour Avenue. The new buildings would enclose a smaller public space that features a dense grove of trees and provides a space for residents to relax.

The bank building just south of the grove of trees would be re-purposed as a restaurant, facing the public space. Outdoor dining abutting the edge of the grove would make this the heart of downtown.

Three preliminary public space design alternatives from the August 20, 2016, public open house scorecard.

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EXISTING CONDITIONS

Downtown Mundelein features many assets. This chapter brings to light some of those assets and identifies weaknesses that may become opportunities to address weaknesses that through design solutions and public or private investment. These existing conditions diagrams inform the preferred plan development.

The following diagrams were derived from multiple sources, including site observation and measurement by the consultant team; current Village of Mundelein documents such as the Mundelein Transit-Oriented Plan (2004), Zoning Ordinance (2012), Comprehensive Plan (2011), and Master Redevelopment Implementation Plan (2012); as well as other supporting documents, speculative or under construction.

EXISTING ZONING CLASSIFICATIONS

Study Area Zoning

Title 20 of the Municipal Code, commonly known as the Zoning Ordinance, was adopted in 2012 and identifies the Study Area as a unique zoning classification within the Village. This recent update to the Municipal Code has identified downtown Mundelein as the Downtown Zoning District, which is effectively a series of subdistricts within the base zoning classifications. This zoning classification generally allows for a more urban condition and seeks to support walkability, a reduction in parking, and quality building form.

Downtown Zoning District

This classification has four subdistricts: C-5-VC Village Center, C-5-MU Mixed-Use, C-5-C Corridor, and C-5-R Residential. These subdistricts, C-5-R excluding, make up most of the project area. C-5-VC represents the parcels surrounding the Village Hall and Plaza Circle, while C-5-MU is primarily along North Seymour Avenue and East Park Street. Both East Hawley Street and North Lake Street fronting parcels are classified as C-5-C. Each of these zoning classifications suggests a more urban condition: building to the sidewalk with parking in rear.

Other form elements that are addressed include architectural materials, roof types, setbacks, percentage of glazing, landscape screening, and vehicular access to encourage a better built environment.

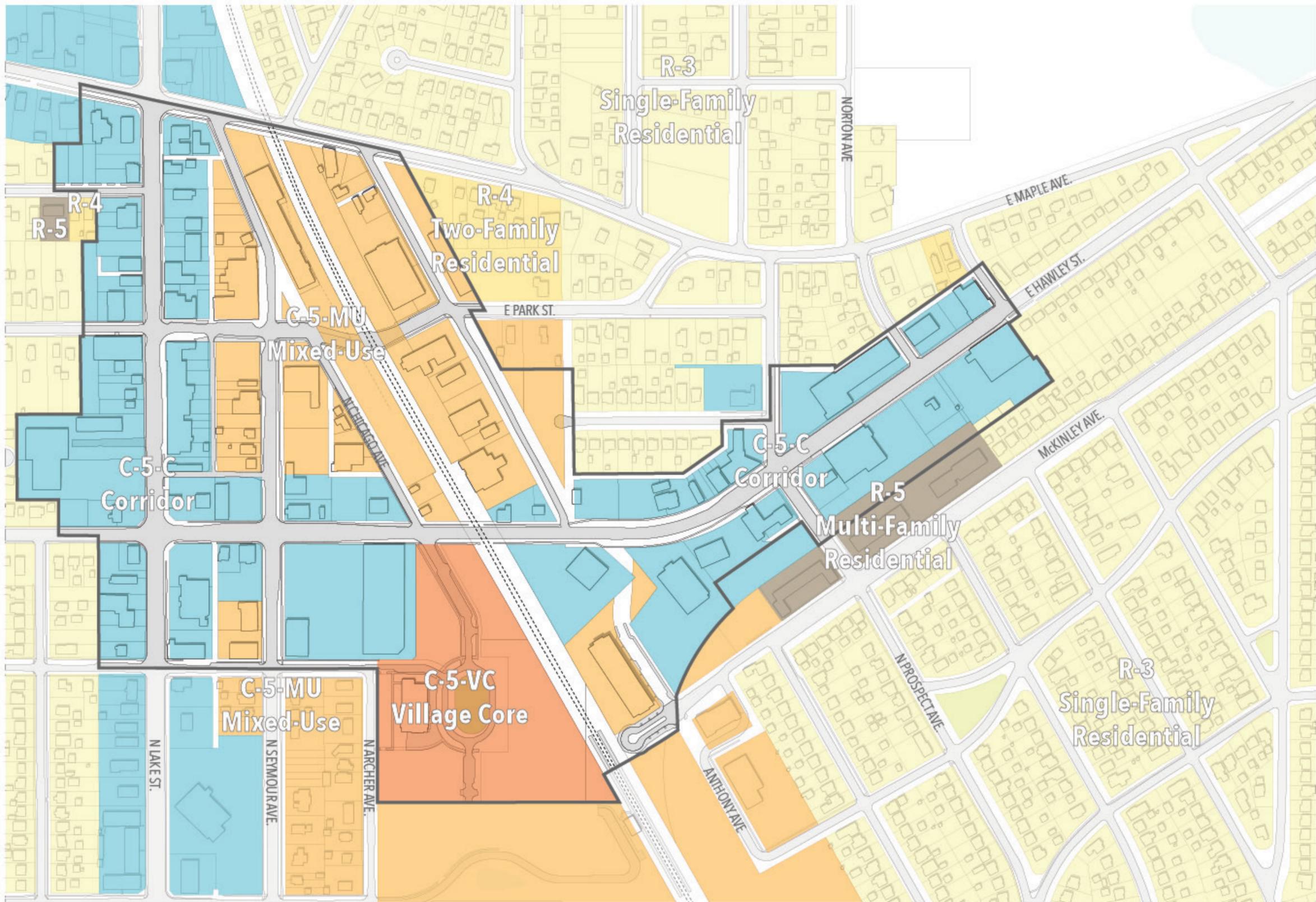
Zoning Implementation

Despite the positive adjustments to the Zoning Ordinance, the potential effectiveness of the C-5 subdistricts is difficult to discern due to its recent adoption during a recession; the amount of existing buildings and lack of new construction. Over time, new buildings will eventually take the place of many of the existing buildings within the Study Area. However, in the near-term, limited opportunities exist to immediately execute this updated zoning.

Pages 28-29 represent visualizations of existing properties and a possible building massing scenario if these parcels were redeveloped in accordance with the C-5 subdistrict zones.

Existing buildings that may be candidates for adaptive re-use may take suggestions from the Zoning Ordinance and use design measures to adhere to the intent of the C-5 zoning where possible. Examples of this may be extending

the building programming closer to the sidewalk, relocating parking from front to back, or architecturally modifying a building. The re-use of existing buildings should be encouraged, so as not to lose the unique character and authenticity of downtown Mundelein and to lower the financial barriers of entry for individual property owners, business owners, or small-scale developers.



EXISTING ZONING WITH C-5 OVERLAY

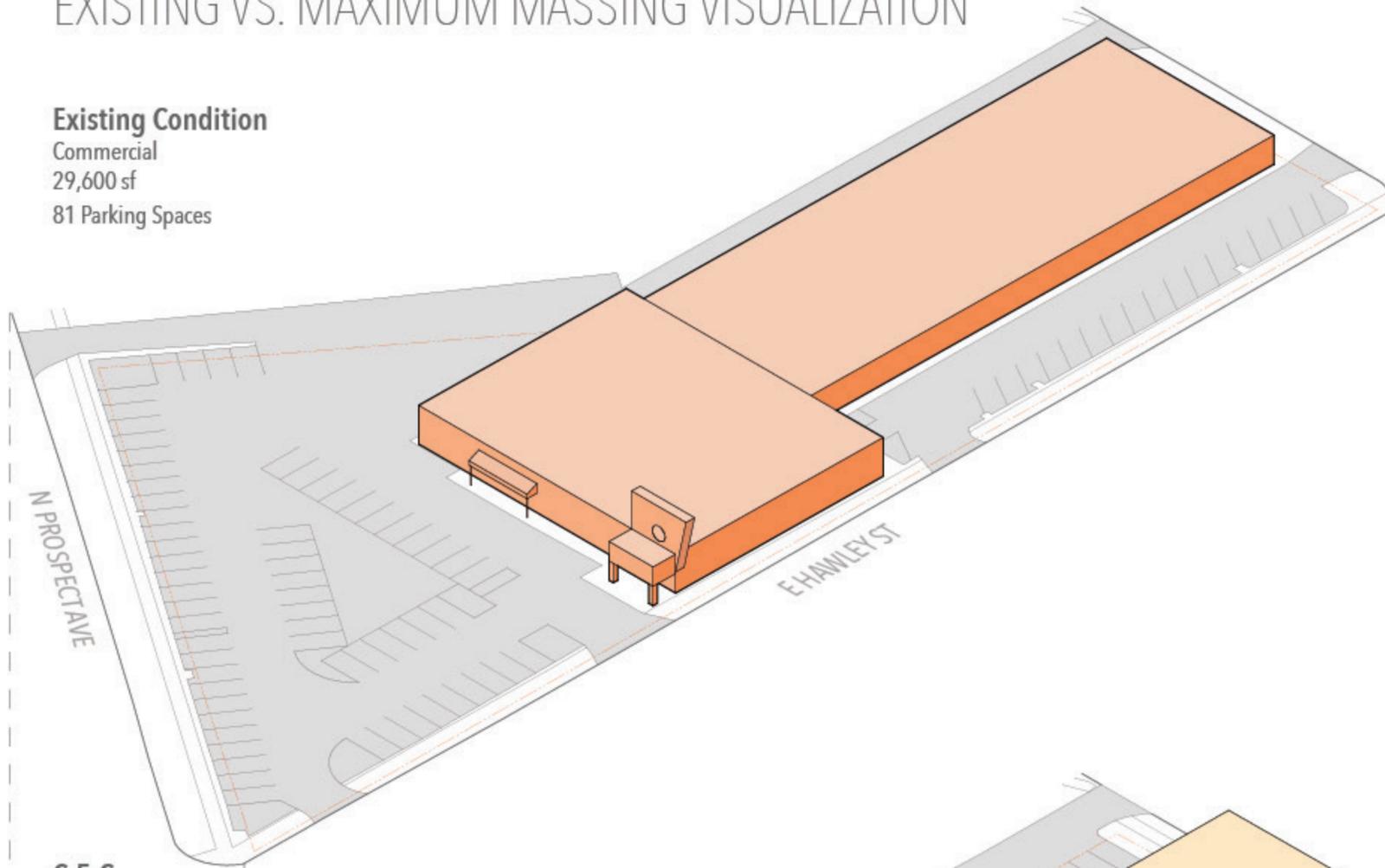
Zoning classifications from the Village of Mundelein Zoning Ordinance: Title 20 of the Municipal Code (adopted September 2012)



EXISTING VS. MAXIMUM MASSING VISUALIZATION

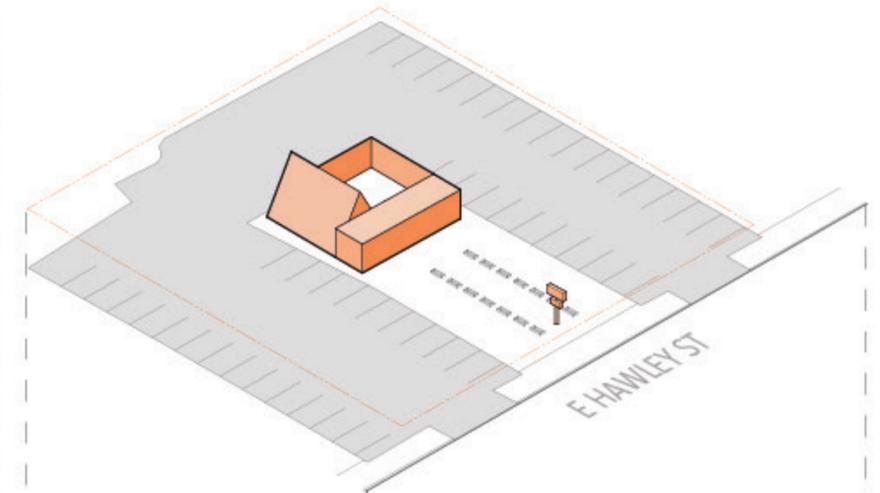
Existing Condition

Commercial
29,600 sf
81 Parking Spaces



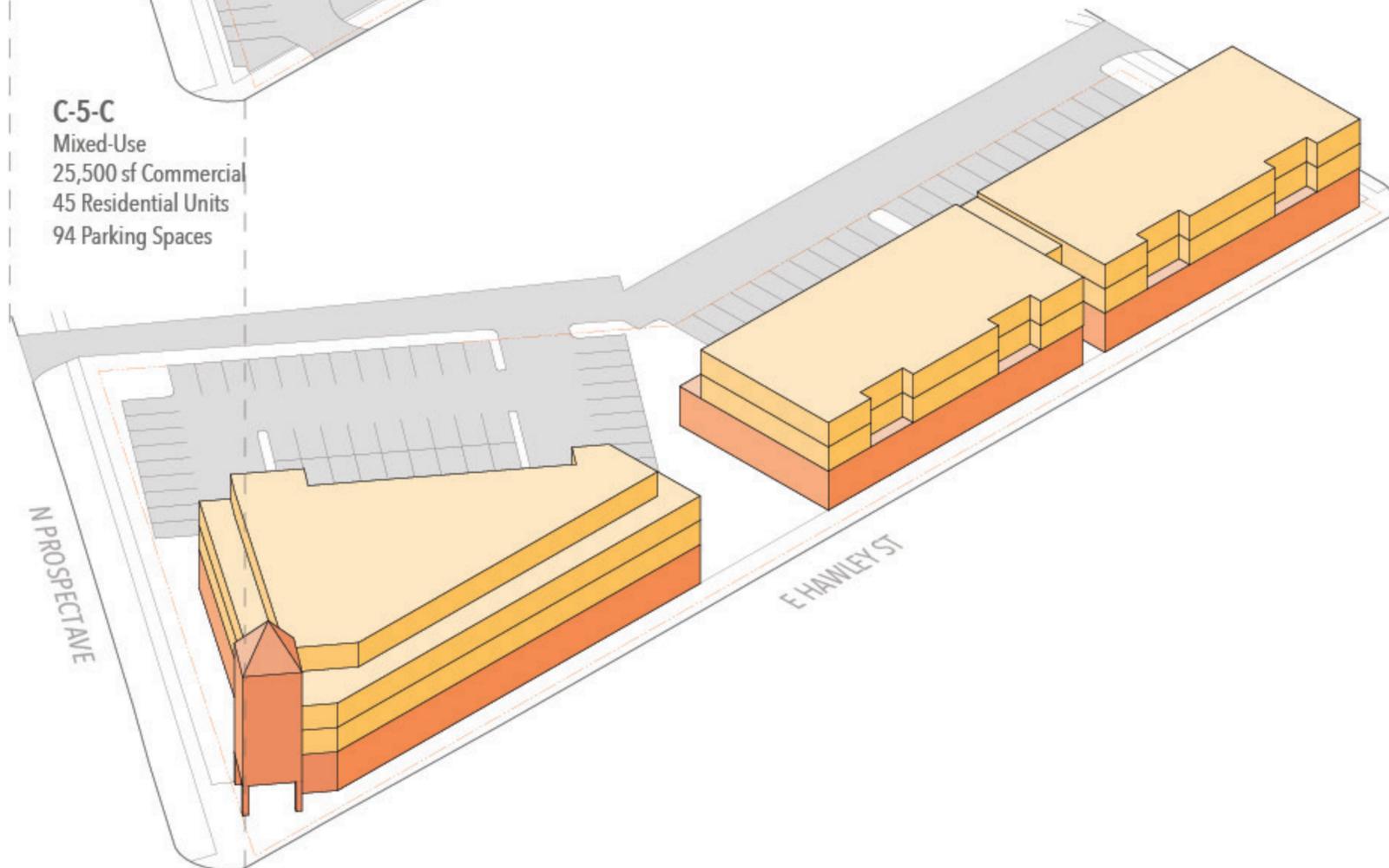
Existing Condition

Commercial
950 sf
54 Parking Spaces



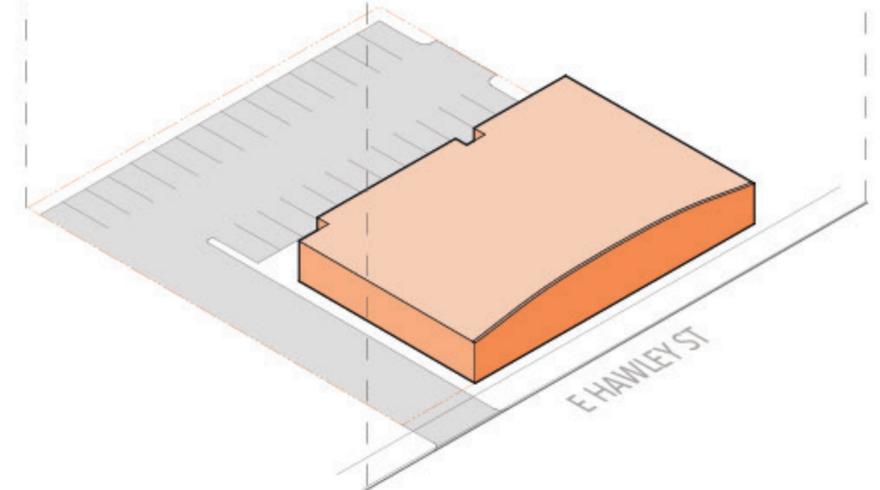
C-5-C

Mixed-Use
25,500 sf Commercial
45 Residential Units
94 Parking Spaces



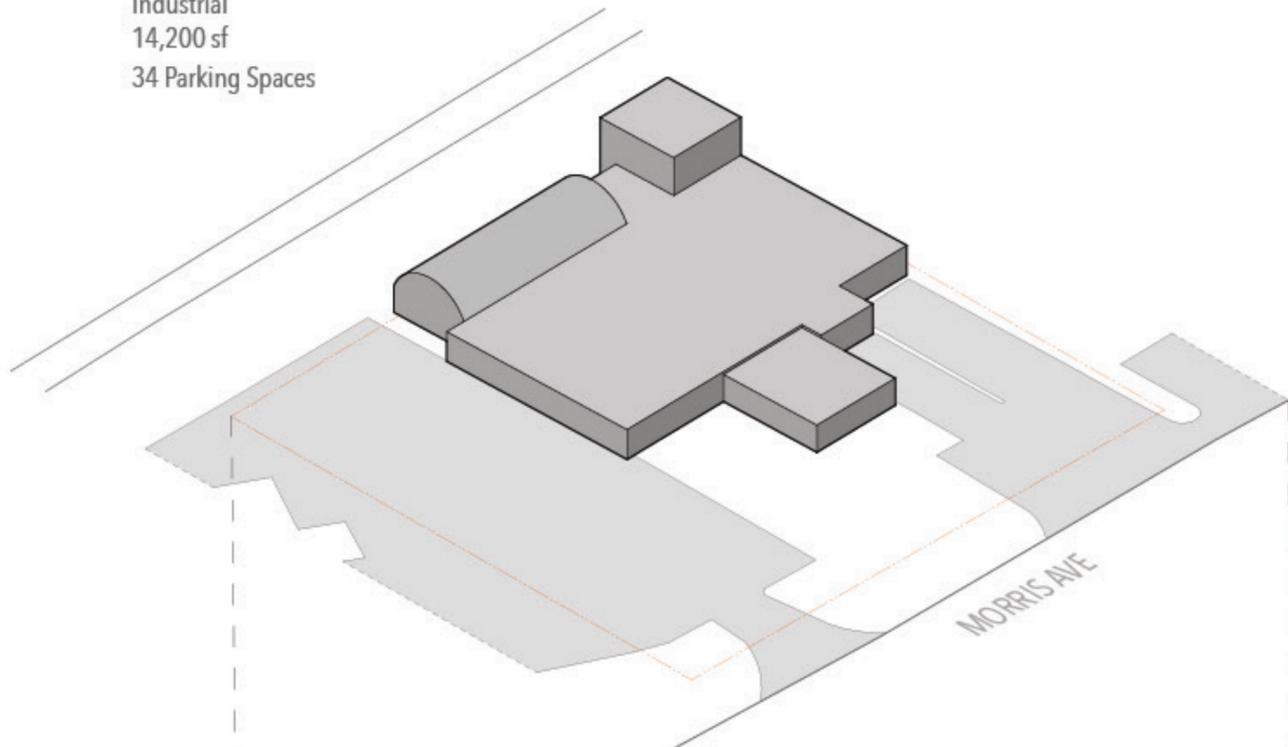
C-5-C

1-Story Commercial
9,200 sf
24 Parking Spaces



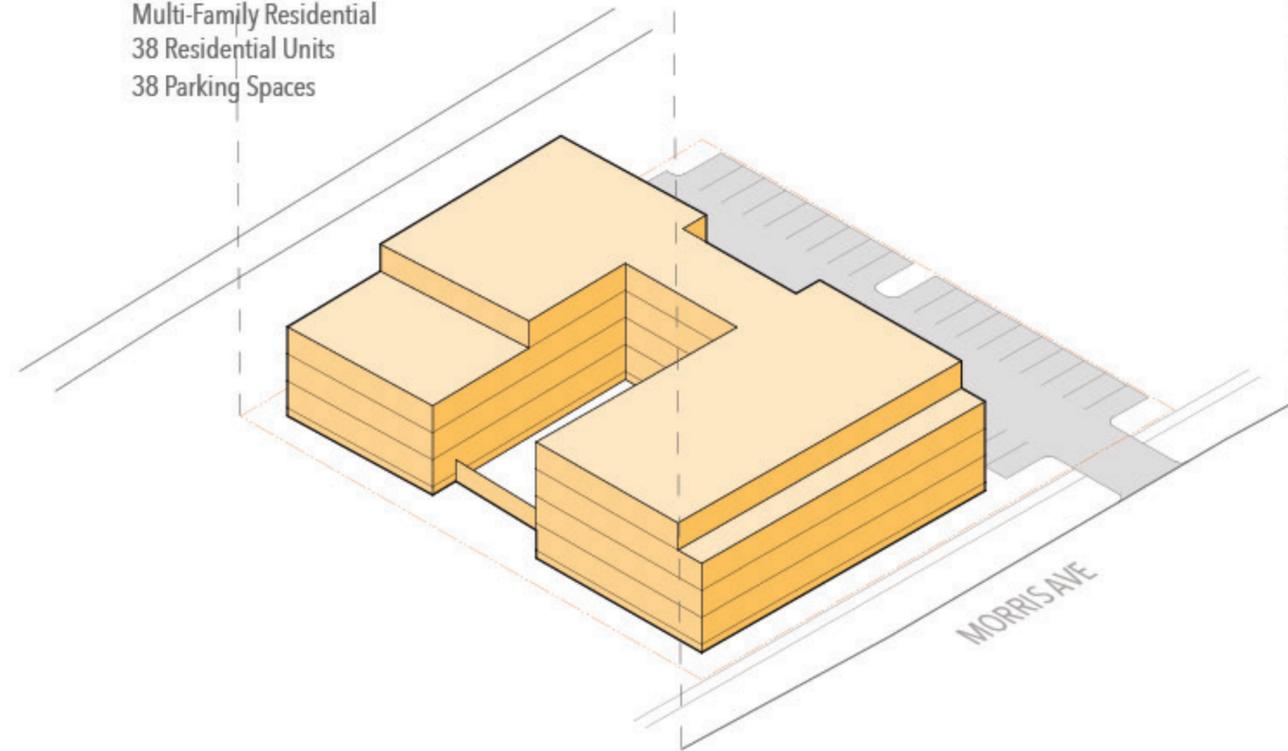
Existing Condition

Industrial
14,200 sf
34 Parking Spaces



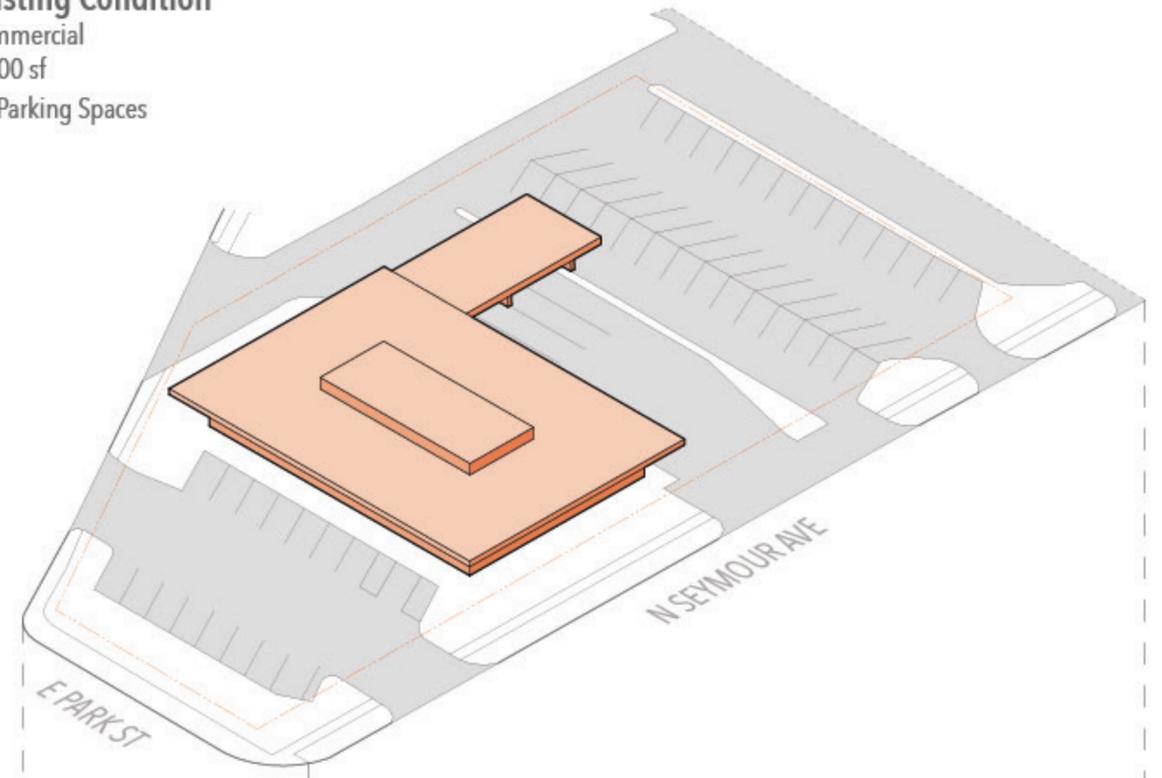
C-5-MU

Multi-Family Residential
38 Residential Units
38 Parking Spaces



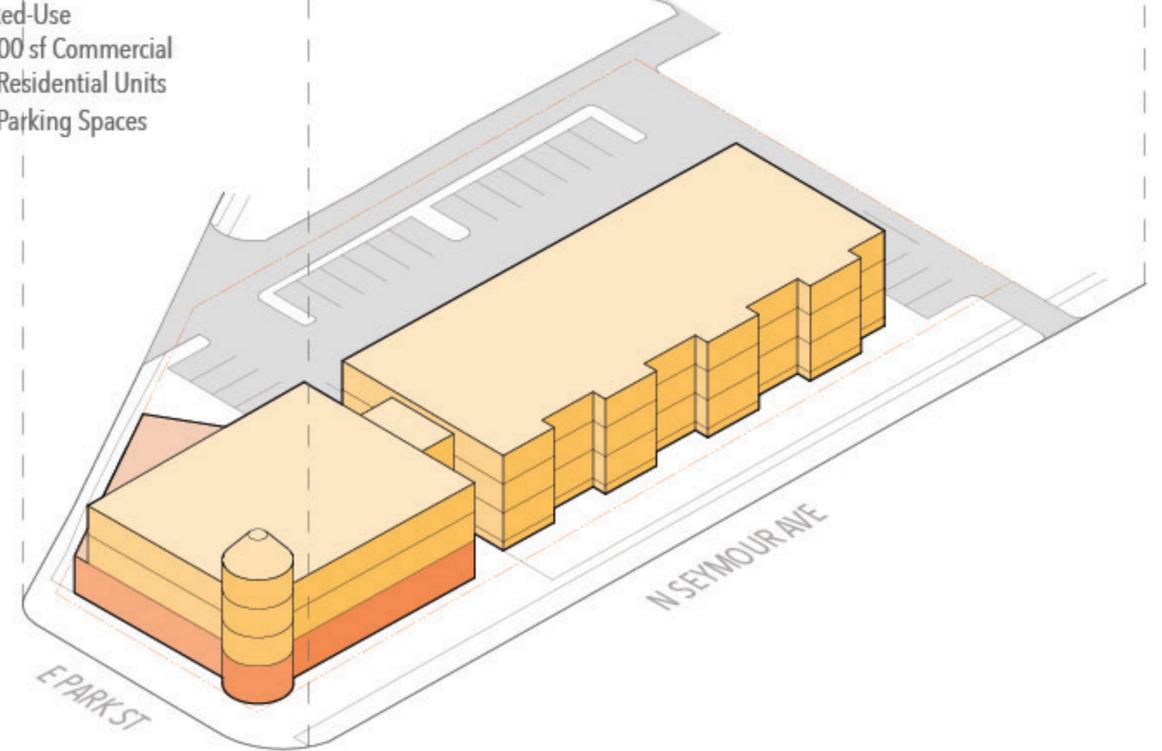
Existing Condition

Commercial
6,500 sf
55 Parking Spaces



C-5-MU

Mixed-Use
8,000 sf Commercial
26 Residential Units
42 Parking Spaces



LAND USE AND VACANCY

Diverse Mix of Land Uses

A complementary mix of land uses helps to create a vibrant, urban downtown. Places to live, work, shop, dine, and recreate make the area an 18-hour / 7-day a week destination where life happens both during the day and night. The Study Area features a variety of different land uses, but not all are complementary.

Industrial land uses along the railroad tracks are not the highest and best use of land in this context. They act as a nuisance from both an aesthetic and traffic sense in this instance, and do not meet current industrial needs, such as access and structure. The redevelopment of industrial parcels along the tracks is a step in a positive direction towards creating a vibrant downtown. These larger-scale development opportunities can be rare in a downtown that is completely built out, but the conversion from industrial land to mixed-use or residential may create more opportunities to bring residents into downtown and change the character of Mundelein.

Several unusual land uses, such as single-family homes and one-story banks, offer unique redevelopment opportunities to be converted to a more appropriate use.

Retaining their character, by retaining the building, but changing the use, would support a unique downtown that acknowledges its past.

Parcel Vacancy

Downtown Mundelein has little vacancy; however, multiple vacant parcels and obsolete structures create large areas of little or no activity. The old Village Hall site offers an opportunity to maintain unique character elements from the building, but may be difficult to reuse. The vacant parcel at the southeast corner of East Park Street and Chicago Avenue is an opportunity, but is simply a grassy lot in the meantime. Though not vacant, the parcels on the east side of the tracks have multiple property owners, which makes land difficult to assemble. Coordinated efforts from the Village and private development to tackle these sites can make a significant impact.

The large parcels around Plaza Circle will be effective contributors to an urban walkable place, but the size and scale of these parcels typically take more time to realize because they are inherently complicated. Allowing too much land to be devoted to large-scale developments will cause delays in realizing the Village's vision for downtown.



Industrial buildings adjacent to rail right-of-way
Source: Farr Associates



Some single-family homes remain along Seymour Ave. in Downtown
Source: Farr Associates



EXISTING LAND USE

Updated version of the Existing Land Use from the *Village of Mundelein Comprehensive Plan (adopted July 2011)*



DOWNTOWN TIF DISTRICT

TIF District Boundaries

Two Tax-Increment Financing (TIF) district boundaries overlap parts of the Study Area. A TIF district is a public financing mechanism that provides a subsidy for property redevelopment, infrastructure, utilities, and other projects. TIFs offer a significant incentive to attract private developers to areas in need of improvement. In the case of Mundelein, a TIF district allows the Village to require private development proposals to meet the Village's goals and objectives to be eligible to receive a TIF subsidy.

The land within the Study Area is not entirely within the TIF district. Segments of the traditional downtown and East Hawley Street beyond the former Village Hall are excluded from the TIF impact area.

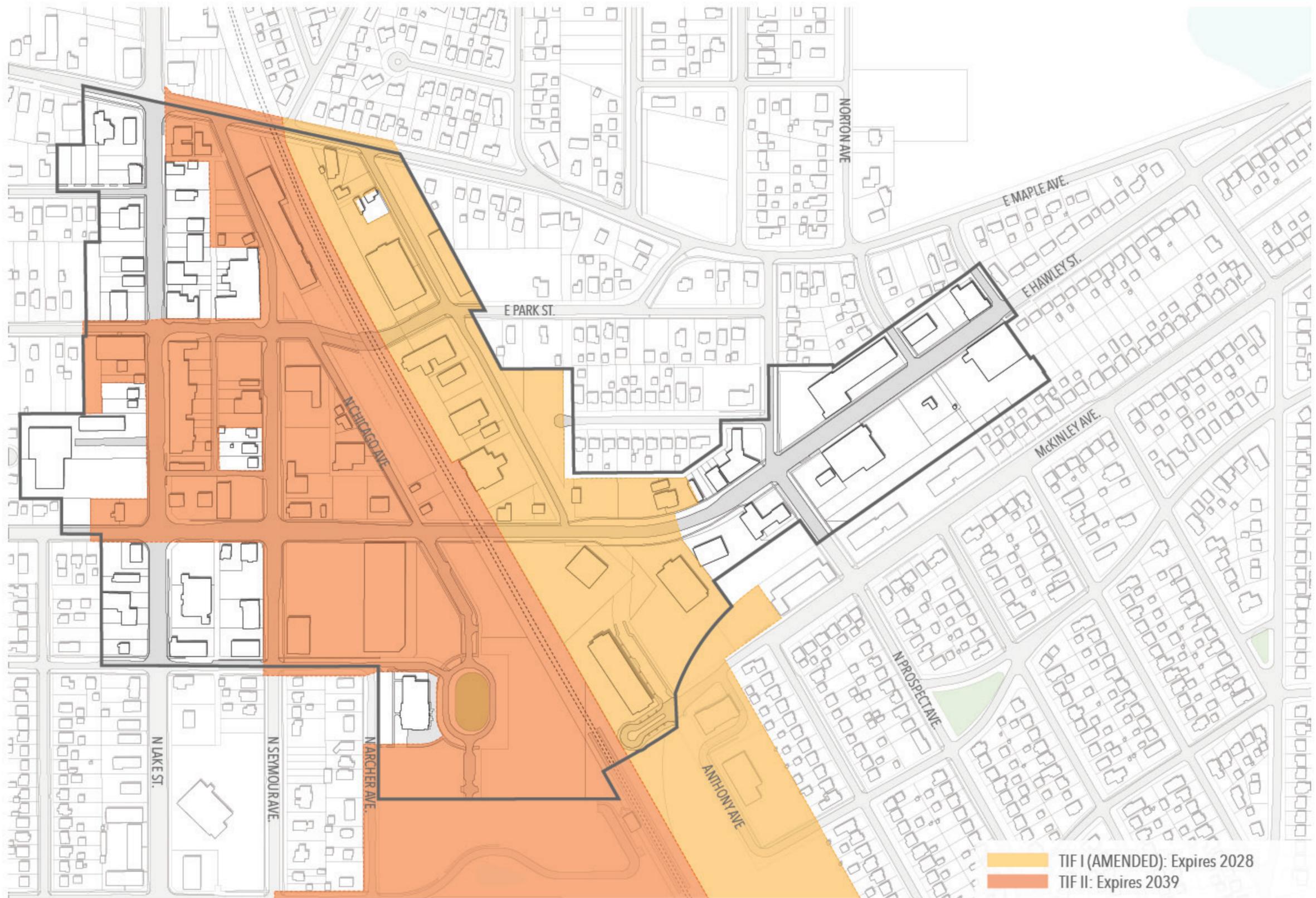
TIF I and II

Downtown features two different TIF districts, with separate maturation dates. TIF I has a maturation date of 2028 and its boundaries were recently amended. This TIF district primarily consists of the parcels immediately adjacent to the east edge of the rail tracks. TIF II has a maturation date of 2039, and includes much of the west edge of the rail tracks and parts of the traditional downtown. These

TIF districts combine to provide a significant incentive for private investment in the Study Area.

Sooner is Better

It is advantageous for the TIF districts for development and investment take place as soon as possible. The sooner property values rise, the more money goes into the TIF district 'pot' to finance improvements, such as infrastructure upgrades. Both TIF districts are valuable, though TIF II is exceptionally valuable because the maturation date is the furthest away from today.



TIF DISTRICT BOUNDARIES

TIF I (AMENDED): Expires 2028
 TIF II: Expires 2039



COMMERCIAL ENTRIES AND FRONTAGES

Auto-Oriented Frontages

Many of the building entries, with the exception of short segments of East Hawley Street and some buildings along North Lake Street, East Park Street, and North Seymour Avenue, are oriented toward parking lots instead of the sidewalk. This orientation implies a priority toward the driver as opposed to pedestrians. This phenomenon is typically driven by the need to accommodate visible parking for the businesses, reinforcing an auto-oriented downtown.



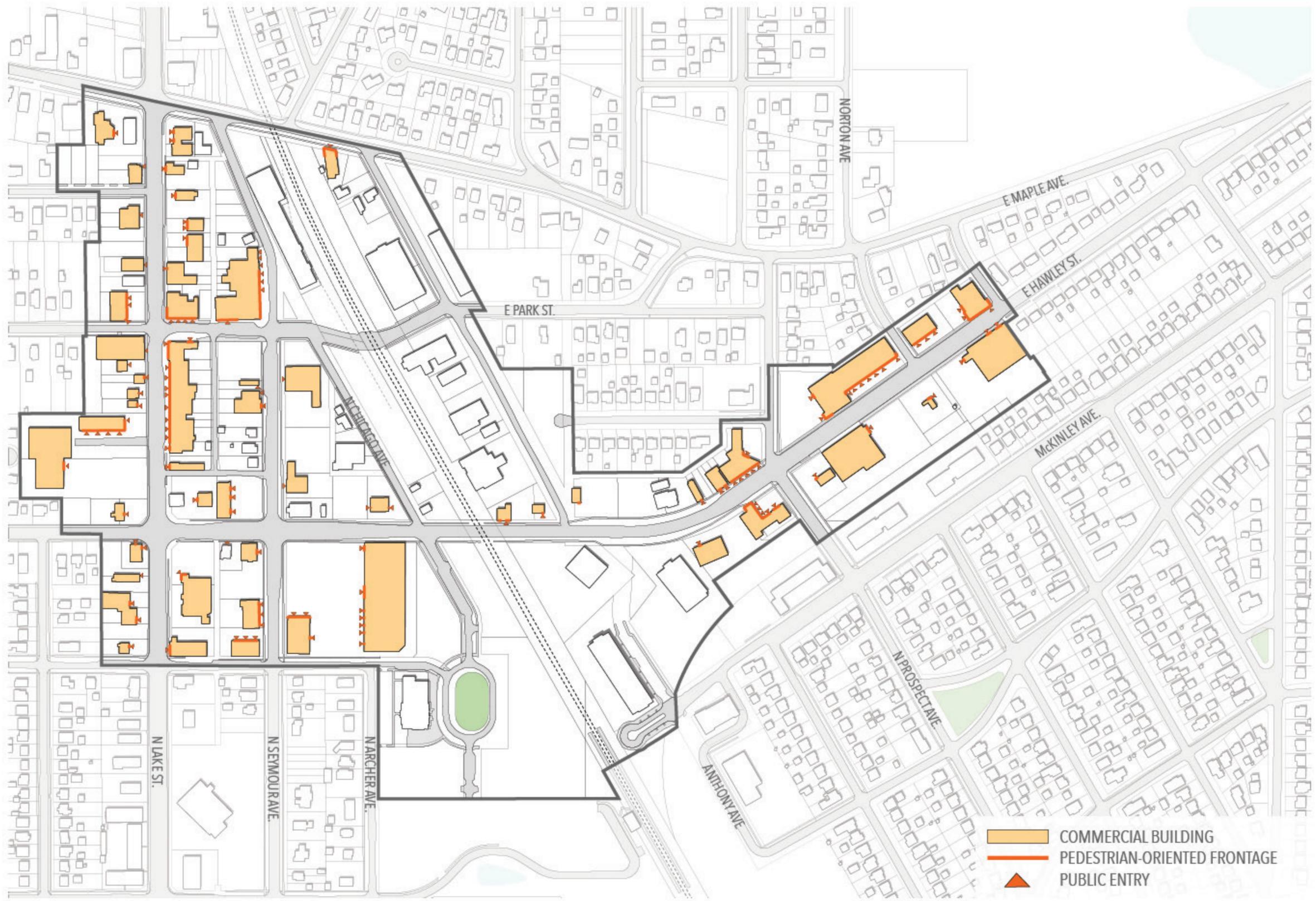
Entries set back with parking fronting sidewalk on E Hawley St.
Source: Farr Associates

Building / Sidewalk Relationship

Despite much of the Study Area including sufficiently wide sidewalks that should encourage pedestrian traffic, many buildings are either set back from the sidewalk or feature long stretches of blank wall, discouraging pedestrian traffic. The walkable segments of the Study Area are clearly identified on the 'Pedzones' map (Appendix; p.130) by their proximity to the property line and number of public entries facing the ROW. Pedestrian-oriented frontages should contain multiple entries for pedestrians to enter buildings and be easily accessible from the ROW. Only brief segments of continuous and walkable building/sidewalk relationship exist, which may encourage some pedestrian activity, but likely only encourage short walks from a parking space.



Blank wall at sidewalk along Ace Hardware
Source: Farr Associates



COMMERCIAL ENTRIES AND FRONTAGES

ACCESS TO OPEN SPACE

Lack of Parks and Open Space

When the Master Redevelopment Implementation Plan (2012) called for a public space near the Mundelein Metra Station to act as a focal point for civic gatherings, it was a critical addition to a downtown that features very little defined public space. The two images on the right show both the Village-owned triangle parcel and the parcel just north of the Central Hotel, however, neither are identified as parks. Currently, the triangle parcel acts as both a buffer from the industrial use to the east and as a parking lot for downtown visitors.



Triangle parcel surrounded by right-of-way at N Seymour Ave. and E Park St.
Source: Farr Associates

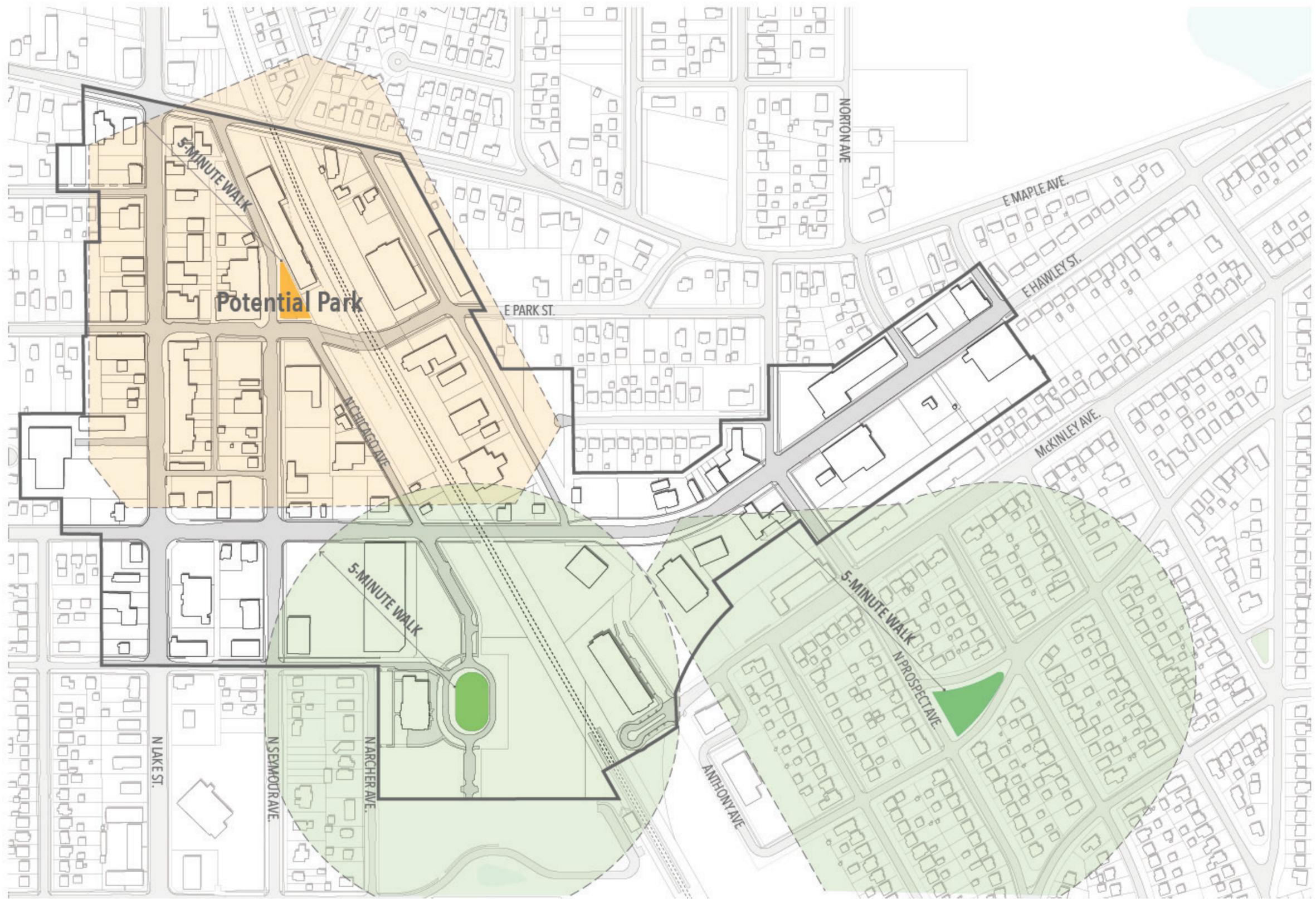
The absence of programming and park flexibility in downtown discourages users. There are very few amenities such as benches to relax and have lunch, or water features to act as a centerpiece on a hot summer day. Many strategies could improve the current state of these spaces.

Access to Parks and Open Space

There is no clear connection between the public spaces within the Study Area. When Downtown, the proximity to Plaza Circle is not apparent. There are no clear pedestrian or bicycle connections that link the open spaces together or encourage interaction between them.



Parcel with lawn and trees along N Seymour Ave., south of E Maple Ave.
Source: Farr Associates



ACCESS TO OPEN SPACE



LAND OWNERSHIP

Publicly-Owned Parcels

The land ownership map on the right highlights publicly-owned parcels by various public bodies in blue. These parcels demonstrate some of the best opportunities for the Village and will be a key part of realizing the Plan. Since the Village owns these parcels, it can determine what private development proposals are acceptable before selling a property or determine what public improvements should happen on a parcel. These publicly-owned parcels are some of the best opportunities for exceptional design standards, civic uses, public space, and long-term investments.

Multiple parcels within and near the traditional downtown highlight potentially impactful contributions to the Downtown North Vision.

Controlling Development

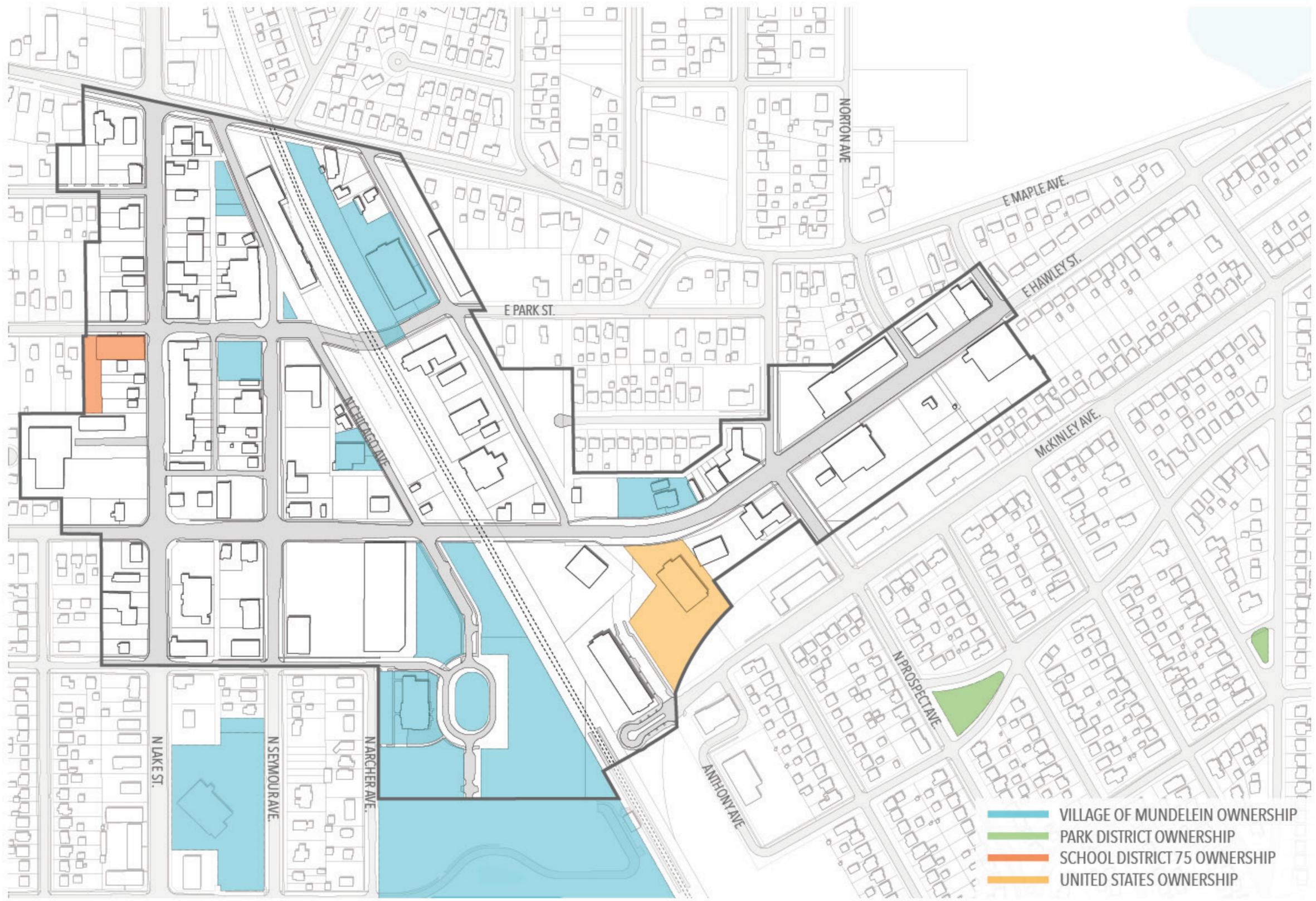
Using the parcels around Plaza Circle as an example, the Village has control of not only the public space, but each immediately adjacent parcel. This is a prime location for a public facility, such as a Village Hall. Because the Village owns this land, it can also play a significant role in adhering to the 2012 Master Redevelopment Implementation Plan by encouraging multi-story, vertical mixed-use

development.

High profile parcels within the traditional downtown include the triangle parcel at the northern terminus of Chicago Avenue and the parking lot at the southwest corner of the Park Street/Seymour Avenue intersection. The success of these parcels in coordination with adjacent parcels will help pave the way for a successful future of downtown.

Former Village Hall

The Village does not have many historic assets within downtown; however, the former Village Hall provides an opportunity to maintain an important piece of the history of Mundelein. Whether the building is redeveloped with a new use (simply using the character of the façade and maintaining it through façade preservation) or the building is demolished to make way for new construction, there is an opportunity to reference Village history.



- VILLAGE OF MUNDELEIN OWNERSHIP
- PARK DISTRICT OWNERSHIP
- SCHOOL DISTRICT 75 OWNERSHIP
- UNITED STATES OWNERSHIP

LAND OWNERSHIP



PARKING RATIOS: NON-RESIDENTIAL

Existing Non-Residential Parking Ratio

Today's best practices for non-residential parking suggests a ratio of 3 parking spaces/1,000 sf of building area. The overall non-residential parking ratios for the Study Area are slightly more at approximately 3.32 spaces/1000 sf of building area. Though this ratio superficially appears to be an acceptable parking ratio to support a vibrant downtown, it does not account for the uneven distribution across the Study Area. The table to the right shows each individual block's parking ratio.

Uneven Distribution

Some blocks, such as blocks 9 or 20, contain higher concentrations of parking, whereas blocks, such as block 5, feature lower parking ratios. This proves that there is an inconsistent distribution throughout the Study Area and that some blocks may be under-parked and some over-parked. If residents were able to park where availability exists, this may not be an issue; however, many of the parking lots are exclusive to visitors of the business whose property the vehicle is parked on. A downtown-wide strategy for shared parking may help to alleviate potential parking concerns or conflicts between property owners and drivers.

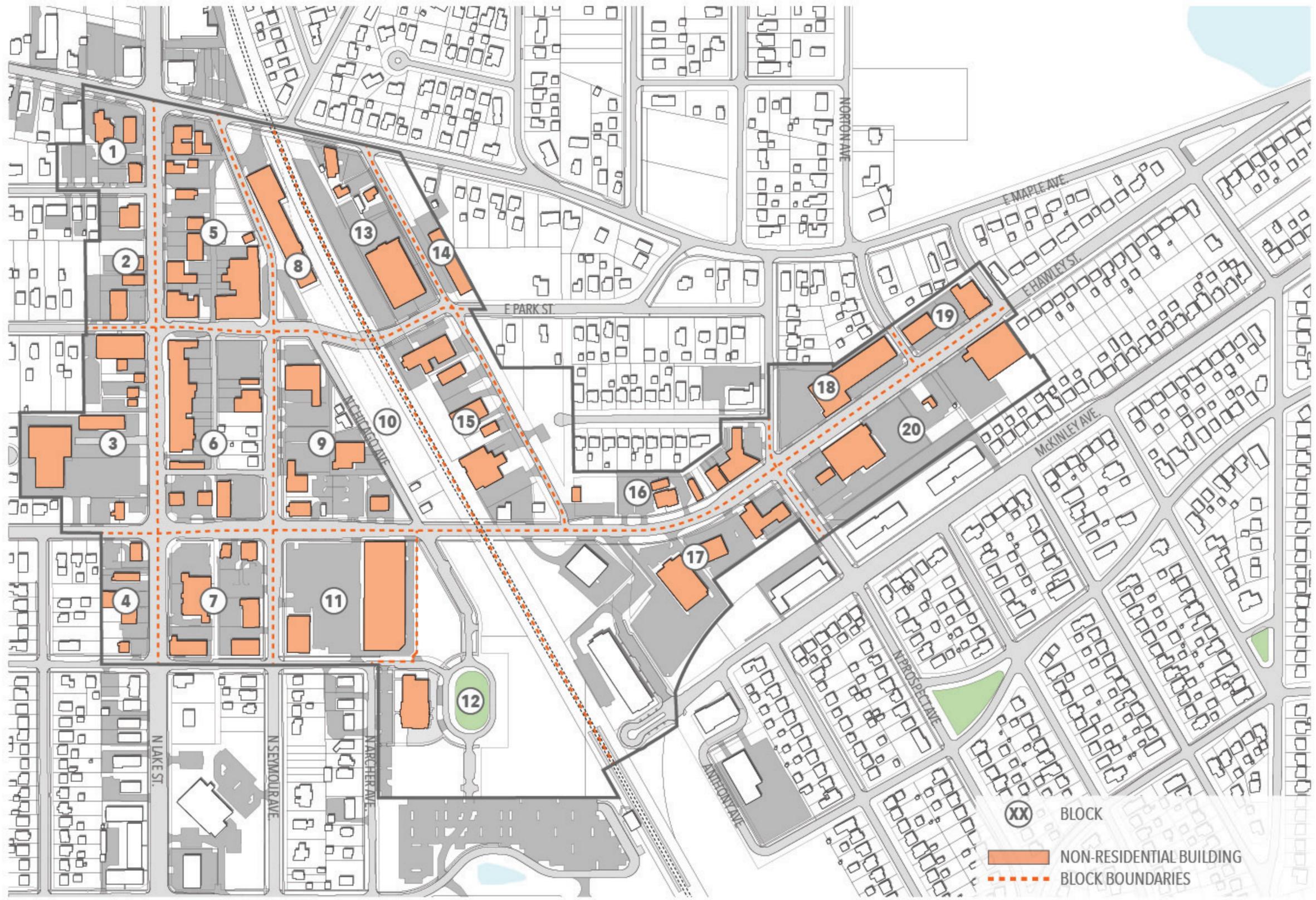


Angled parking along E Hawley St.
Source: Farr Associates



Large surface parking lots dominate interior of downtown blocks
Source: Farr Associates

Non-Residential Parking Ratios per Block			
Block Code	Building Area (sf)	Off-Street Parking Spaces	Parking Spaces / 1000 sf
1	8,275	80	9.67
2	25,300	110	4.35
3	57,855	248	4.29
4	15,609	64	4.10
5	65,336	106	1.62
6	54,260	161	2.97
7	43,731	161	3.68
8	30,777	8	0.26
9	26,952	159	5.90
10	(no parking)		
11	63,340	182	2.87
12	32,750	72	2.20
13	6,857	38	5.54
14	11,092	30	2.70
15	60,013	135	2.25
16	29,035	111	3.82
17	41,847	183	4.37
18	29,669	81	2.73
19	15,871	64	4.03
20	48,330	218	4.51
Totals	666,899	2,211	3.32



PARKING RATIOS BY BLOCK

Refer to Table on Previous Page



KEY RECOMMENDATIONS

- + Anchor the traditional downtown with a public space
- + Encourage a diversity of residential building types
- + Avoid competing with large development sites
- + Re-use buildings where possible
- + Improve connections to and through downtown
- + Focus on near-term implementation
- + Coordinate shared parking

02

DOWNTOWN NORTH VISION

The Plan is a response to current and 'near-term' development opportunities, within the next eight years, and identifies 'long-term' development opportunities, more than eight years out, with their potential impact on downtown Mundelein. The process of developing the Plan can be found on the following pages, as well as the market analysis, which supports key recommendations.

Particular emphasis has been placed on the traditional downtown along East Park Street and North Seymour Avenue. The improvements to East Hawley Street within the Study Area would impact development on both sides, as well as connections through downtown. Other areas of focus include revisiting the development around the Village Hall, parcels along the railroad tracks, and the East Hawley Street corridor. Each subarea has different needs, potential, and character.

DOWNTOWN NORTH VISION

Downtown North Vision

The Plan for downtown Mundelein builds on the existing assets, the traditional downtown and Plaza Circle, and suggests potential land use changes from industrial to a mix of residential and commercial uses. The addition of a prominent public space within the traditional downtown seeks to complement Plaza Circle and the proposed bicycle trail connection through downtown along East Hawley Street.

The Plan suggests opportunities for both 'near-term' and 'long-term' investment. Near-term suggests opportunities that may be likely in the next five to eight years. Long-term suggests opportunities that may not be viable until eight years or beyond, and are at the mercy of the market. However, new development may happen anywhere at anytime, and the Plan acknowledges the unpredictable nature of how components might be realized.

In the near-term, emphasis should be placed on development of vacant buildings and parcels or properties that are in need of substantial improvements.

Design Focus Areas

Five design focus areas are examined in more detail on the following pages. These areas work together to form a more cohesive downtown, but each design focus area will likely take on their own individual characters. The areas are as follows:

- Traditional Downtown and the Triangle Park
- Bank Triangle and Chicago Avenue Festival Street
- Activating and Integrating Plaza Circle
- Downtown East Redevelopment
- East Hawley Street and Trail Connection

Infrastructure Improvements to Connect Assets

As a potentially improved East Hawley Street bisects the Study Area, it provides an enhanced, complete street connection from west to east. Currently, there are no strong connections between the traditional downtown and Plaza Circle, so upgrading the north/south streets and creating a quality pedestrian experience is important. Reinforcing this notion with a wayfinding and branding plan for downtown should help residents and visitors better associate with the downtown image and what it has to offer.

This missing north/south vehicle and pedestrian link should be Chicago Avenue. Chicago Avenue connects the Triangle Park and Plaza Circle while setting the stage for future public events and festivals to span between the two. These public spaces should not compete with one another, but complement the types of events and programs that may be more suitable for each space. Additionally, both Chicago Avenue and Morris Avenue are set up well to transition from industrial and office uses, respectively, to primarily residential use. This trend has already begun to the south near the Metra station, but the addition of new, 'missing middle' for-sale and for-rent housing could complement the larger multi-family buildings in the Cardinal Square development and around Plaza Circle.



VISION PLAN





MARKET ASSESSMENT

Market Introduction

A clear understanding of the national, regional, and local economies is key to developing the Plan, which supports existing uses and identifies potential reuse and redevelopment that adds new stores and restaurants. With this knowledge, the Village can identify policies that improve the vitality and tax base contribution of the Study Area.

New Stores

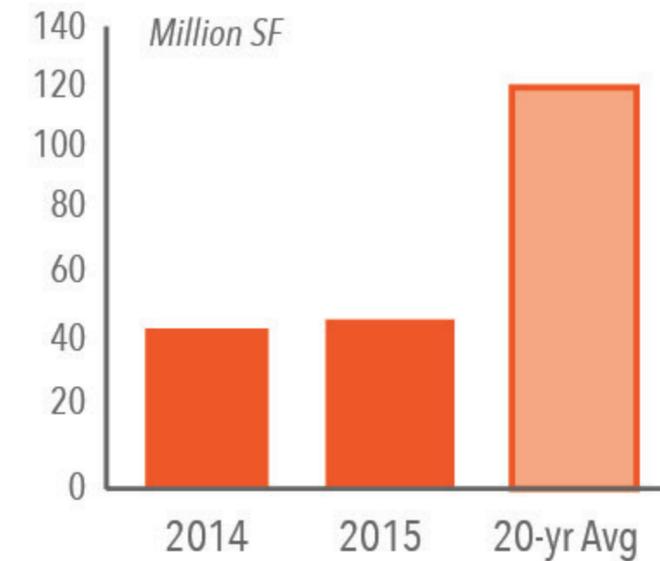
The potential for new stores is impacted by a critical transition occurring in the commercial real estate market, as stores join with Internet purchasing to create an “omni-channel” approach to satisfying customers. This transition means that while past retail success focused on an easily accessible local market bringing people to goods, future retail success will now involve bringing goods to people. One of the nation’s largest commercial real estate owners and managers, CBRE, published a 4th Quarter 2015 Chicago Suburban Retail Marketview that explains the change as follows, “...A tactic that retailers are using is to offer their customers the ability to browse and place orders online with the quick-in-store same day pickup option. It is online shopping without having to wait for your item

to ship.” For smaller and often independent retailers such as those sought for the Study Area, this change means having an Internet presence and increasing sales by attracting business from a larger market. Easy access for these customers, coupled with UPS and FedEx delivery and pickup, promises to make new retail businesses more successful.

The impact of this transition on the Chicago region’s new construction is illustrated in Figure 1. New retail and office construction falls far short of historic averages. At the same time, industrial development associated with distribution of Internet purchases is dominating commercial development.

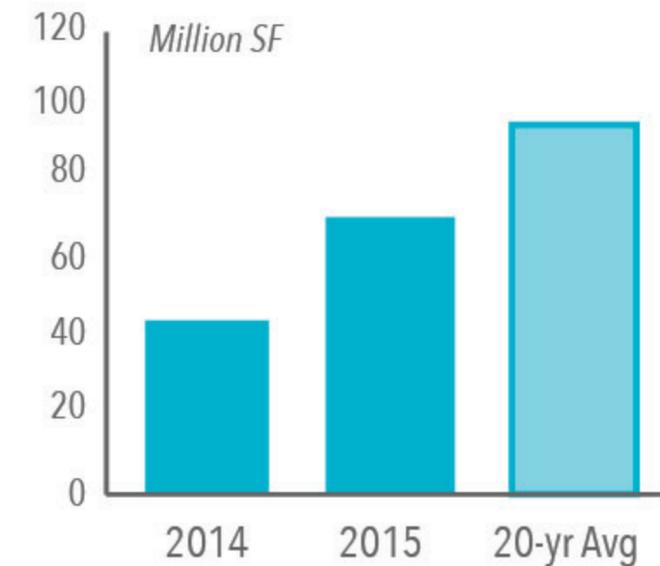
Project interviews with Chicago commercial real estate brokers confirmed that -- regionally and locally -- new retail development will continue to be rare. Consequently, retailers are now looking at revitalizing properties in existing centers and main streets. For the Study Area, this means that the market supports remodeling existing spaces rather than redevelopment. Those spaces are likely to contain display square footage that functions as showrooms, more storage space for back stock, and offices for administration and order processing.

RETAIL COMPLETIONS



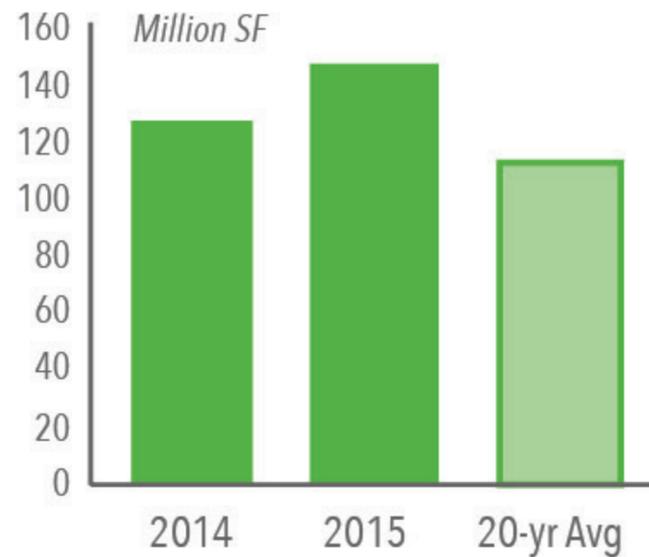
Source: Costar, Heltman Research
Figure 1

OFFICE COMPLETIONS



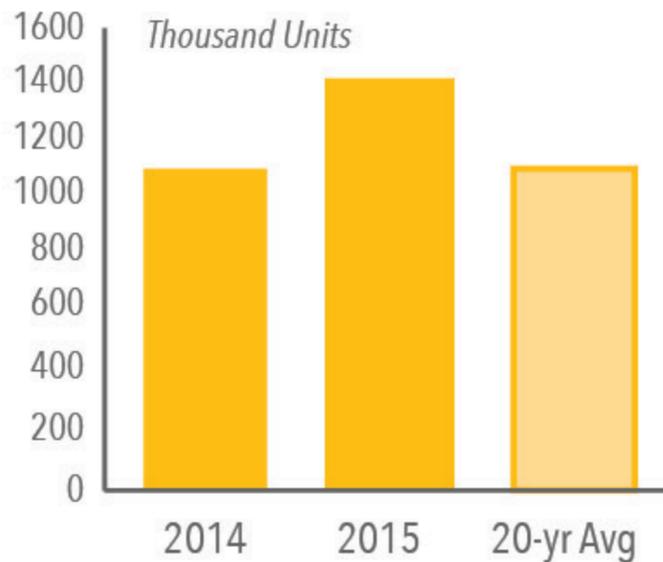
Source: Costar, Heltman Research
Figure 2

INDUSTRIAL COMPLETIONS



Source: Costar, Heltman Research
Figure 3

APARTMENT COMPLETIONS



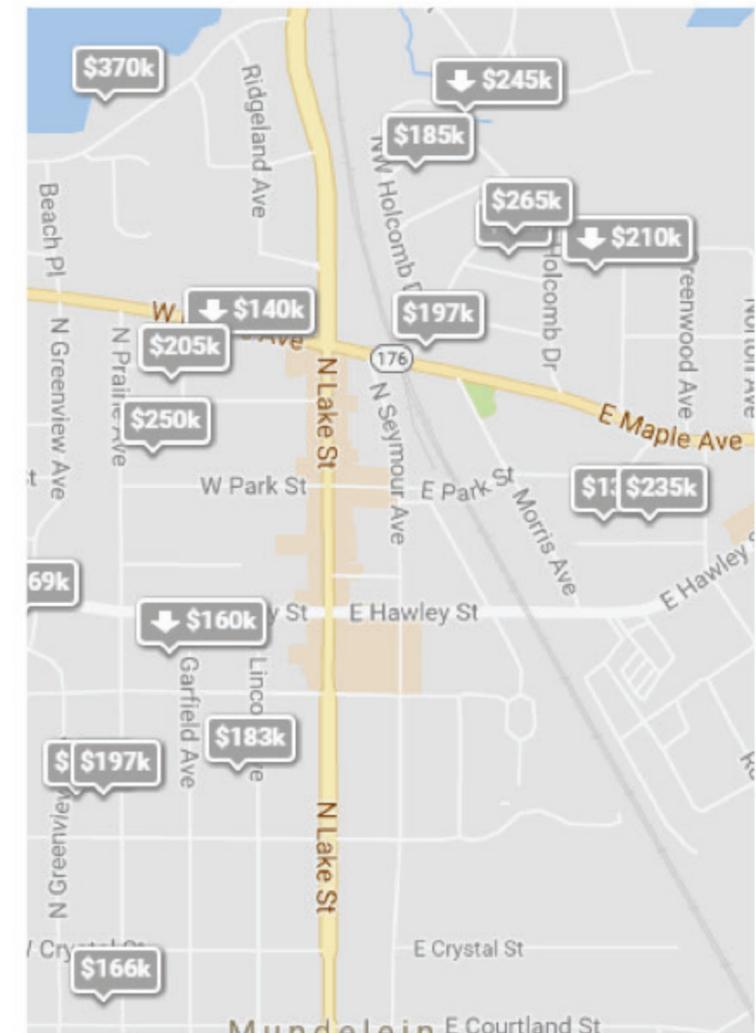
Source: US Census Bureau, Heltman Research
Figure 4

New Residential

Although the Study Area’s market recovery from the crash of 2008 delayed implementation of the 2004 Transit-Oriented Development Plan’s mixed-use residential buildings, there are clear signs today of increasing demand for housing in the Study Area. Recently completed apartments are achieving luxury rents of \$1.80 per square foot, and additional rental units are nearing Village approval. These apartment projects fit the sites in the Plaza Circle project subarea but they do not fit the smaller sites north of East Hawley Street, nor suit the scale of the existing homes north of East Hawley Street.

Adding infill development that offers two to four residential units over a commercial ground floor, rowhomes, and small lot single-family homes north of Hawley would provide product variety that expands the market attracted to the Study Area. These building typologies attract small-scale developers and first-time buyers. Interviews associated with this project revealed that investors expect small-scale rental to offer the same market rate returns as the larger, completed developments, and that new construction attached and detached single-family homes could sell at the low end between \$250,000 and \$300,000. Figure 5,

illustrating the prices of nearby existing homes that sold during Q1 2016, verifies that those prices offer the 15% to 20% premium generally associated with new construction. These prices reflect homes that vary in size, age, and quality. Many homes north of East Hawley Street, though maintained, are more than 40 years old.



Q1 2016 Existing Home Sales

Source: Realtor.com
Figure 5

MARKET ASSESSMENT

New Restaurants

The growing market for dining out and meal take out suggests that newly constructed restaurants are a logical tenant for commercial space. Yet, the investment necessary to construct a new restaurant, approximately \$1,750,000 (RS Means 2012), undermines that possibility.

This new restaurant could be built only if there was an expectation that rent or net operating profit on the building/business would offer a market rate return on the investment. Although an experienced owner/operator lowers risk, independent restaurants are generally one of the higher risk commercial developments. Assuming that the banks and equity financing for a newly built Mundelein restaurant would require a 9% return blended to reflect bank loans and equity investment and \$250,000 land costs, the preliminary rent and sales estimates for a profitable restaurant to fill new building construction is calculated in Table 1.

Baker Tilley International's Restaurant Benchmarks reports a 6% standard for rent in profitable restaurants and that the average sales per square foot in profitable restaurants is \$250 to \$350. Because this new construction estimate

requires higher sales, an operator would need to either significantly outperform national averages or be subsidized. The difference between national averages and the sales necessary to support this new construction sets the gap that would need to be filled to justify new restaurant construction. For this sample, the subsidy would be approximately \$600,000 to reduce the construction cost to an amount that allows the \$18 per square foot rent

to be supported by sales of \$300 per square foot.

If a 6,500 square foot restaurant were to achieve the \$300 per square foot national average, its annual sales would be \$1,950,000 and Village sales tax revenue would be \$39,000. The annual property tax revenue estimate for this restaurant would be about \$30,000. Assuming that only a portion of the property tax would be TIF-able and

Table 1: New Build vs. Existing Reuse Restaurants

<i>Investment Return</i>	<i>New Build Restaurant</i>	<i>Existing Reuse Restaurant</i>
Total Cost	\$1,750,000	\$645,000
9% Return on Investment (ROI)	\$157,500	\$58,050
ROI / Square Foot (sf)	\$24.23	\$8.93
Rent / sf with 15% Administration Costs for New Construction; 30% for Existing Reuse	\$28.50	\$12.76
Sales per Square Foot to Support 6% Rent	\$475.00	\$212.64
Annual Sales Necessary to Support a Profitable 6,500 sf Restaurant	\$3,087,500	\$1,382,143

Source: RS Means, 2012

the Village would not want to offer more than 50% of sales tax as incentive, it could take 20 years to overcome a \$600,000 gap.

If an investor were to spend \$50 per square foot to remodel a vacant building into a restaurant, the preliminary rent and sales estimates needed to be profitable is calculated on the right column of Table 1 under 'Sales per sf to support 6% rent'.

With national average restaurant sales at \$300 per square foot, this estimate illustrates how reuse of an existing property offers an entrepreneur the ability to be profitable with sales at or below that national average. In this example, the restaurateur purchases a property for \$320,000 and spends \$50 per square foot remodeling it for a total investment of \$645,000 compared to the \$1,750,000 to purchase land and build a new restaurant. Even though Table 1 recognizes an older property will have higher maintenance costs and therefore property administration is estimated to be double the new construction's costs, the lower investment means that the sales necessary to achieve a profit are significantly lower.

Summary of Opportunities

Although commercial construction is limited, new residential projects could modernize the area's offering and bring customers who support additional businesses. This pattern creates a micro-economy that can defy regional trends and support limited, mixed-use infill new construction. Revitalizing traditional, walkable neighborhoods attracts entrepreneurial investors whose limited access to financing fits smaller projects than those offered at Plaza Circle. Both the Congress for New Urbanism (CNU) and the Urban Land Institute (ULI) are working closely to support this smaller development trend. In a February 2016 ULI article, *Growing Small: How Smaller, Infill Urban Developments Are Making a Big Difference*, the character of the type of development suitable for the subarea north of East Hawley Street was described as follows:

"Small development is incremental. It is perhaps even surgical at times—helping infill the broken teeth of existing urban blocks or properties that have disappeared or become obsolete. Infill development of a distinctive site within the fabric of an existing neighborhood is almost always a unique endeavor and cannot be formulaic.

A project that works anywhere will not work in such a location. It has to be carefully thought out—optimizing a Rubik's cube of density, parking, life-safety requirements, and appropriate contextual design, among many other elements. Small development often manifests the best thinking in sustainability and mixed use. This is because the intellectual capital that gets poured into solving the Rubik's cube begets more focused thinking about what the project should do for its environment and community. 'Small' can heal and transform. Incrementally adding to neighborhoods adds new energy and activity, helping reveal or 'polish' the intrinsic value of the existing fabric. 'Small' is often the seed that leads to transformation of and reinvestment in neighborhoods at the edge."

The Study Area opportunity is enhanced by the recently enacted TIF Districts and the presence of Village-owned sites. These tools support public-private partnerships that can jumpstart development. The section that follows examines the small-scale development typologies that provide a general context for development that could infill sites in the Study Area.

HIGH-SPEED INTERNET ACCESS

AT&T Fiber-Fed Community

Mundelein was one of the first communities in Illinois to receive access to high-speed, fiber internet. Fiber Internet can produce speeds up to approximately 10 to 15 times faster than standard Internet speeds. This allows users to almost instantly download and stream content.

The on-going Cardinal Square development features fiber Internet connectivity capabilities, which has proven beneficial when leasing units and continues to act as a significant marketing advantage.

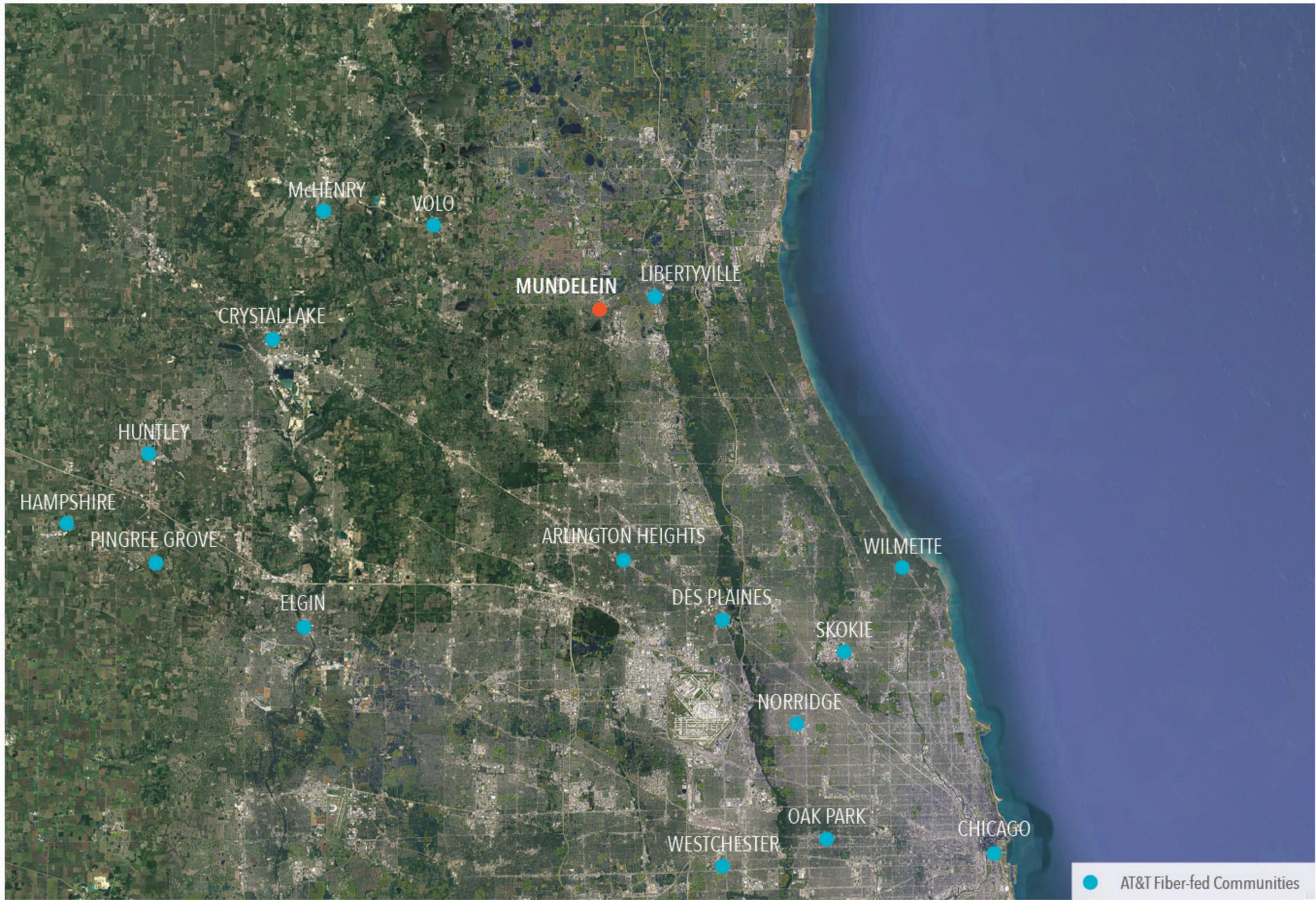
Keeping Up with Today's Trends

Nationally, many successful developments are featuring this high-speed, fiber Internet access as a market-separating amenity. With more people entering the tech industry and requiring this instant accessibility, those seeking apartments may make their decisions on where to live based on what buildings or communities have this amenity. It cannot be overstated how beneficial it is for a community such as Mundelein to be able to tap into and promote expansion of this network in and around downtown.

Additionally, working from home is increasingly more common. A John Burns Consultants report from 2016 identified that 39% of new home shoppers in the U.S. work at least one day of the work week from home, while 20% of this group spends three to five days working from home.

Maximizing the Market Potential of Fiber

As new developments, including building rehabilitation and improvements take place both within the Study Area and throughout Mundelein, tapping into fiber internet is strongly recommended. Doing so sooner rather than later should afford Mundelein a competitive advantage in the near-term before installation happens in more communities. The diagram on the right shows current AT&T Fiber-fed communities and highlights the significant distance between communities that feature this access, particularly in the northwest and northern suburbs.



AT&T FIBER-FED COMMUNITIES

Map current as of May 15, 2017

NOT TO SCALE



TRADITIONAL DOWNTOWN AND THE TRIANGLE PARK

(DESIGN FOCUS AREA)

A Public Space for Downtown

The traditional downtown deserves a great public space. Not necessarily a location to have large gatherings like at the front door of Village Hall, but a place that provides downtown residents, workers, and visitors somewhere to enjoy some sun, bring a lunch to eat outside, read a book, or have a place to meet up with a friend. The downtown Triangle Park may be achieved through a public-private partnership with redevelopment of the adjacent parcel and may become that place to anchor reinvestment and new development within the heart of Mundelein.

Programming the Triangle Park

The design of the Triangle Park should encourage a variety of uses. A small lawn allows flexibility for larger groups to participate in a variety of activities. Small enclaves that include movable tables and chairs can give users the option to customize their space. Planters with tall native grasses and seasonal accents could create pockets of seating areas. Different groundcover and textures could divide spaces. This park should have something for the everyday user. The potential of the Triangle Park would best be accomplished through high-quality landscape design in parallel with a development proposal.

More Than A Triangle

To expand the pedestrian space, pavers could seamlessly transition from Triangle Park into a shared street. The delineation between vehicle zone and pedestrian zone could simply happen with a change in direction of the pavers or a very short rolled curb. This blurring of the lines between park and street would encourage passing cars to slow down and become more aware of their surroundings. It also suggests arrival to somewhere different. The shared street could also be elevated to the sidewalk height to even further blur the line between vehicle and pedestrian zone.

Framing the Triangle Park

New development should be encouraged around the public space on the vacant or underutilized lots. The industrial parcel along the tracks becomes an important part of the park's success. A four-story mixed-use building would create a backdrop to the park and add residents that would use the space. The building should respect the existing parcel boundaries to maximize the size of the park and should address the southern end of the parcel. Parking should be limited and located away from the Triangle. Further design guidance for the mixed-use development is outlined on pages 58-59.

- 1 Architectural Corner Feature
- 2 Hardscape Plaza with Tree Bosque
- 3 Re-use as Restaurant
- 4 Tabled Intersection
- 5 Performing Arts Center
- 6 Improved Alley
- 7 Consolidated Rear Parking Off Alley
- 8 Downtown Infill
- 9 Triangle Park
- 10 Angled Parking
- 11 Mixed-Use Development

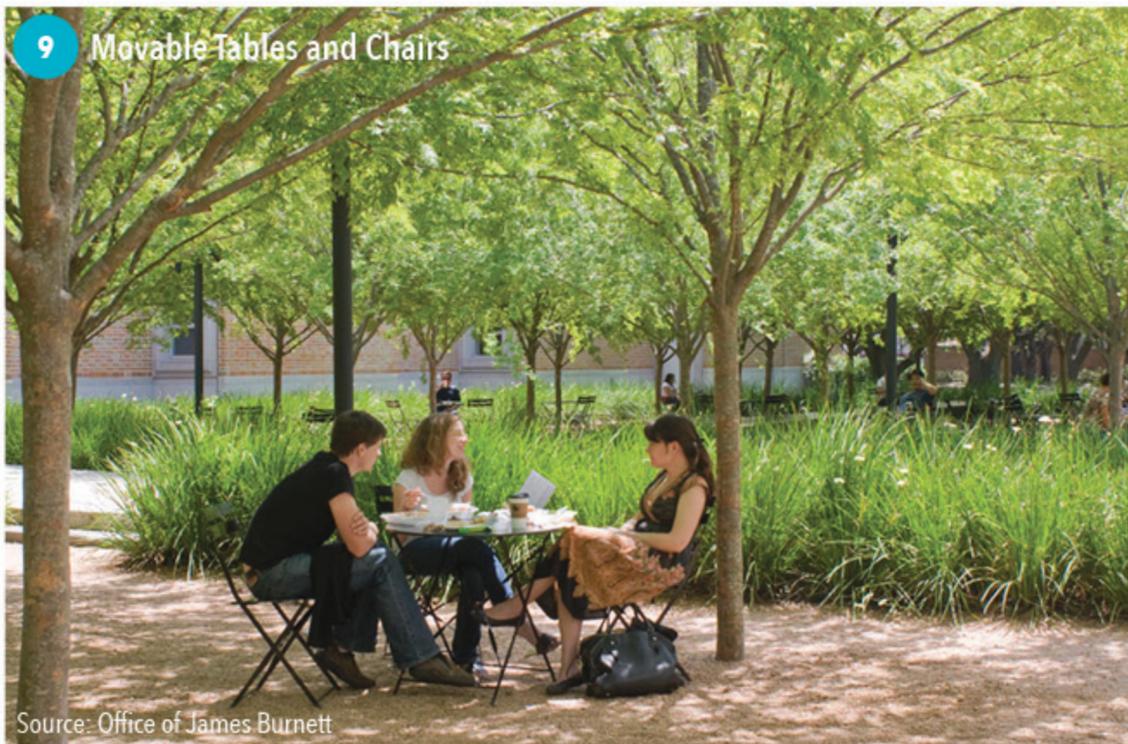


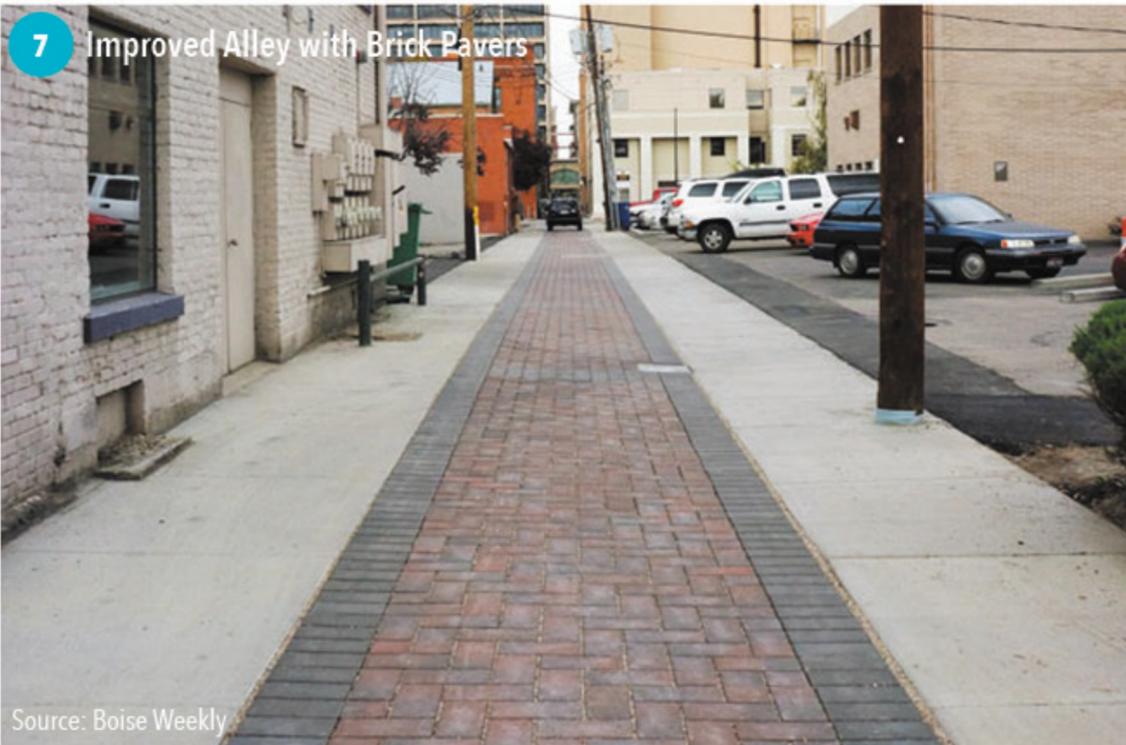
TRADITIONAL DOWNTOWN AND THE TRIANGLE PARK



DOWNTOWN TRIANGLE

**Images represent precedent examples for callouts on previous page.*





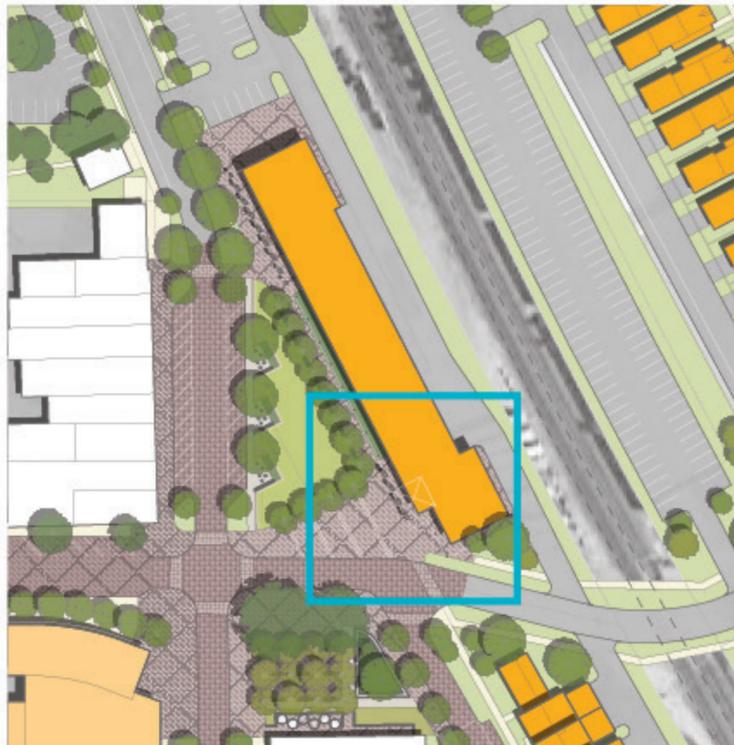
NORTHEAST CORNER OF PARK STREET / SEYMOUR AVENUE DESIGN GUIDANCE

Best Practice:

Emphasize the Corner of the Building

The high visibility of the proposed four-story mixed-use building at the terminus of Chicago Avenue warrants an architectural feature that helps to make Triangle Park a place. This architectural feature should be emphasized at the southwest corner of the building and be visible from East Hawley Street down Chicago Avenue and from Lake Street along Park Street. Examples of corner features could include heightened vertical elements, roof top terraces, or iconic signage.

Key Map





Best Practice:

Provide Depth and Material Palette Interest

To complement the scale and character of the traditional downtown and provide visual interest on the façade of the building, the building should use a variety of form, texture, and massing. Additionally, balconies and building articulation can provide interest and shadow lines that emphasize façade depth. The length of the building and its relationship to the park warrants particular architectural consideration that makes this building the appropriate backdrop to the heart of downtown.



Best Practice:

Address the Triangle Park at the Ground Level

Ideally, the park-facing façade of the building would house a pedestrian-oriented use, such as retail, restaurant, or recreation. With the understanding that this may not translate economically, special consideration will need to be taken into account to provide a quality urban design as the building meets the ground. Layering landscape, building material, and project elements along with sufficient transparency can work together to manifest a successful ground floor.

REFRESHING THE TRADITIONAL DOWNTOWN

Traditional Downtown Area

When you ask a Mundeleiner where downtown is located, they will likely direct you to the intersection of Lake Street and Park Street. The east side of Lake Street between East Hawley Street and Park Street and the one block stretch of Park Street from Lake Street to Seymour Avenue represent what one would typically find in a small community's downtown: a mix of one- and two-story commercial and mixed-use buildings with shops on the ground floor and residences or offices above. These are the types of buildings that support "mom and pop" shops, local retail, bakeries, brew pubs, ice cream shops, or insurance agents, where rent is reasonable and buildings feature charm and inherent walkability.

Opportunities for Small-Scale Infill Development

New development opportunities should seek to take on a similar character. Small, mixed-use buildings on the narrow parcels within downtown may work well for commercial ground floor space and upper-story apartments. These buildings are commonly referred to as live/work spaces and provide for the scenario in which the shop owner lives above the place he or she works. There are multiple fantastic locations where this type of building

may work, including the vacant parcel at the mid-block on the north side of Park Street between Lake Street and Seymour Avenue.

A Mix of Uses

Staying consistent to the traditional downtown feel, and continuing to encourage a mix of uses, including local shops, services, and residences, should reinforce the notion that the traditional downtown can be an 18 hour / 7 days a week district. This means that when employees get off work, they have a place to grab a bite to eat and apartment residents return to their homes or occupy the parks. There is always a level of activity on both weekdays and weekends.

Retaining the Small Parcel Character

With relatively few opportunities for new development on vacant lots, making improvements to the character-establishing buildings that currently exist in the traditional downtown should be prioritized. Examples of these improvements include updating façade materials and signage, raising the perceived height of the one-story buildings by adding taller parapets, and the addition of second stories to one-story buildings that can structurally

support an additional level. The Village has a façade improvement program, the Business Incentive Grant (BIG) Program, that is tailor-made for making improvements like these, and the traditional downtown is a prime candidate for these types of updates. A first priority should be addressing the façade of Lake Street south of Park Street with its already unique downtown feel.

Keep It Up!

These types of upgrades can and should continue to take place throughout the traditional downtown. Taking advantage of programs that subsidize private improvements can make a shop owner's dreams become a reality. The Village may take a block-by-block approach to helping these property owners to envision what is possible if they take advantage of these programs. Private property improvements paired with a potential downtown public space will benefit the community as a whole. Improvements should happen over time on an incremental basis to continue to improve the already existing vitality and character.

Highlight the Long-time Assets

Buildings such as the Central Hotel and 18 East Park Street feature character that is hard to replicate.

Make Lake Street / Park Street a 'Front Door'

As vehicles pass by downtown on Lake Street, Park Street becomes important in drawing people into downtown.

Encourage Existing Building Improvements

Take advantage of the façade improvement programs to encourage upgrades along the east side of Lake Street.



BANK TRIANGLE AND CHICAGO/SEYMOUR AVENUE FESTIVAL STREETS

(DESIGN FOCUS AREA)

Connecting Downtown to Plaza Circle

With the addition of the downtown Triangle Park public space to the existing Plaza Circle, it becomes important to focus on the connection between these two Village assets. Both Chicago Avenue and Seymour Avenue share a role in connecting people back and forth. Seymour Avenue would likely be more active than Chicago Avenue and handle more of the vehicle parking and be an extension to the primarily commercial traditional downtown. A public parking garage between the two public spaces on the Bank Triangle is a long-term solution to increased parking demand and may serve both north and south of East Hawley Street.

Seymour Avenue could feature an eclectic mix of cottage homes and former bank buildings converted to higher and better uses. Precedents for both conversion types are common within the region and nationally.

Chicago Avenue Visual Connection

The primary connections between the Triangle Park and Plaza Circle should be along Chicago Avenue and Seymour Avenue. Extending the pavers from the public space to the north all the way south towards the Village Hall

along Chicago Avenue would help to establish a unique visual connection between the two that would support a variety of new uses. Because it is currently an industrial street, upgrades will need to be made, so investing in these improvements in the near-term should be a priority. This segment of Chicago Avenue may also be ideal for routing fiber Internet into the traditional downtown. New townhome development along Chicago Avenue would bridge the connection between the traditional downtown and Plaza Circle, while adding residents to downtown.

The unique character of the street and the connection between the public spaces also bodes well for encouraging walkability.

Seymour Avenue Activity Connection

Businesses along Seymour Avenue already support the notion that this could be a more active connection between the Triangle Park and Plaza Circle. Certain events or festivals may prioritize this connection as a parade route or hold events such as Park on Park Cruise Night. The varying characters between both Chicago Avenue and Seymour Avenue provide the Village with quality, versatile options.

- 1 Commercial Along Hawley
- 2 Townhome Development
- 3 Continuous Rear Lane Access
- 4 Chicago Avenue
- 5 Bank Building Re-Use
- 6 First Midwest Bank Building
- 7 Public Parking Garage
- 8 Re-Use as Restaurant
- 9 Mixed-Use Development
- 10 Cottage Commercial
- 11 Downtown Infill

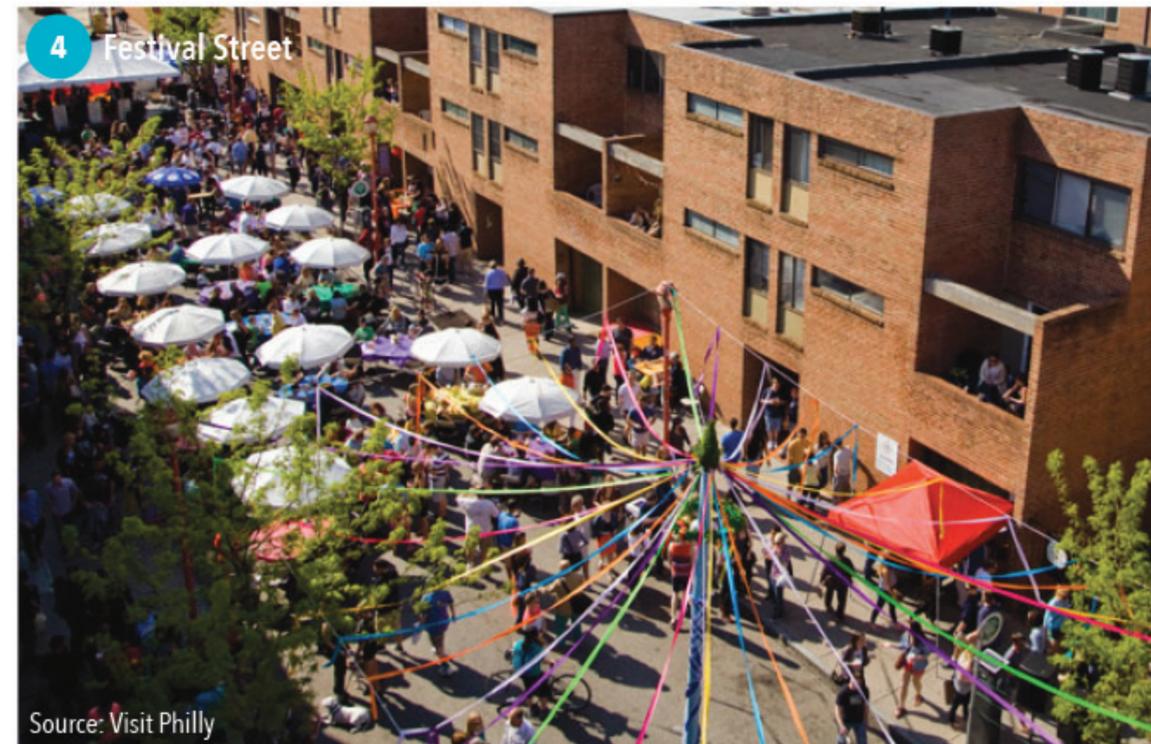


BANK TRIANGLE AND CHICAGO AVENUE FESTIVAL STREET



BANK TRIANGLE AND CHICAGO AVENUE FESTIVAL STREET

**Images represent precedent examples for callouts on previous page.*





BANK TRIANGLE BUILDING RE-USE STUDIES



PNC Bank Building Re-use Study

Though the PNC Bank Building is currently occupied and a valued tenant to Downtown Mundelein, imagining what other potential the building and location may hold is key to the long-term success of downtown. The unique architecture stands out amongst surrounding buildings and the quality of materials is worth re-using as opposed to demolition. Its location at the north end of the Bank Triangle makes it a prominent public space opportunity.

The visualization to the left imagines the building as a polished casual or fine dining restaurant and bar that opens itself up to the north to address a public plaza. A slightly elevated seating area for the restaurant would be at building level and would sit above the plaza, creating an opportunity for a retaining wall with integrated seating and plantings. If a performing arts center is located across the street to the west of the plaza, event attendees could dine before the performance, then head back for evening drinks and socializing.



Former Bank of America Building Re-use Study

At the northeast corner of East Hawley Street and North Seymour Avenue sits the former Bank of America building, which is currently vacant. This building resides at a high-profile corner within the study area and will have a major, urban bicycle trail connection passing by its doors. Catering to both the residents and capturing passing cyclists, either for lunch or as a destination, could make this a successful activity node.

This visualization includes an area of outdoor lawn games that take advantage of the area between the existing drive-thru and primary building. Plenty of outdoor seating and space to play games, such as bocce ball or table tennis, could provide respite for those utilizing the new trail connection along East Hawley Street. Ample bicycle parking would be necessary. A casual dining restaurant or cafe that includes coffee and pastries for breakfast and a more sophisticated menu of food options during the evening hours could provide a unique destination for residents and visitors.



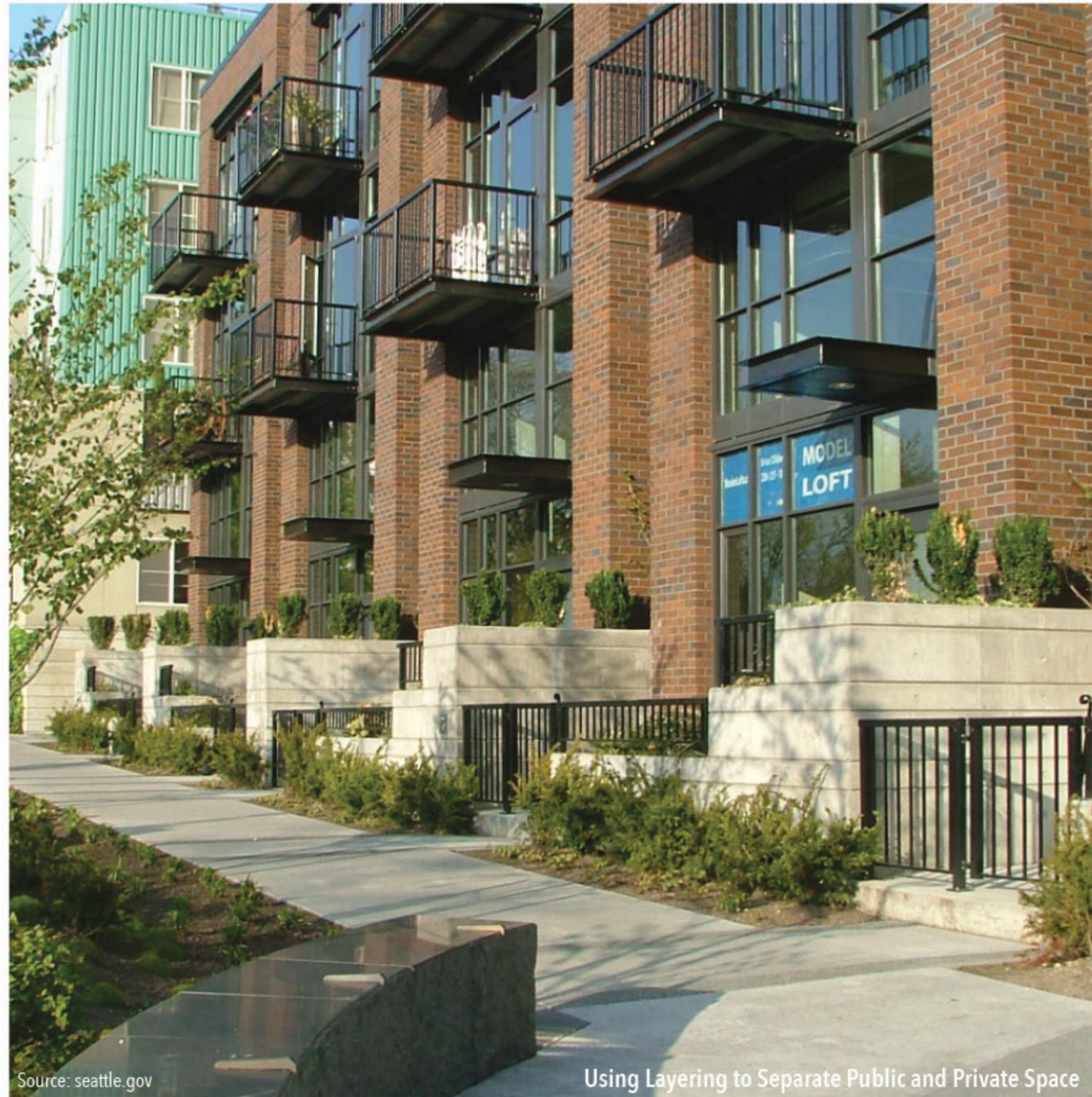
CHICAGO AVENUE RESIDENTIAL DEVELOPMENT DESIGN GUIDANCE

Best Practice:

Emphasis on Building/Sidewalk Relationship

Providing a connection between the Triangle Park and Plaza Circle can promote interaction between the two public spaces. Pleasant, walkable residential neighborhoods feature residences with rear garages, maintained front yards, buildings relatively close to the sidewalk, and windows facing the street. Trees and parking may line the streets, as well. The heights of the buildings should be scaled to create an 'outdoor room' by being sufficiently tall and close enough to the streets.

Key Map



Source: seattle.gov

Using Layering to Separate Public and Private Space



Best Practice:

Use Design Techniques to Establish Privacy

Multiple architectural techniques are used to separate the public from the private realm. Grade changes help to establish distance vertically when the horizontal room does not exist. Vegetation acts as a soft buffer and helps to visually screen those on the inside from those on the sidewalk. Short walls or fences establish a hard edge, but do not preclude the visual connection between the sidewalk and home. The most successful examples of this include multiple layers to establish privacy.



Best Practice:

Short Fences Can Define Residential Yards

In both residential and commercial settings, short fences to establish a forecourt or front yard are often utilized. The fence should be no more than approximately chest height and ideally metal for permanence and quality. In commercial applications, a fence may define an outdoor patio for restaurant seating or separate a parking lot from the public ROW. For residences, it can provide definition for a front garden.

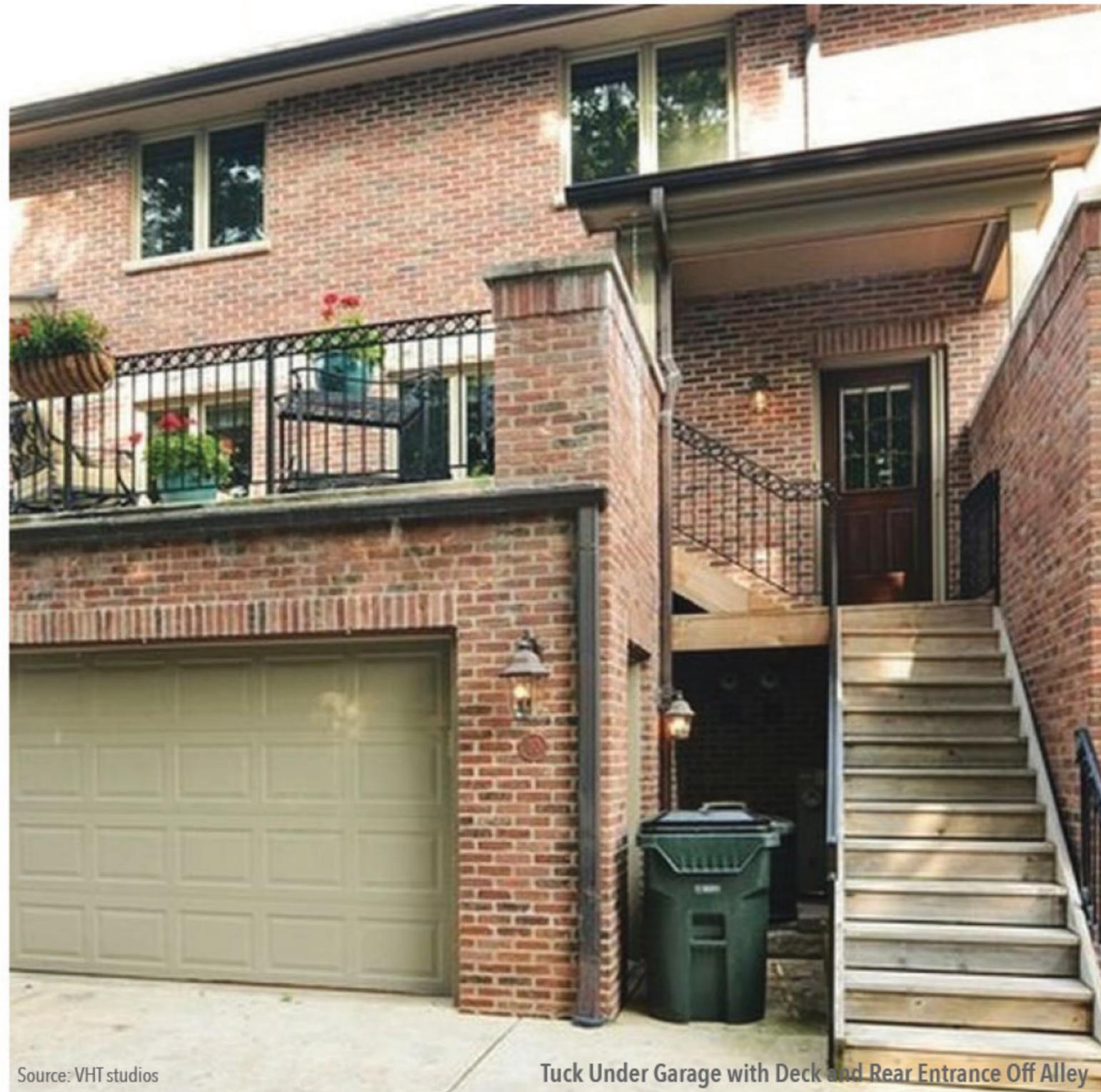
CHICAGO AVENUE RESIDENTIAL DEVELOPMENT DESIGN GUIDANCE

Best Practice:

Treat the Rear Façade with Care

Having the back side of buildings face the rail tracks can have a negative connotation, as it is thought of as a place to put dumpsters or utility boxes, however, this can be seen as an opportunity to take care in designing the rear façade of the residence. Building secondary building entries and upper floor terraces help give life to the rear façade. Though not the front door of Mundelein, it remains an important façade as trains pass by.

Key Map



Source: VHT studios

Tuck Under Garage with Deck and Rear Entrance Off Alley



Source: mithun.com

Best Practice:

Rear, Tuck-Under Townhome Parking

Where parcels are not deep enough to accommodate detached garages for residences, attached tuck-under parking takes up less area and provides a direct connection between garage and residence. Tuck-under parking off an alley or rear lane is appropriate along the rail tracks.



Source: neilsperry.com

Best Practice:

Screen Edge Between Alley and Rail Tracks

A landscaped edge that includes vegetation can buffer the residence across the rear lane or alley from the rail right-of-way. This buffer acts as an added layer of privacy for the residences and creates a more attractive corridor.

ACTIVATING AND INTEGRATING PLAZA CIRCLE

(DESIGN FOCUS AREA)

Building on the Success of the Circle

Village Hall and Plaza Circle are key components to the Master Redevelopment Implementation Plan (2012). To fully realize this vision, certain upgrades are necessary. Similar to the Triangle Park, Plaza Circle deserves high-quality paver materials to suggest a shared street environment. A seamless transition between sidewalk and drive zone would encourage vehicles to slow down and add to the capacity for events when parts of the street could be closed down, as well as further reinforce the connection between the traditional downtown and Plaza Circle along Chicago Avenue.

The lawn may be split into zones that retain the larger event lawn that has proven successful to this point, but add amenities such as a water feature, additional vegetation, and a performance pavilion to allow for the everyday use as well as the less-frequent large events.

The Role of New Development

It is important to revisit the need to effectively frame the Circle. The public space is scaled based on proportions that rely on zero lot line build-to zones and vertical mixed-use buildings tight on the right-of-way. This sense of enclosure

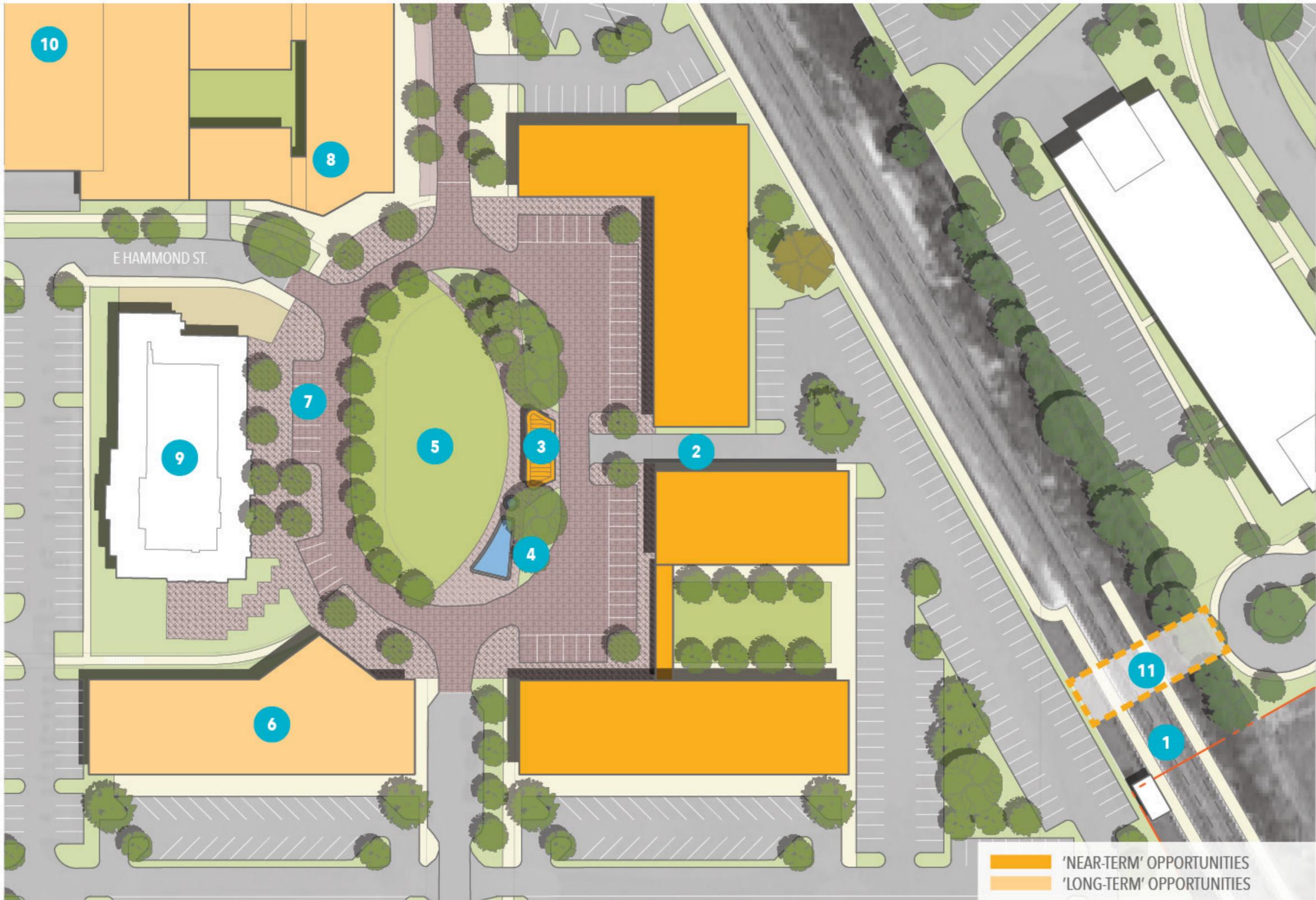
will only add to the success of an already well-used civic space.

With the potential for a Hawley Commons redevelopment, there may be a consolidation of parcels that manifest a slightly different building from that previously proposed. The northwest corner of Plaza Circle may be part of a larger development, but the corner at the circle should remain mixed-use with an active ground floor if redeveloped in the future. In any case, Plaza Circle should feel connected to the neighborhood through orientation, streetscape improvements, and by the potential pedestrian overpass.

Potential for Additional Civic Program

As an alternative to the Seymour Avenue / Park Street location for a potential performing arts center, a site on Plaza Circle could amplify the civic nature of the space. Village Hall brings a certain civic architectural presence to the space that reinforces it as a public gathering space for anyone to visit. Typically, civic complexes that feature only government offices lack vitality and public life. However, a performing arts center is unique among civic buildings in its ability to attract people outside of business hours. (see Appendix p. 159, *Performing Arts Center Alternatives*)

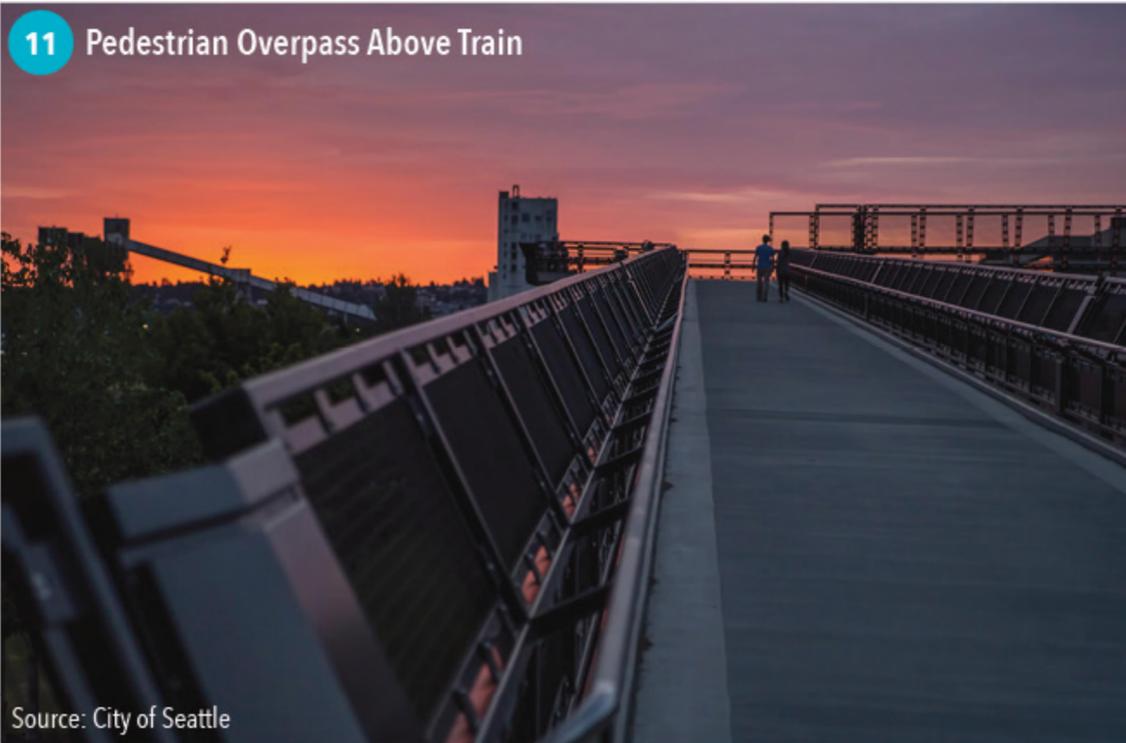
- 1 North Central Service rail
- 2 Access to Parking
- 3 Performance Pavilion
- 4 Public Water Feature
- 5 Event Lawn
- 6 Performing Arts Center (Optional Location)
- 7 Plaza Circle Shared Street
- 8 Mixed-Use Development
- 9 Mundelein Village Hall
- 10 Hawley Commons Redevelopment
- 11 Potential Pedestrian Overpass



PROGRAMMING PLAZA CIRCLE

PROGRAMMING PLAZA CIRCLE

**Images represent precedent examples for callouts on previous page.*





PEDESTRIAN OVERPASS

Pedestrian Overpass Concept

To better connect residents and Metra riders from the east side of the tracks to both Plaza Circle and the Metra Station, the addition of a pedestrian overpass would eliminate the need to travel north to East Hawley Street or south to East Courtland Street to access the amenities on the west side of the tracks. Because the "Kiss & Ride" on the east side of the tracks at the terminus of McKinley Avenue never materialized, this leftover ROW becomes the preferred location for an overpass.

The anticipated additions to the ongoing Cardinal Square development deserve flexibility for access to parking along the tracks from McKinley Avenue; therefore, the integration of access to future parking, an elevator/stair tower, and optional ramp help guide the proposed layout. Limited land for an accessible ramp may make it necessary to have elevators and stairs on both ends of the overpass.

A pedestrian overpass allows for a branding opportunity for the Village. These precedent images provide examples of well-designed, simple bridge structures that integrate with a variety of architectural characters.



Source: Banker Steel

Integrated Stair and Elevator Tower



Source: Excel Bridge

Overpass with Continuous Canopy



Source: Pinterest

Inviting Pedestrian Lighting

An Inviting Design

Multiple strategies may give the pedestrian overpass an inviting design that encourages its use. One of the most important aspects of any pedestrian experience is high-quality lighting. Ample lighting directed on the walking surface, as well as access points, should help to address safety concerns. Lighting the façade of the stair and elevator towers, as well as providing sufficient windows and an open air feel, should make the overall experience of using the overpass more pleasant. It is also important to protect users from the elements with a roof, while still maintaining openness.



Source: Chicago Tribune

Wide, Open Overpass with High Ceiling

The approach to the stair, elevator tower, and ramp should also include landscape design that helps guide users to the overpass and access points. This will be particularly important if an accessible ramp is not feasible, as the stair and elevator will likely be set back off the intersection of McKinley Avenue / Anthony Avenue.

DOWNTOWN EAST REDEVELOPMENT

(DESIGN FOCUS AREA)

Creating a Walkable Neighborhood

Quite possibly the best opportunity for for-sale residential development, the area on the east side of the tracks along Morris Avenue lends itself well to a variety of possibilities. The area will play an important role in revitalizing downtown with supportive residents and services. Though there are fewer existing assets, the flexibility of various parcel sizes and potential for parcel assembly suggests a variety of redevelopment opportunities, from larger housing developments to the occasional outlying office or commercial use. Walk-up apartments, townhomes or rowhomes, and small-lot single family are all examples of 'missing middle' housing types that effectively transition the lower-density single-family neighborhoods into a downtown. Additionally, the size and potential of the existing industrial parcels may be one of the only opportunities within the study area with enough land to be accumulated to make developer pro formas pencil out with the desired scale of development.

As industrial uses leave downtown and parcels are redeveloped, an opportunity exists to create unique housing that may feature semi-private courtyards to account for the depth of the parcels. The courtyard

townhomes (6) would address Morris Avenue at the public right-of-way, but also front a semi-private courtyard that would act as an amenity for residents. Though this housing type is demonstrated for graphic purposes, it is worth emphasizing that flexibility for a variety of uses is key.

A Family-Oriented Amenity

With the possibility of for-sale housing that may cater to young couples, small families, and empty-nesters, a neighborhood park would be a valuable asset. A playground and dog park would complement these resident profiles. For a neighborhood that may include many young children, this would allow a nearby walk-to park for kids to play without having to cross a high traffic street.

A dog park is a popular spot in many communities that allows both pets and their owners to socialize. Spray fountains for both animals and children may prove to be popular features.

- 1 Single-Family Infill
- 2 Playground / Dog Park
- 3 Neighborhood Park
- 4 Small-Lot Single-Family
- 5 Walk-Up Apartments
- 6 Courtyard Townhomes
- 7 Townhomes Fronting Park Street
- 8 Continuous Rear Lane Access

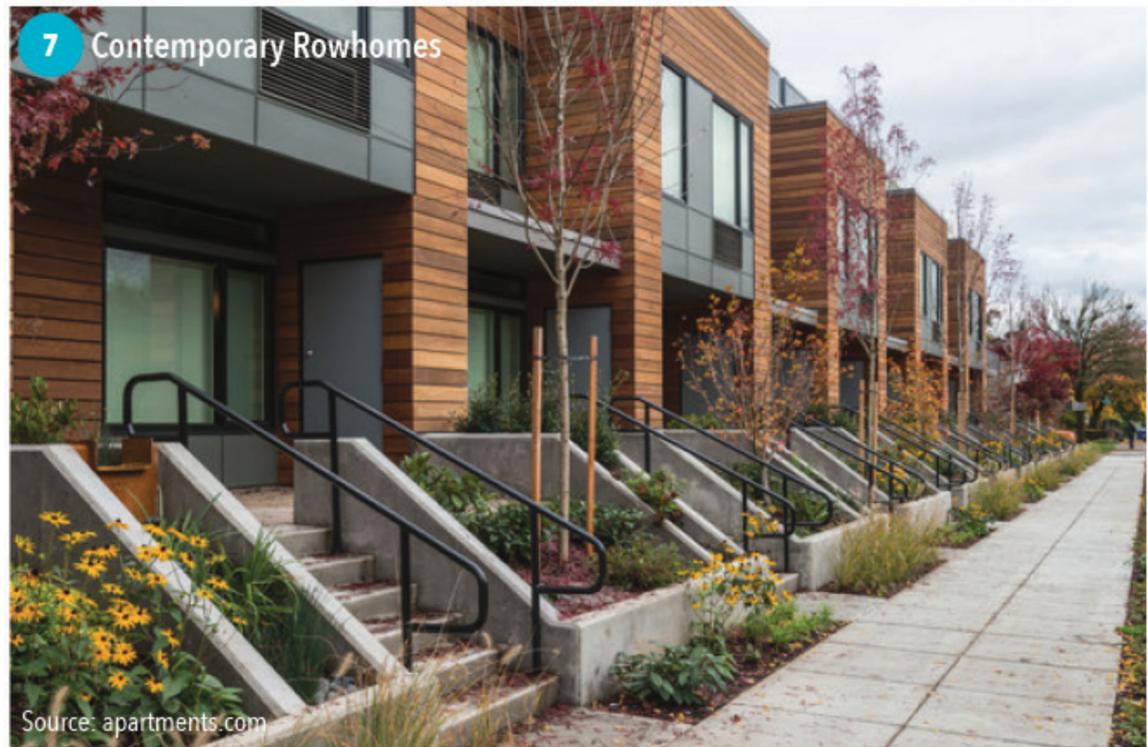


DOWNTOWN EAST REDEVELOPMENT

DOWNTOWN EAST REDEVELOPMENT

**Images represent precedent examples for callouts on previous page.*





EAST HAWLEY STREET AND TRAIL CONNECTION

(DESIGN FOCUS AREA)

Completing the Trail Connection

With the late-2016 completion of the Millennium Trail connection from Midlothian Road to the west edge of the Study Area, only one segment remains to connect the Millennium Trail to the North Shore Bike Path. East Hawley Street has been identified as the ideal route to do so. As the proposed side path and streetscape improvements along East Hawley Street take place, the corridor will have a complete change in character. The new street section will demonstrate the Village's commitment to these businesses. An increase in exposure and bicycle traffic is expected to give new life to the businesses along East Hawley Street.

Bicycle Trail as Economic Development Tool

This increase in exposure should open up opportunities for businesses along East Hawley Street. Though the market does not expect rapid development to take place along the corridor, reinvestment in property should be encouraged with the beautification of the streetscape and addition of the side path. The funky nature of this stretch makes it unique to Mundelein and affords the possibility of catering businesses to the cyclists passing by.

Tactical Improvements Support Long-Term Investment

Ways to capitalize on the new traffic may be to implement near-term, tactical improvements. Examples of this are outlined in more detail in the Implementation chapter and include low-cost property improvements such as blocking driveways to alleviate conflict with cyclists, adding outdoor seating or 'parklets' in existing parallel parking spots, and upgrading the building with new signage and awnings. There is no need to wait for new building development to take place in order to improve the corridor – start small and see big results.

- 1 Connect Commercial Parking
- 2 Outdoor Eating Area
- 3 Retain Angled Parking
- 4 Resurfaced Parking Lot
- 5 Expanded Sidewalk / Planting
- 6 Plaza or 'Food Shack'
- 7 Typical Intersection Treatment
- 8 Development at Prospect Avenue
- 9 Side Path Trail Connection
- 10 Alley Improvements



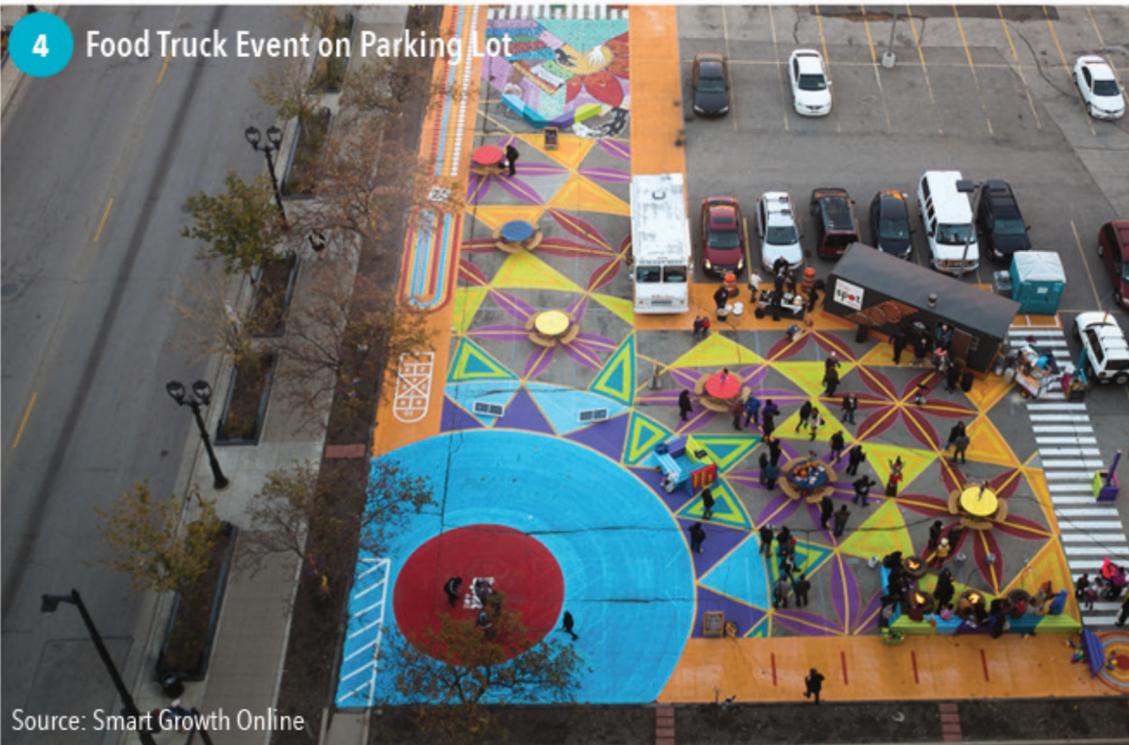
E. HAWLEY STREET AND TRAIL CONNECTION



EAST HAWLEY STREET AND TRAIL CONNECTION

*Images represent precedent examples for callouts on previous page.





EAST HAWLEY STREET DESIGN GUIDANCE

Best Practice:

Sidewalk Seating and Cafe Tables

There are few better ways to activate a sidewalk than encouraging outdoor dining and seating. Seeing activity spill out onto the sidewalk encourages passersby to step into the shops and restaurants. The addition of outdoor seating where possible should be encouraged to complement these uses. An existing example of this along East Hawley Street are the tables in front of Franks for the Memories.

Key Map



Source: VHT.studios

Seating Along Edge of Façade to Activate Sidewalk



Source: Google Maps



Source: Jacob Signs

Best Practice:

Encourage Projecting Signs for Pedestrians

Projecting signs are pedestrian-scaled signage that is oriented perpendicular to the sidewalk so pedestrians and cyclists are able to see the businesses at slower speeds and closer distances. The Village should continue to work with the Lake County Division of Transportation to allow projecting signs within the ROW.



Source: gardenista.com



Source: Pinterest

Best Practice:

Allow Projecting Awnings and Canopies

Awnings may fall under the same treatment as projecting signs. Awnings are also crucial to the pedestrian environment as they provide visual interest and weather protection. They may come in many forms and styles, but accomplish similar objectives.

KEY RECOMMENDATIONS

- + Connect the Millennium Trail with the North Shore Bike Path along East Hawley Street
- + Allow East Hawley Street to represent the standard for best practices for urban bicycle side paths in Lake County
- + Let the design for the upgraded East Hawley Street section guide the character of future development along the corridor



AIR HAVEN
LANES



Ombudsman

James Pl

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CONNECTING THE MILLENNIUM AND NORTH SHORE TRAILS

The Missing Link

Mundelein's position on the Millennium Trail and North Shore Bike Path puts the Village in a unique position to capitalize on the recreational opportunities the trails provide and link them through downtown. This opportunity could connect the 28.5 miles of the Millennium Trail and the 7.7 miles of the North Shore Bike Path to the seemingly endless network of trails in Lake County, making it a significantly valuable recreation system that the Village should integrate into the Plan.

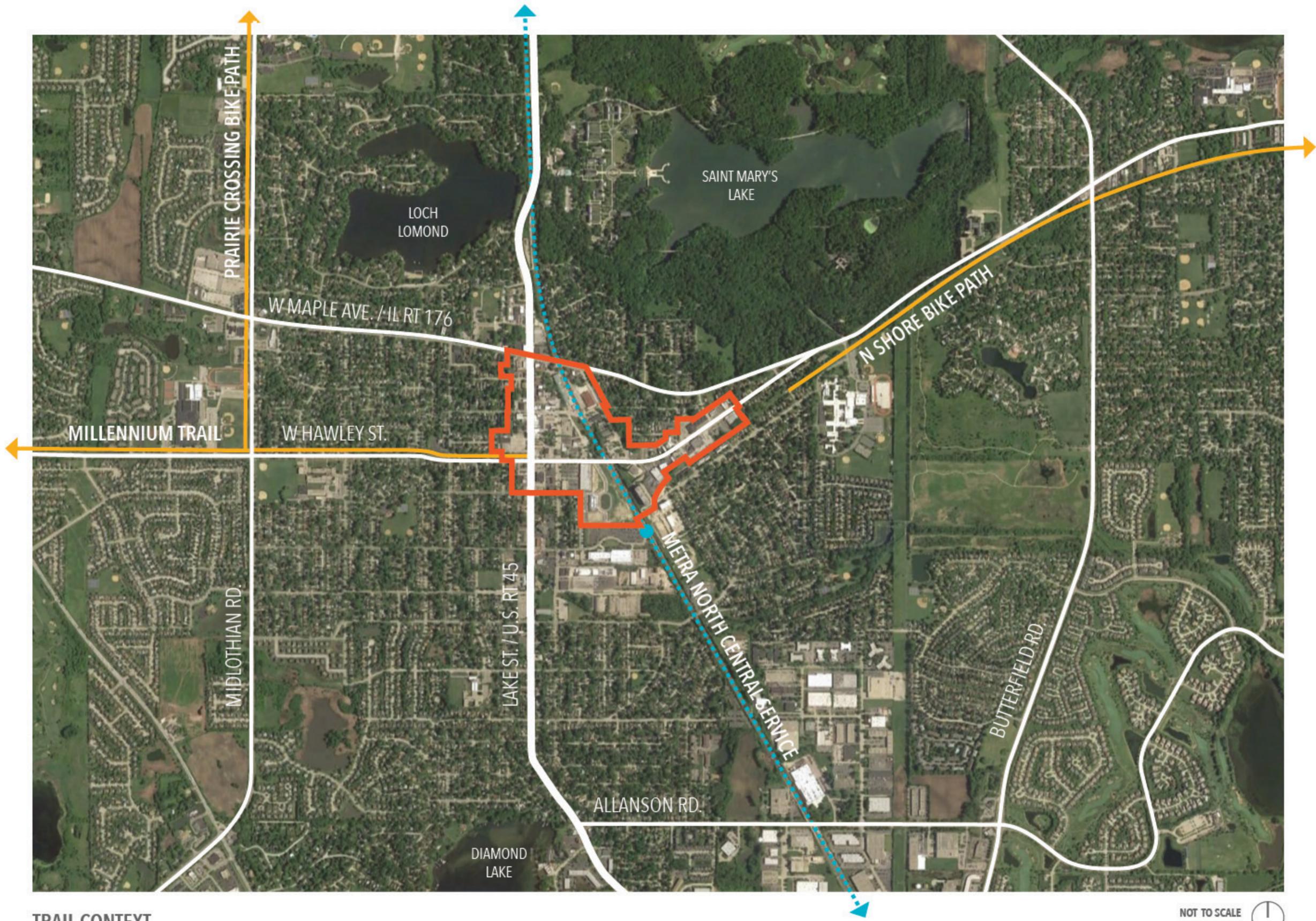
This trail connection would happen through the Study Area and be one of the few locations where Lake County recreational trails come through a downtown. Retaining the same functionality and safety where there is the potential for many more conflict points between pedestrians and vehicles is of utmost importance, since this is a family friendly trail system on which there are users of all ages and ability levels. In a February 13, 2017 letter to the Village the Lake County Division of Transportation demonstrates its support for an off-street side path bicycle facility; however, the letter also states a preference that the proposed street section not include on-street parking on East Hawley Street.



Segment of the Millennium Trail Emerging from an Underpass
Source: Lake County Forest Preserves



Segment of the North Shore Bike Path Through a Densely Vegetated Area
Source: Lake County



TRAIL CONTEXT

NOT TO SCALE



EAST HAWLEY STREET AS AN URBAN TRAIL CONNECTION

The Potential of East Hawley Street

East Hawley Street is the major east to west connection through Downtown Mundelein and effectively bisects the Study Area. Currently, East Hawley Street does not have a clear identity. Some segments have building fronts facing the ROW, while many buildings are side-facing. Some segments are more urban in street section, while the segment from Chicago Avenue to the old Village Hall has a stretch of large lawn planting strips with narrow sidewalks.

The curb-to-curb width of East Hawley Street is exceptionally wide in many cases. With low average annual daily traffic (ADT) volumes of approximately 4,100 vehicles per day and a projected 4,500 vehicles per day in 2040, East Hawley Street is an ideal candidate for a road diet. This 'road diet' should reduce the curb-to-curb width, add on-street parking, or use other means to eliminate a significant amount of right-of-way dedicated to the car.

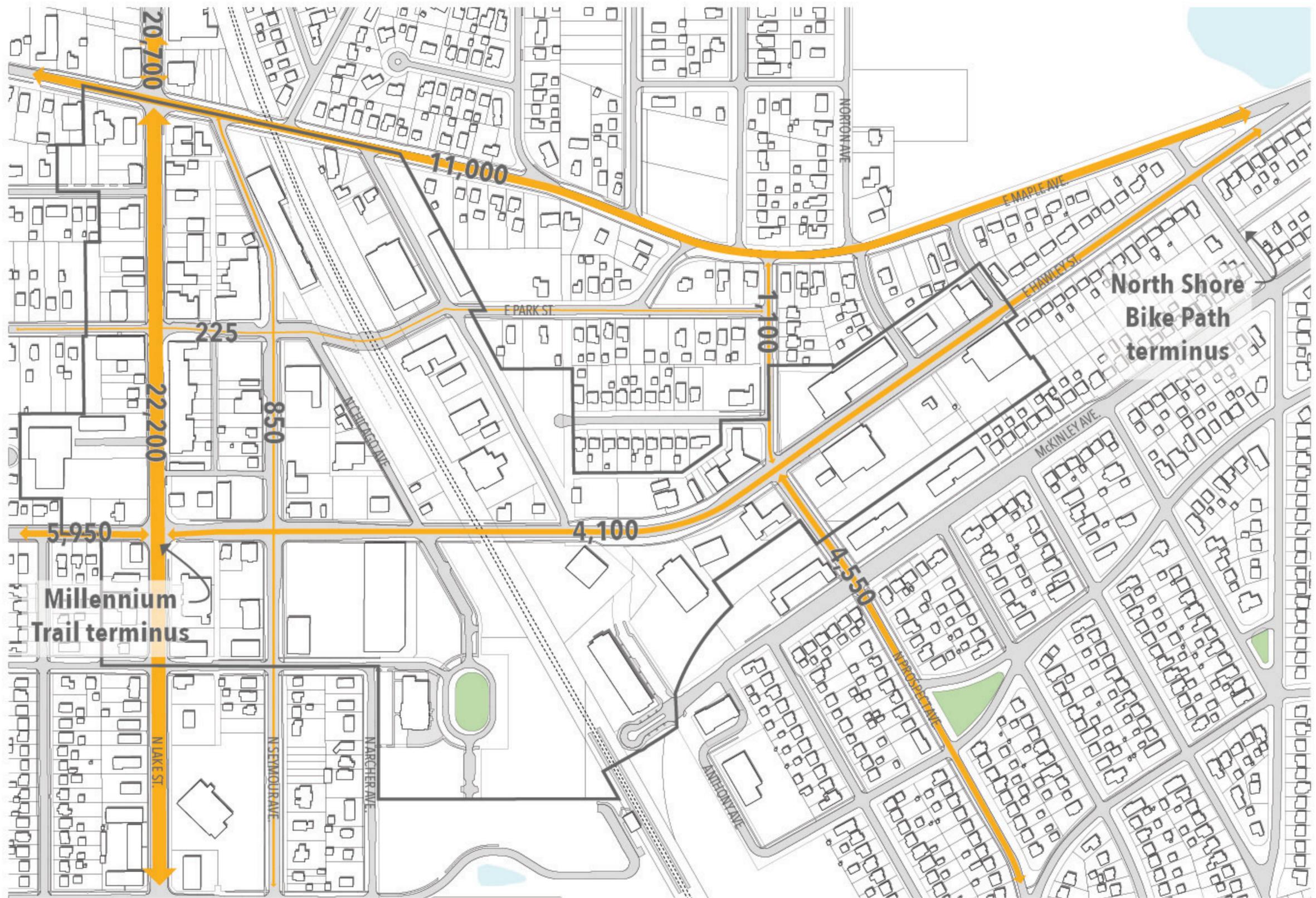
Generally Low Traffic Volumes

The current and expected ADT along East Hawley Street are consistent with many of the adjacent streets. Traffic volumes are low overall with the exception of Lake Street/U.S. Route 45, which boasts approximately 22,000 vehicles per day.

Lake Street acts as more of a through street than one which encourages pedestrians and promotes walkability. Because East Hawley Street is in stark contrast with these vehicle demands, many different design solutions may be envisioned for this segment.

A Unique Urban Trail Opportunity

As the Millennium Trail and the North Shore Bike Path terminate at opposite edges of the Study Area, the most direct route to connect the two trails becomes East Hawley Street. Plenty of right-of-way exists to turn East Hawley Street into a complete street that serves pedestrians, bicycles, and vehicles, becoming the exemplary urban trail condition in Lake County.

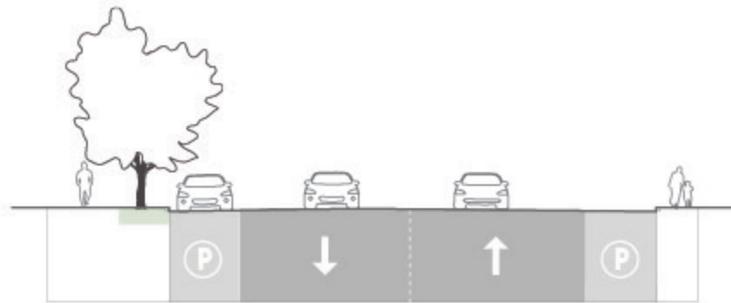


AVERAGE ANNUAL DAILY TRAFFIC (ADT)

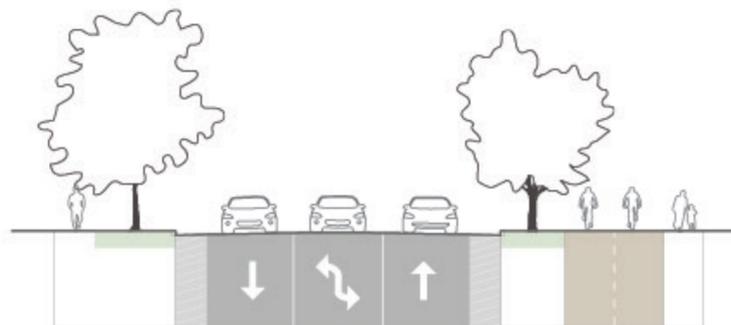


EAST HAWLEY STREET CRITERIA

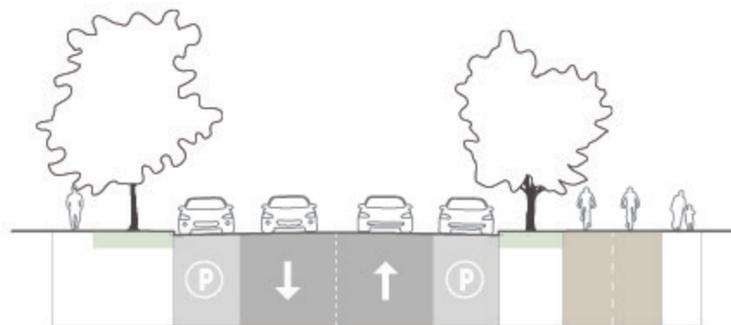
Existing Section and Section Studies



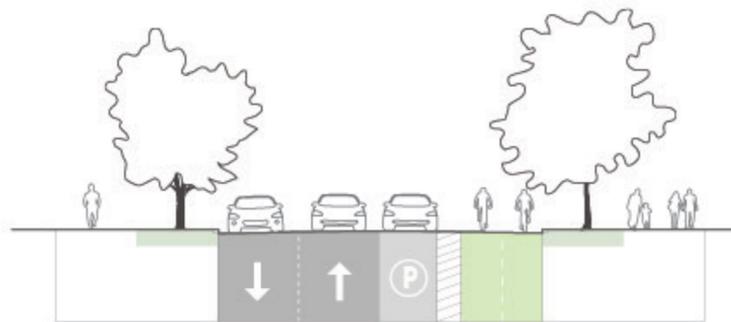
Existing Condition



Side-Path with Continuous Turn Lane



Side-Path with Parking



On-Street Cycle Track with Parking

Bicycle Facility Options

When determining the best option to connect the planned multi-use trail on East Hawley Street to the existing North Shore Bike Path, all streets in the Study Area were initially evaluated for their level of traffic stress. The purpose was to find the best bicycling connection to create a safe, cohesive route that appeals to a wide number of experience levels. To evaluate the streets, segments were assigned a Level of Traffic Stress (LTS) (Appendix; p.138-139). Criteria for classifying each road segment included: road width, number of travel lanes, traffic speed, intersection crossings, and terrain/sight distance.

Existing conditions on East Hawley Street combine to create a LTS 2, a level that will be tolerated by most American cyclists who are enthusiastic and confident but would prefer having their own dedicated space. Fortunately, East Hawley Street has wide, paved lanes throughout, as well as larger rights-of-way, that makes it ideal to develop a multitude of bicycle facility options (shown on the left), while also providing the quickest route to connect the existing trails through the downtown.

Other bike facilities are feasible throughout the Village,

and the bike facility on East Hawley Street can serve as a spine for a larger network that could include shared lanes and bike lanes on lower LTS streets. The Bike Stress Map can be used to help identify future potential routes. Many streets in the Study Area are rife with potential facilities from shared lanes on residential streets to bike lanes on streets that experience higher volumes of traffic.

Methodology

When evaluating East Hawley Street for the most suitable bike facilities, many factors were weighed, and the north side of the street was chosen to demonstrate the side path and the protected bike lanes for initial studies for the reasons that follow. From Brice Avenue to Lake Street, the north side of East Hawley Street has 27 driveways; the south side has 32 driveways that cyclists would need to cross. Additionally, businesses along the north side have access to an alley which would allow for deliveries, whereas the south side businesses do not. Cyclists will need to eventually cross to the south side of the street to connect to the North Shore Bike Path; however, utilizing the south edge of the ROW for the side path remains a suitable option to implement this bike trail. A reevaluation of the necessity to relocate curbs and utilities is recommended.

EAST HAWLEY STREET DESIGN GOALS

Connect the Two Trail Assets

Priority number one is linking the Millennium Trail with the North Shore Bike Path. The opportunity to connect downtown to the extensive trail network of Lake County would be a draw for everyone from current businesses to future residents.

Set a Precedent for the Region

Quality examples of urban cycle facilities in Lake County are few and far between. The variables for East Hawley Street create the perfect storm to realize a street section that reflects national best practices. A successful East Hawley Street would be a precedent for the addition of urban bike trail segments throughout the region.

Provide for a Safe Facility for All Ages & Abilities

Great care must be taken to route a more isolated or rural trail through an urbanized center in order to maintain a safe, family-friendly environment. With the preferred street section being an off-street side path, this is the closest thing to an 'urban trail' for all ages and abilities to enjoy.

Support and Complement Local Business

If executed well, the trail connection should bring users from both inside and outside Mundelein to and through downtown. Summer weekend surge times in particular make downtown Mundelein an excellent starting or ending point for casual or organized bike rides. Businesses could capitalize on this by giving special discounts for cyclists and providing ample bicycle parking.

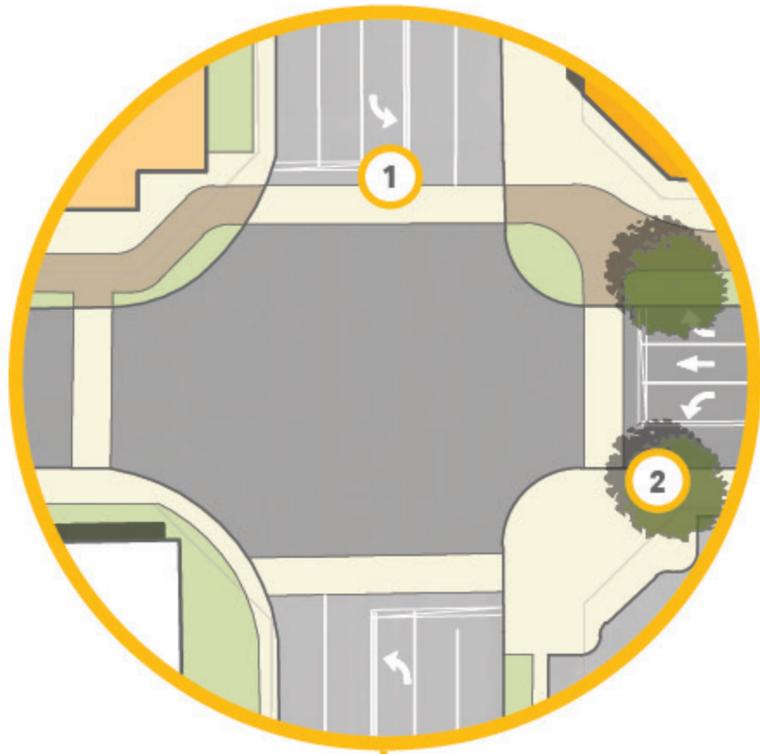
Reduce the Amount of ROW Dedicated to Cars

Currently, East Hawley Street is excessively wide for the quantity of traffic it receives. Introducing complete street standards suggests narrowing the area dedicated to cars and widening the area for both pedestrians and bicycles. This complements the uses that are expected to continue to develop in the future.

Establish a Design Character for the Corridor

Today, East Hawley Street is not the most attractive street in Mundelein. However, it does have valuable businesses and is in a prime location. Though many properties along the corridor could benefit from makeovers and simple upgrades, a new, beautiful street could also change the entire image of the corridor east of the tracks. Ideally, this would help kick-start private investment.

EAST HAWLEY STREET PLAN



- 1 Hawley Side Path Connection Across Lake St.
- 2 One East-Bound Receiving Lane
- 3 Redevelopment at NE Corner of Intersection
- 4 Maintain Access Point to Hawley Commons
- 5 Paver Crossing at Chicago Ave. Festival Street
- 6 Bicycle Crossing at Railroad Tracks
- 7 Tabled Side Path Crossing at Driveways
- 8 Side Path Condition at Angled Parking
- 9 Side Path Crossing from North to South Side
- 10 Side Path Condition on South Side
- 11 Connection East Towards North Shore Bike Path

Accommodating More Demand West of the Tracks

With the necessity for multiple turn lanes on westbound East Hawley Street approaching Lake Street, parallel parking is eliminated in favor of a left-turn, right-turn, and straight vehicle lane configuration. A greater traffic count is anticipated on East Hawley Street west of the railroad tracks and, with higher demand turning movements at both Seymour Avenue and Chicago Avenue, parallel parking is again omitted in favor of center turn lanes. This configuration should effectively facilitate traffic flow west of the tracks while alternatively providing for on-street parking east of the railroad tracks for the businesses along East Hawley Street.



Intersection Treatment

Accommodating bicycle side path crossings and turn movement at intersections is a primary safety consideration. The intersection of East Hawley Street and Prospect Avenue is used below to demonstrate the ideal typical intersection treatment. As the side path approaches the intersection, the path is deflected slightly to encourage cyclists to slow down when approaching a vehicle conflict zone. The pedestrian crosswalk and side path consolidate to create a wide, highly visible crossing zone.



EAST HAWLEY STREET SECTIONS

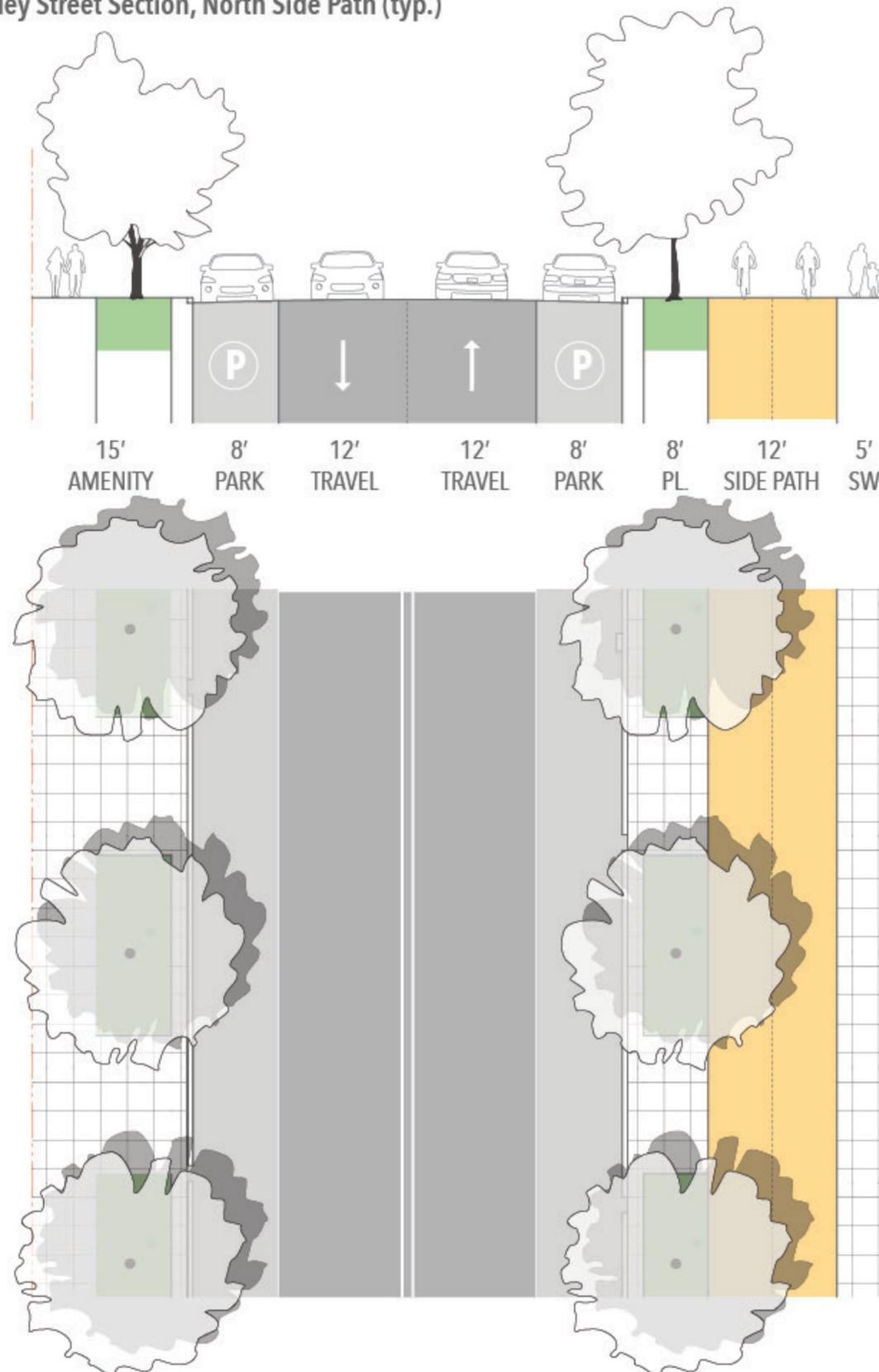
Street Section Design

East Hawley Street, within the Study Area boundary, is typically an 80-foot right-of-way with exceptions just east of the railroad tracks, where it is a 100-foot right-of-way. When combined with the relatively low traffic volumes, both now and expected, either of these widths are generous enough to allow exceptional street section flexibility.

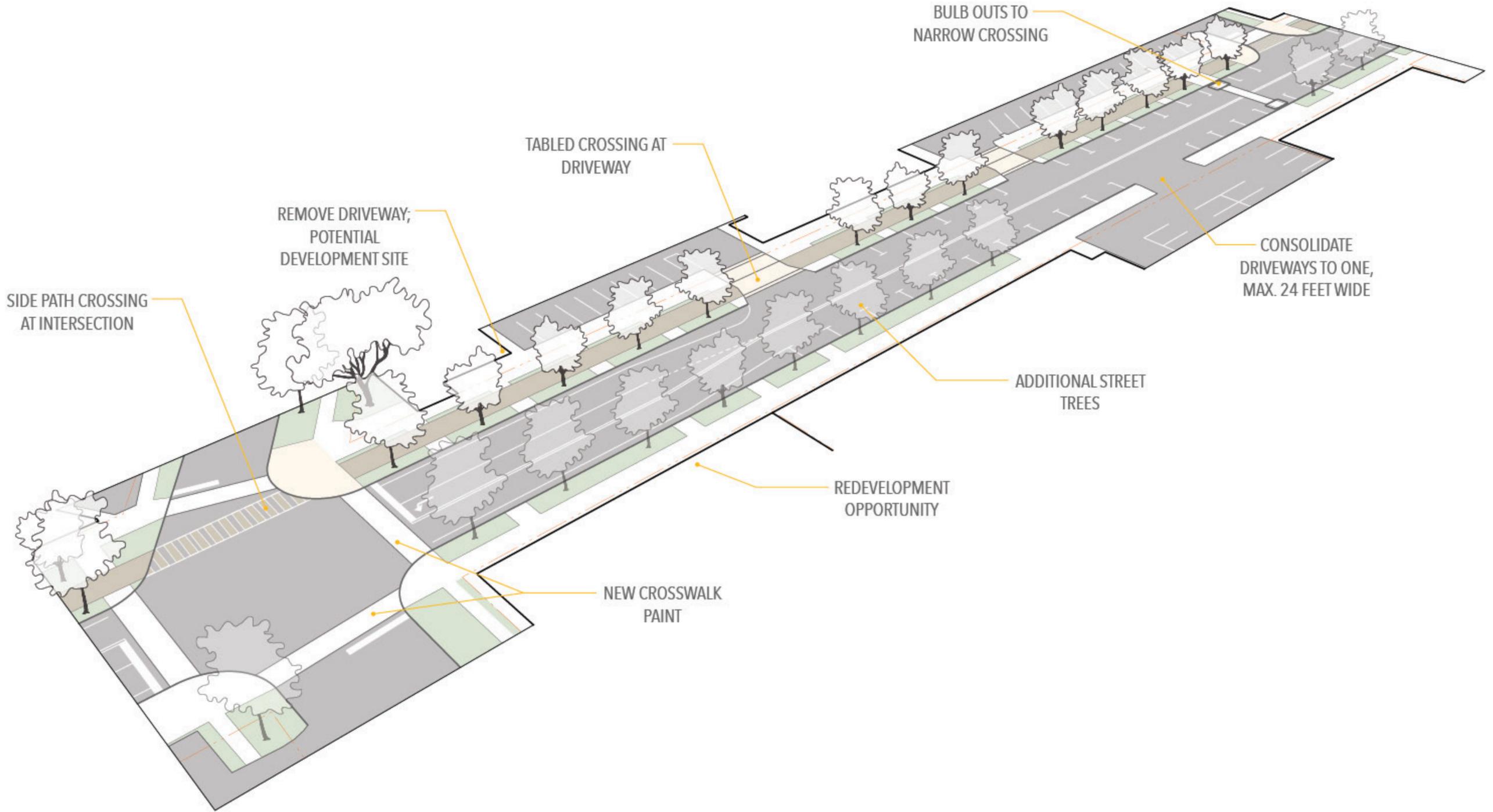
Two travel lanes with parallel parking or two travel lanes with one center turn lane are the proposed typical sections along the length of the corridor. This typical condition, shown on the right, allows ample room for amenities between curb and property line, such as planting strips, tree planters, bicycle facilities, and sidewalks. The proposed design includes slight variations along the length of the corridor. The most significant feature is the bicycle side path that connects the Millennium Trail with the North Shore Bike Path.

A continuous bicycle side path would ideally remain 12-feet wide for two-way movement through the Study Area. This off-street side path would help to create a safe atmosphere for cyclists of all ages and skill levels.

Proposed E. Hawley Street Section, North Side Path (typ.)



Proposed E. Hawley Street Axonometric, North Side Path (typ.)



EAST HAWLEY STREET CHARACTER

Establishing an Identity

The East Hawley Street corridor does not reflect the same characteristics of the traditional downtown or Plaza Circle development. A certain "funkiness" exists with the eclectic mix of building types and businesses. The addition of a bike trail connection along East Hawley Street would add to its unique feel.

A new streetscape material palette could be used to reinforce the character and promote the types of eclectic uses that may complement this segment. The streetscape will set the tone for the area's image moving forward. A character that differs, but complements, existing assets west of the tracks, could make East Hawley Street a destination in and of itself. The material studies on the following page demonstrate different material and vegetation combinations that provide options to build upon and use subtle changes in tone and texture to highlight the side path.



Privately funded parklet taking over angled-parking spaces
Source: Mayak



Shipping container food shack
Source: archilovers.com

Railroad, Industrial



Brick, Natives



Elegant, Green



Seasonal, Colorful



EAST HAWLEY STREET BICYCLE FACILITY PRECEDENTS





KEY RECOMMENDATIONS

- + Use a TLC approach to make near-term improvements that lead to long-term investments
- + Prioritize Village-owned properties for temporary events and festivals that bring residents into downtown
- + Budget Village dollars to incentivize private businesses to participate in a TLC approach

04

IMPLEMENTATION

Many near- and long-term opportunities have been identified in the Plan. While the Village continues to carry out the Downtown North Vision, strategic improvements should be made in the meantime. With the expectation of limited means and resources, a focus on strategic, tactical improvements can make downtown a better place today.

Incremental implementation means taking many small steps towards a large outcome. Some of these steps may even be temporary. There are many opportunities to do cost-effective property and public realm improvements to help build public support and show that progress is happening. These improvements can be carried out by the Village, business and property owners, community groups, or even individual residents. All it takes is a little bit of effort and support and that blank wall may turn into a beautiful mural or that vacant lot may become the next food truck hang out. It takes a little creativity to identify these opportunities, but this chapter starts that conversation by suggesting initial ideas.









INCREMENTAL IMPLEMENTATION

An Incremental Approach

Long-term planning processes often result in recommendations that are costly, resource-intensive, and have a timeline of 15-20 years. On the other hand, a T[actical], L[ean], C[limax] approach proposes shorter-term implementation tactics that ultimately lead to high-investment climax conditions. This approach allows for testing through prototypes, and more immediate results that lead to incremental, but impactful, development. The implementation strategies are subdivided into TLC strategies that take larger goals and shows how to bring them to fruition through short-, mid-, and long-term steps.

What is a Tactical Approach?

The "tactical" part of the TLC approach focuses on temporary interventions to accomplish a larger purpose. Tactical Urbanism, as it is often coined, asks the question "what can we do right away?". The implementation strategies outline low-risk solutions to help test the market for future, long-term, permanent improvements. These interventions are an opportunity to solicit public excitement or disapproval towards a certain idea. They are also a way to empower everyday citizens to take challenges into their own hands and come up with solutions that can be carried out quickly

and with limited resources.

What Do Tactics Look Like?

Tactics can be simple or elaborate, depending on availability of time and resources. Some interventions include covering an unsightly blank wall with artwork, decorating vacant storefronts with lighting, or testing future public spaces with a temporary park set up for one weekend.

What is a Lean Approach?

"Lean" strategies are the middle-ground between tactical solutions and climax development, with an aim to implement sooner rather than later. They are intended to be flexible and adaptable, with a higher level of permanency than tactical interventions. Lean strategies require more resources than tactical ones, but are still less costly and resource-intensive than climax developments. An example of a lean strategy would be a one-story retail building or the refreshing of an existing building and change in its use.

What Resources Are Required in a Lean Approach?

While lean strategies are meant to work around the

financial barriers of high-investment developments, they too, need creative methods of execution as some strategies (such as food trucks and temporary pop-up shops) will be a novel idea in many cities and the zoning and legal mechanisms to bring them to fruition will not be in place.

Climax

"Climax" development is the end goal. In the case of Mundelein and many other cities, it's what previous plans have called for from the get-go. Climax or development might look like a four-story mixed-use building, a new apartment building, or the permanent alteration to a street section. This type of development takes a great amount of time, planning, and secure financing. Climax development projects often require many partnerships, demand greater assurances on return on investment, and need more time and thorough planning than tactical or lean interventions when it comes to design and engineering.

TACTICAL

small-scale interventions

LEAN

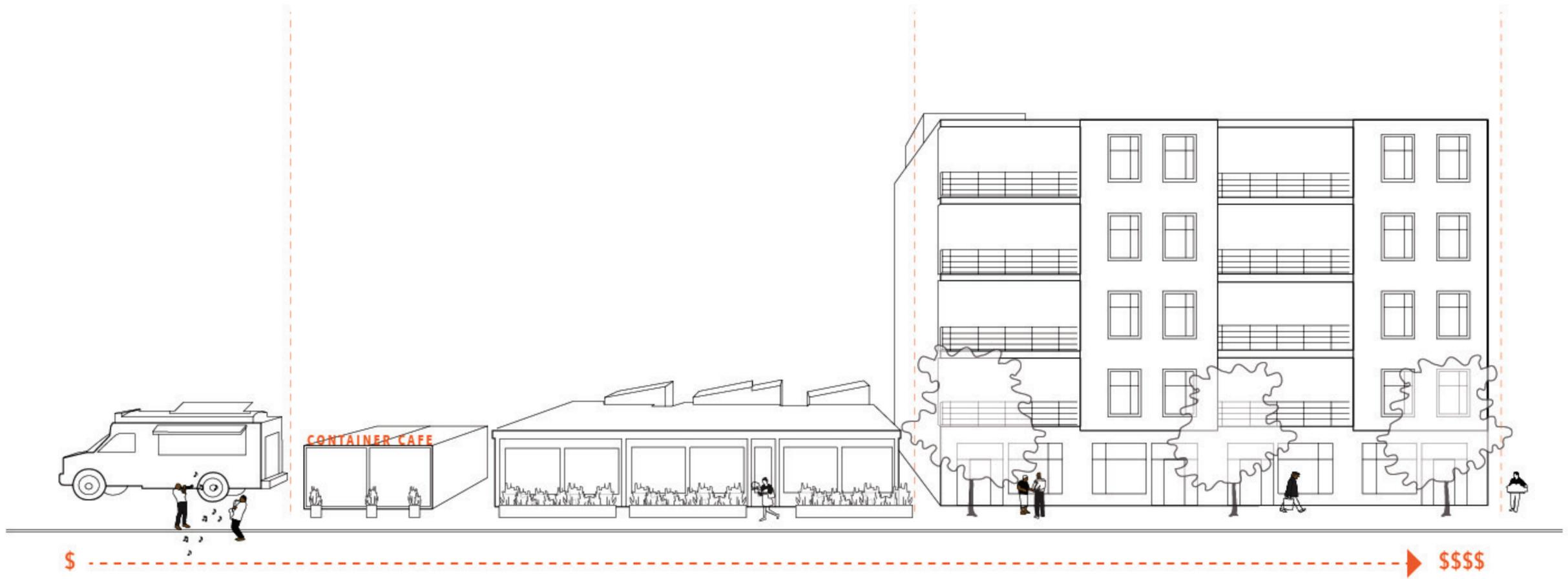
one-story storefront

CLIMAX

four- to six-story mixed-use

Near-Term

Long-Term



PHASE OUT DRIVEWAYS ON EAST HAWLEY STREET

Eliminate Driveways Where Possible

Curb cuts, driveways, and parking lot access points create zones of conflict with pedestrians. Between Lake Street and Brice Avenue, East Hawley Street features nearly 60 driveways. To create a safer, more pleasant pedestrian and cyclist experience, driveways should be closed. Priority closures should include parking lots where there are multiple curb cuts, as well as parcels that could otherwise use alleys for access. Here is an example:



Tactical

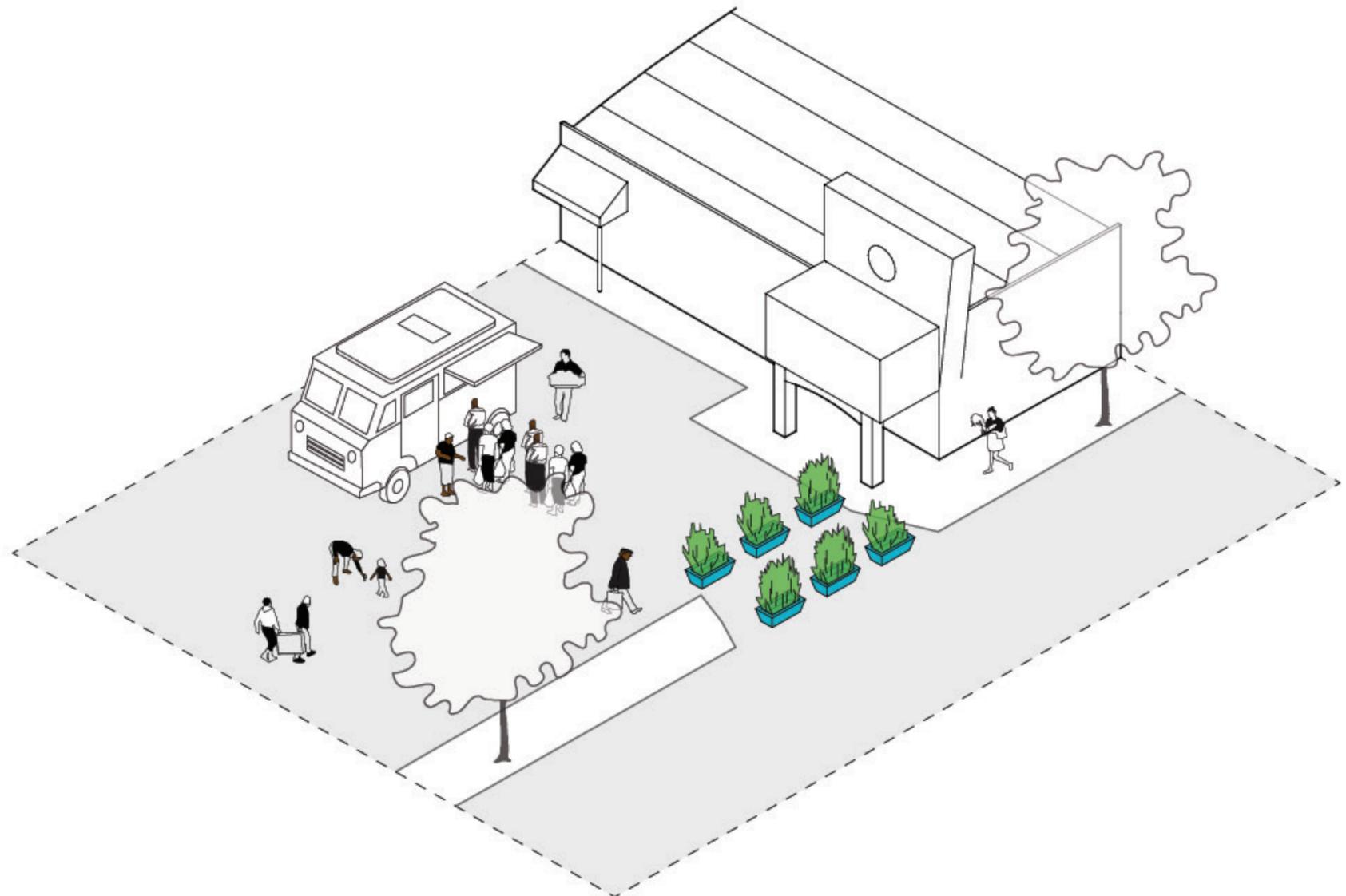
Use traffic cones to test blocking vehicle access, while leaving a path open for pedestrian or cyclist access.

Lean

Use signage, planters, and paint to demonstrate that the driveway no longer exists.

Climax

Reconstruct curb and sidewalk to match the adjacent streetscapes for permanent removal.

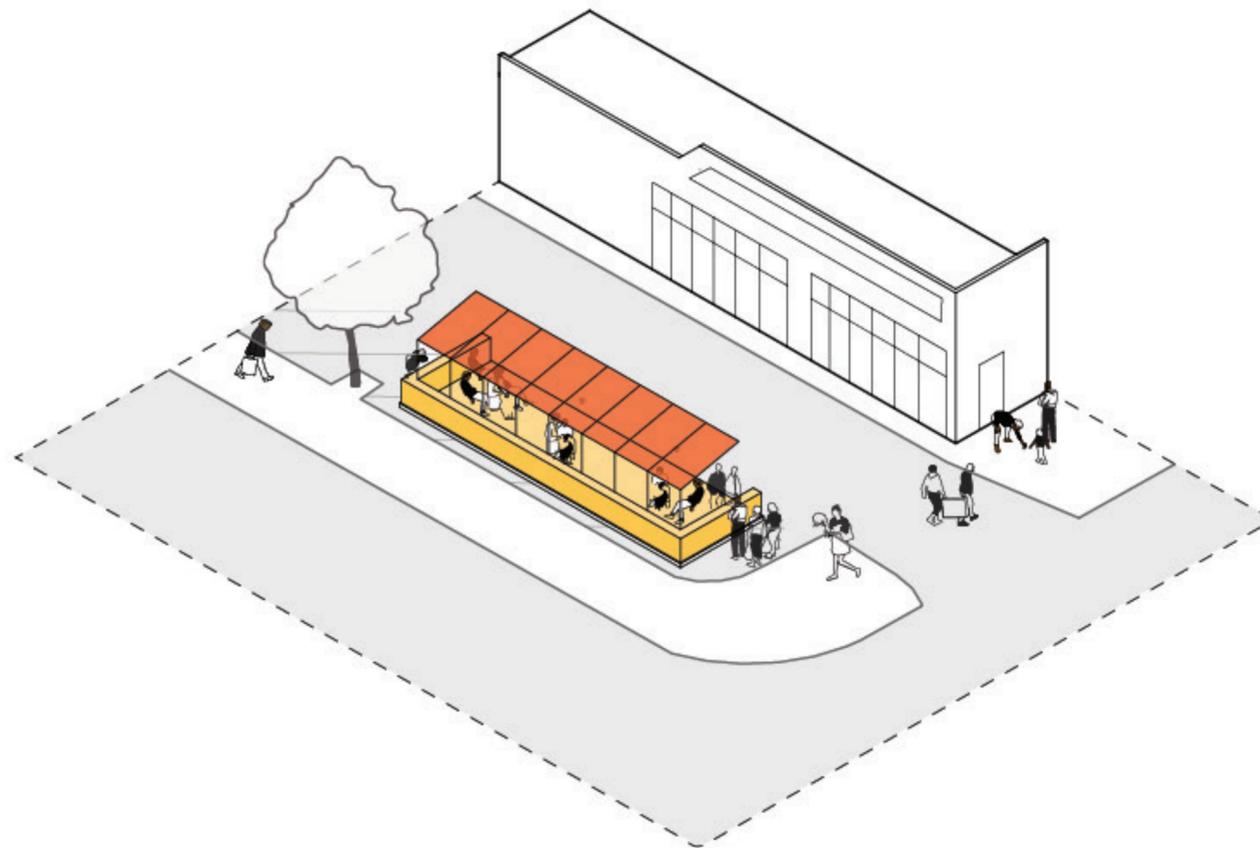


EAST HAWLEY STREETSCAPE IMPROVEMENTS



Create Areas for Outdoor Seating and Dining

Much of the East Hawley Street corridor is devoted to concrete. There is little vegetation or areas of respite, particularly between Prospect Avenue and James Avenue. Because of the amount of commercial uses, there are opportunities to provide some outdoor seating to complement the inside uses. Taking over parking spaces for a public or private use is done across the country every year in September during an event called PARK(ing) Day. Here is an example:



Tactical

Participate in PARK(ing) Day! Take over a parking space or two and turn it into a public space for a day.

Lean

Construct a "parklet" to accompany a business. Include programming, such as seating and tables or games.

Climax

Remove the parking spaces permanently and construct property improvements for patrons in their stead.

EAST HAWLEY STREET BICYCLE TRAIL CONNECTION

Provide Comfortable Facilities on East Hawley Street

The amount of pavement on East Hawley Street makes it a good candidate for a road diet. The temporary bicycle facility would be an effective interim investment until the Millennium Trail connects to the North Shore Bike Path via East Hawley Street. Temporary bicycle facilities could take a variety of forms. Here is an example:



Tactical

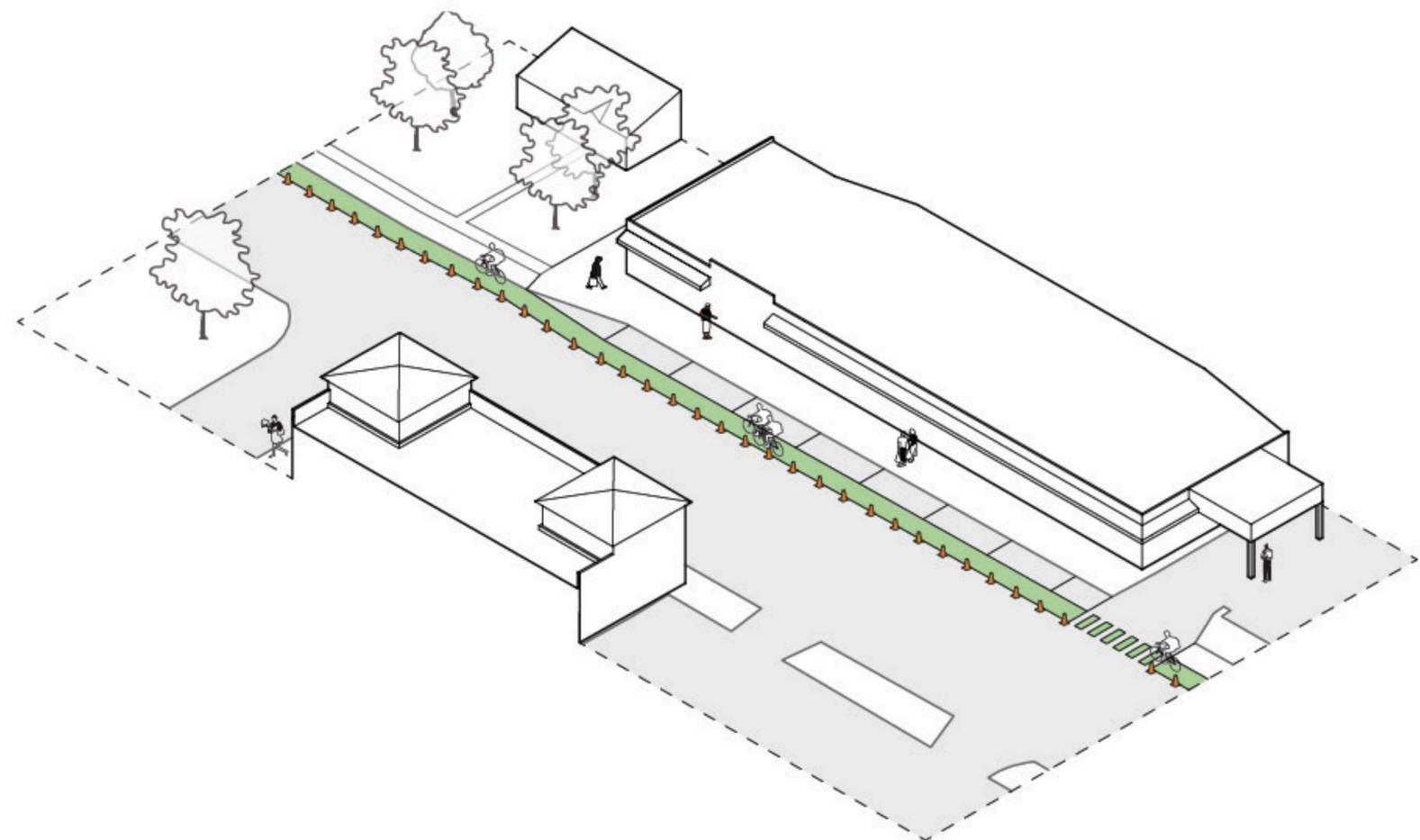
Use traffic cones to separate a cycle-only area from vehicular traffic on either side of the street.

Lean

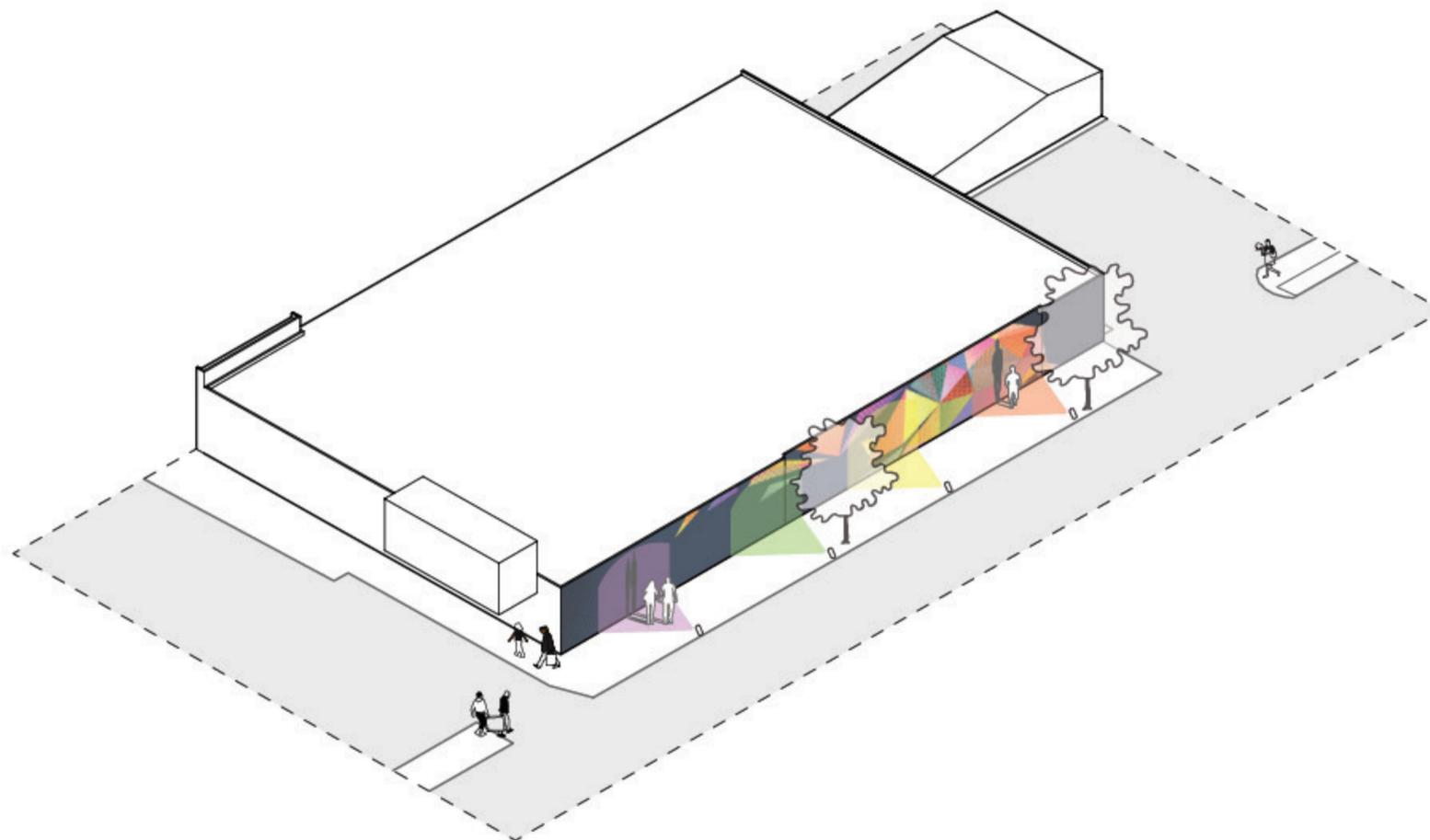
Use planters and paint to protect, beautify, and highlight the cycle facilities.

Climax

Build the final East Hawley Street with an off-street side path.



ANIMATE BLANK WALLS



Provide Interest on the Blank Wall

Pedestrian-oriented frontages typically feature entries every 30 feet on average and plenty of glazing to create a relationship between the storefronts and sidewalk. Larger retail or warehouse buildings in a downtown setting tend to make stretches of the street unpleasant to walk down. Mundelein has multiple examples of this, but a recognizable building is the Ace Hardware store along East Hawley Street; while this is a highly-valued business, upgrades on their long, blank façade are welcome. Here is an example:

Tactical

Make it a weekend project to paint a mural that represents community on the blank façade of the Ace Hardware store.

Lean

Add lighting at the edge of the sidewalk to not only light the mural, but cast shadows of people walking by for a more dynamic experience.

Climax

Reorganize the inside of the store to allow for glazing to be added to the street-facing façade with an entrance facing

DEVELOP THE VILLAGE-OWNED DOWNTOWN PARKING LOT

Utilize the Village-owned Lot for Public Festivals

The Village-owned parcel at the southwest corner of the Park Street and Seymour Avenue intersection currently serves the role of providing convenient parking for downtown businesses. It would also be a prime location to hold weekend events, local concerts, or a food truck festival. This is a parcel that will eventually play a key role, but patience should lead to the best development possible. In the meantime, the parcel is good for more than simply parking. Here is an example:



Tactical

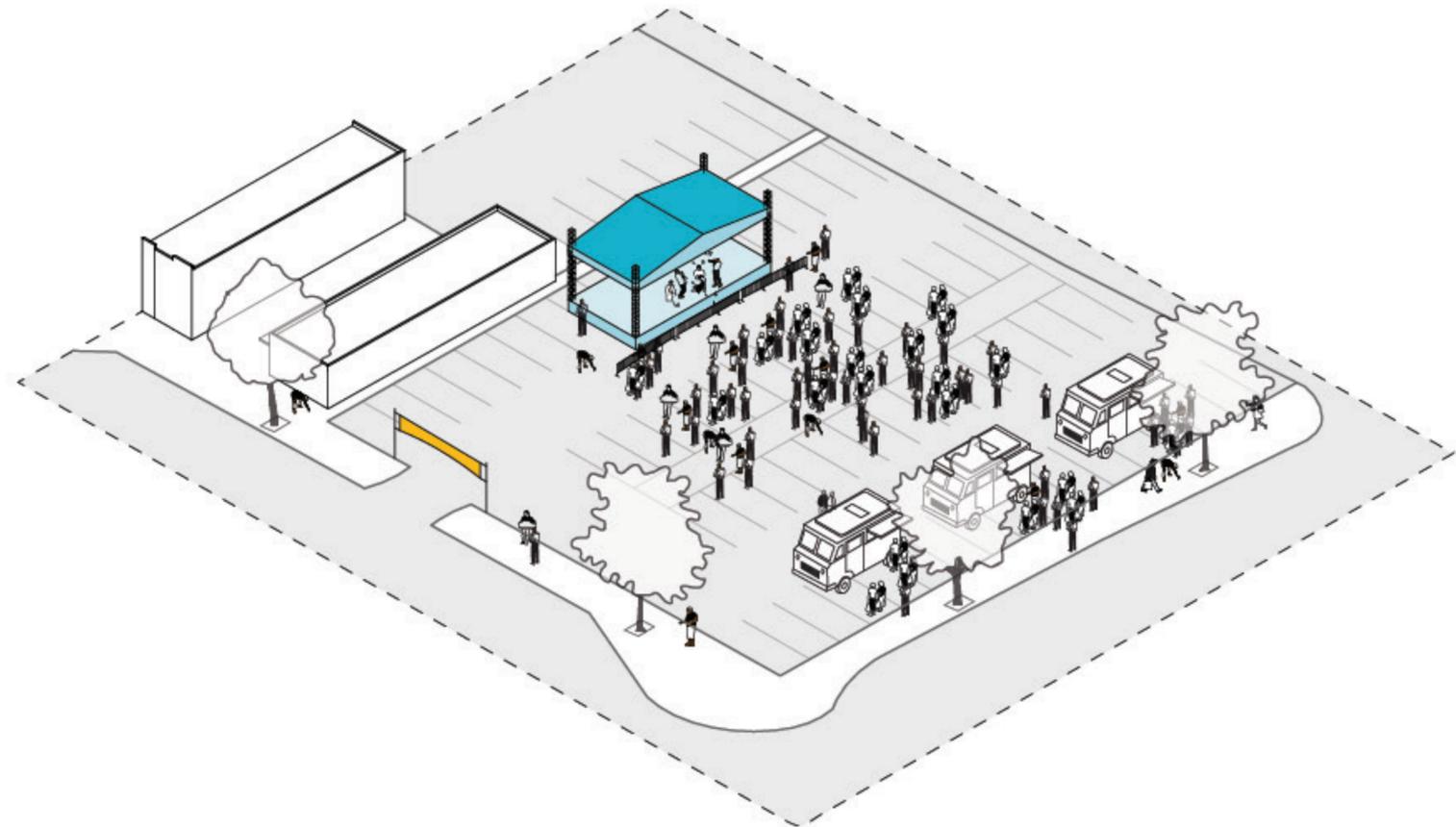
Set up a temporary stage and allow local bands or the high school band to play an occasional evening concert.

Lean

Sacrifice a few parking spaces for a more permanent stage and install food truck utility hook ups.

Climax

Build a mixed-use building or performing arts venue to complement the traditional downtown.



ACTIVATE LARGE-SCALE DEVELOPMENT OPPORTUNITIES



Program and Use Vacant Parcels

Parcels awaiting large-scale development can sit empty for long periods of time. The parcels around Plaza Circle are an example of this. Holding events, such as movies in the park, or providing participatory activities may promote awareness for the positive additions to come. Here is an example:

Tactical

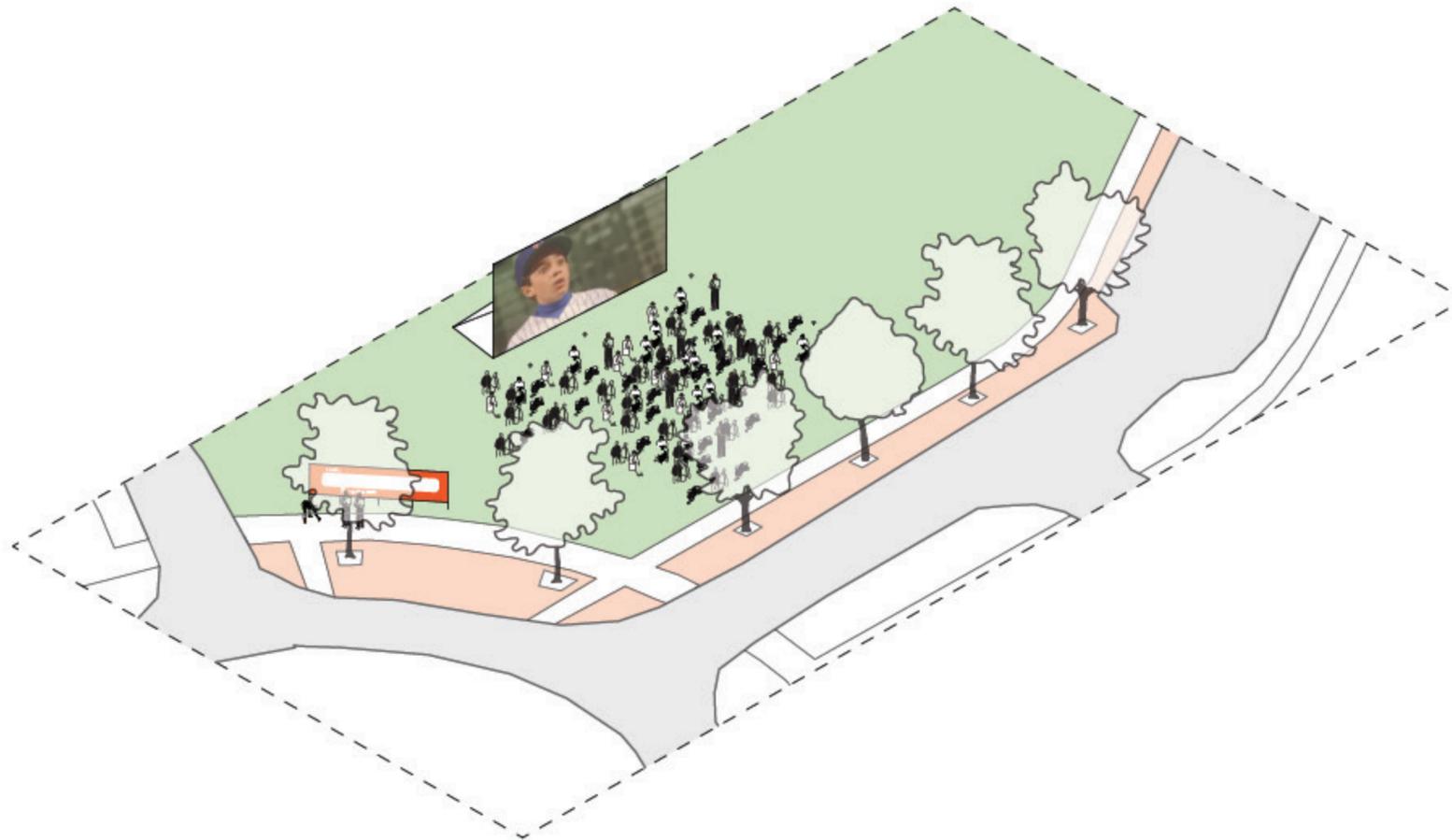
Hold a movie in the park night on one of the vacant parcels to bring awareness to its potentials.

Lean

Use the vacant parcel for seasonal events such as Santa's Cottage and the Craft Beer Festival.

Climax

Construct a multi-story mixed-use development adhering to the design guidance of the 2012 Plan.



HOW DO WE MAKE THIS HAPPEN?

Strategic Implementation Action Plan

As Mundelein improves the vitality of its traditional downtown, it must strategically balance the competing demands of near-term and long-term improvements. In a typical revitalizing district, programming begins with tactics that test and confirm the strength of the commercial and residential markets. As the market develops, the community sees larger, but still lean, investments that rehabilitate properties and include small-scale redevelopment. Ultimately, the community adds larger redevelopments that complete the vision. The result is a vital local economy where a wide variety of businesses and residents find real estate that fits each of their needs. The vitality of the best mixed-use neighborhoods comes from careful oversight that preserves opportunities to start and grow both a business and a life in one neighborhood.

In the Study Area, careful implementation of previous plans means that Plaza Circle has progressed through the tactical and lean interventions and is seeing large-scale, climax projects. While the Downtown and East Hawley Street corridor remain unproven opportunities, the Plan focuses on the tactics and lean development that will provide a foundation for realizing each area's potential.

The improvement of those areas will make Plaza Circle even more desirable for large-scale, climax development.

Goal

Make Downtown Mundelein, Plaza Circle, and East Hawley Street a vibrant business cluster and an attractive, walkable, and bikeable mixed-use neighborhood.



THE VILLAGE'S ROLE

Taking the Lead

It is an exciting time for the Village of Mundelein. Great strides have been made under excellent leadership to make significant improvements to the downtown area. It is expected that success will continue as further priority is placed on downtown and the 2012 Plan continues to build out. Now is the time to take it a step further and focus on making those smaller improvements that add up to a greater downtown today.

The Downtown North Implementation Plan provides a framework for what the future of downtown can become. An emphasis on design quality with high expectations from the Village, residents, and business owners will inevitably yield results, but there are steps that can be taken now to prepare residents for the next generation of additions. It is okay to take a small risk and paint a bike lane on East Hawley Street or allow additional cafe seating at a restaurant or experiment sacrificing a parking space or two for a mini-public space during the summer months.

Mundelein has an exciting outlook. With the Village leading, it is time for everyone to get involved. The following strategies help start the conversation!



Anchor the traditional downtown with a public space.

- Utilize a public-private partnership with a developer for 101 East Maple Avenue to build the downtown Triangle Park
- Develop a Village entity to operate, program, and maintain the downtown Triangle Park

Encourage a diversity of residential building types.

- Market the 538 Morris Avenue parcel to "missing middle" residential developers
- Market both 437 North Chicago Avenue and the adjacent Village property as flexible development opportunities
- Utilize a public-private partnership to develop public space on the triangle parcel adjacent to 101 East Maple Avenue
- Acquire parcels across from 416 Morris Avenue for potential park (PIN: 1119300020 & 1119200021)

Avoid competing with large development sites.

- Prioritize building re-use and smaller-scale development on sites north of East Hawley Street in the traditional downtown
- Utilize a shared parking strategy to offset the burden of building additional parking

- Reconstruct streets around the downtown Triangle Park with a new streetscape, featuring pavers, a tabled "shared-street" character, and re-configured parking
- Incentivize the re-use of the existing PNC Bank building south of the downtown Triangle Park to include a public plaza; may become a "near-term" strategy if the property enters the market

- As properties become available, acquire and assemble parcels along Morris Avenue between East Hawley Street and East Park Street to market as flexible development opportunities
- Continue to support mixed-use development opportunities around both Plaza Circle and potential redevelopment of Hawley Commons
- Encourage publicly accessible amenities as new development takes place, such as recreation space, playgrounds, and dog parks to support new residential development

- As property becomes available, redevelop sites along Lake Street to complete both sides of the corridor with mixed-use buildings
- Building on the momentum of the East Hawley Street redesign, incentivize property improvements and incremental redevelopment along East Hawley Street

Re-use buildings where possible.

- Through existing programs, incentivize the re-use and updating of traditional downtown buildings
- Retain the character of existing downtown area where appropriate
- Continue to target segments of blocks to demonstrate the advantages of the façade improvement programs, beginning with Lake Street from Park Street to Hawley Street
- Issue an RFP for redevelopment of the Old Village Hall, while retaining historic character

- After Lake Street improvements are complete, prioritize the Seymour Avenue parcels facing the Downtown Triangle Park with the façade improvement program
- Encourage building re-use to integrate with incremental redevelopment opportunities along East Hawley Street
- Establish a neighborhood reinvestment program, similar to the façade improvement program, to assist private owners with reinvesting in private properties

Improve connections to and through Downtown.

- Connect the North Shore Bike Path and the Millennium Trail via temporary bicycle facilities along East Hawley Street using a TLC approach
- Re-stripe East Hawley Street through the Study Area to set stage for climax investment
- Work with property owners in downtown to develop shared parking and parking enhancement strategies
- Avoid vacating alleys within the Study Area, which would reduce connectivity in the future
- Expand wayfinding and signage program for Downtown to improve branding and accessibility

- Full build-out of East Hawley Street redesign, including side path, through Study Area
- Construct pedestrian overpass to connect east and west side of rail tracks at the Metra station
- Complete parking analysis to determine whether construction of a public parking garage in the Study Area is necessary
- Enhance gateways at key entry points into the downtown with signage, features, landscape, etc.

Focus on near-term implementation.

- Incentivize local businesses to make building and site improvements beyond the façade program
- Add multi-modal amenities, such as additional seating and bike racks, along East Hawley Street
- Open up the traditional downtown parking lot to temporary or weekend events
- Adjust ordinances to allow businesses to have outdoor seating or projecting signs

- Expand the TLC tactics to other areas within the Village of Mundelein
- Empower property owners and businesses to do tactical and lean improvements with funding assistance programs

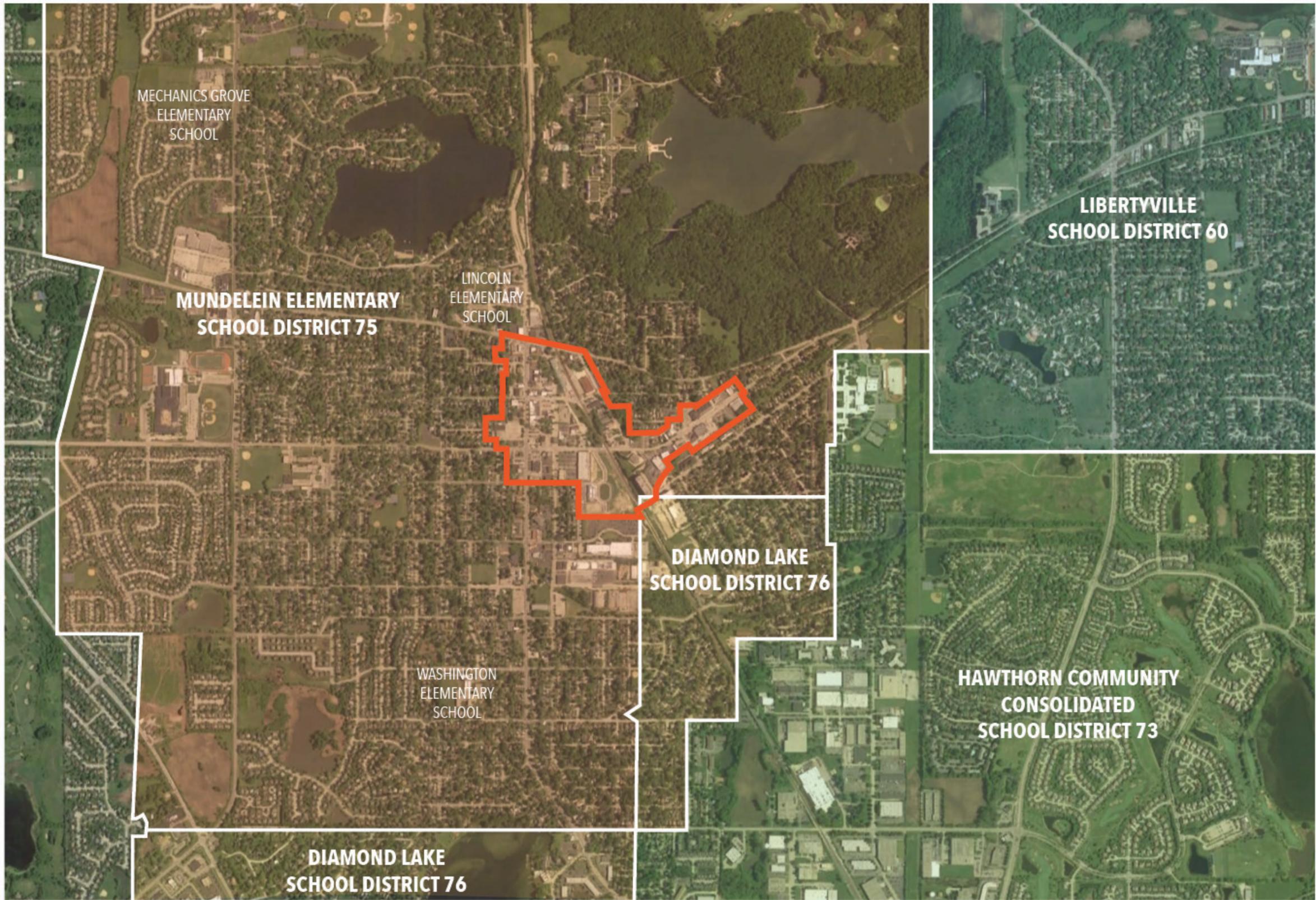
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APPENDIX

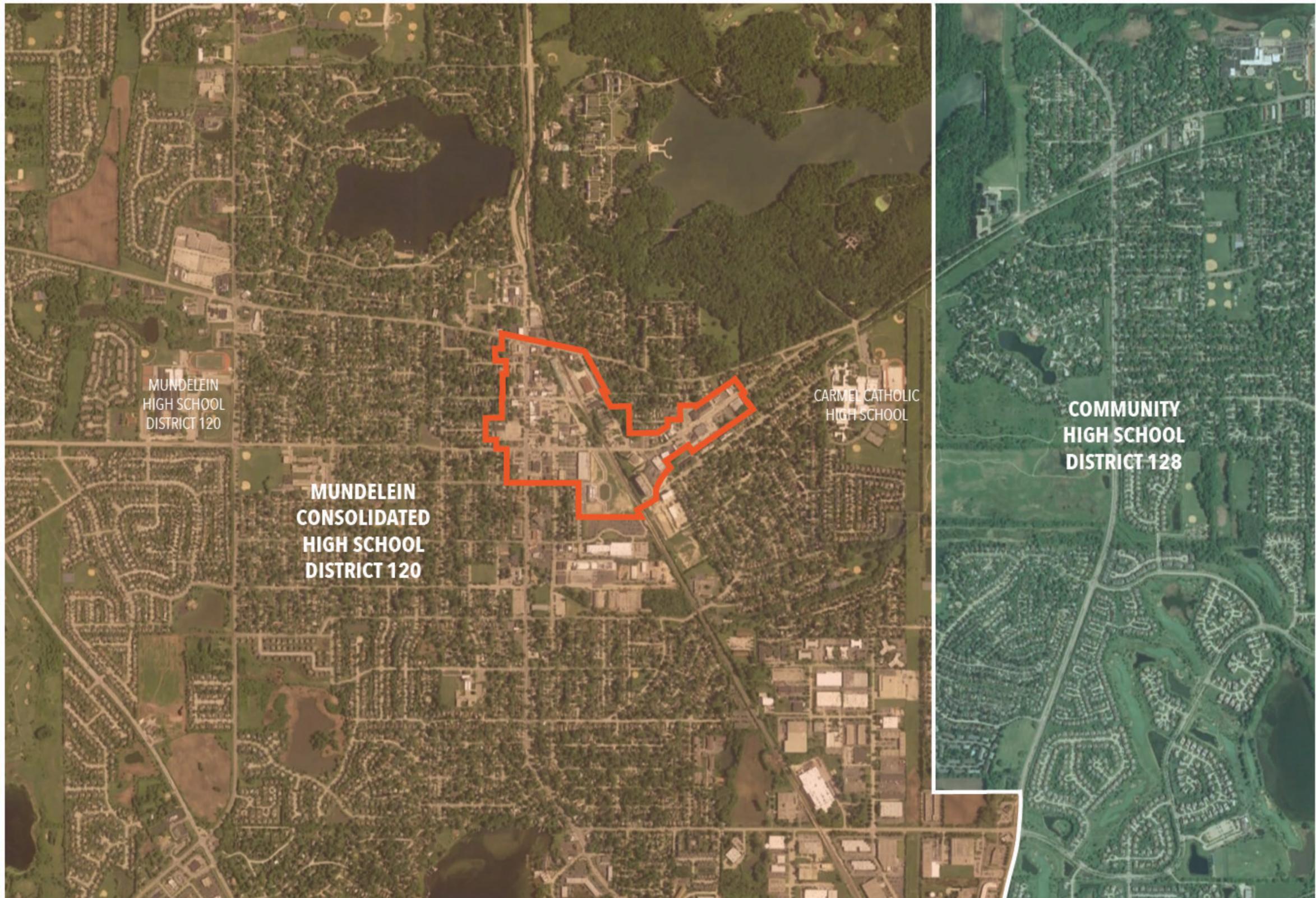
- p. 127 Existing Conditions Mapping
- p. 137 Bicycle Trail Connection Alternatives
- p. 141 East Hawley Street Elevations
- p. 145 East Hawley Street Redesign AutoCAD
- p. 149 Preliminary Vision Plan Alternatives
- p. 155 Downtown North Vision Plan
- p. 159 Performing Arts Center Alternatives
- p. 163 Pedestrian Overpass Studies

ELEMENTARY SCHOOL DISTRICTS



ELEMENTARY SCHOOL DISTRICTS

NOT TO SCALE 

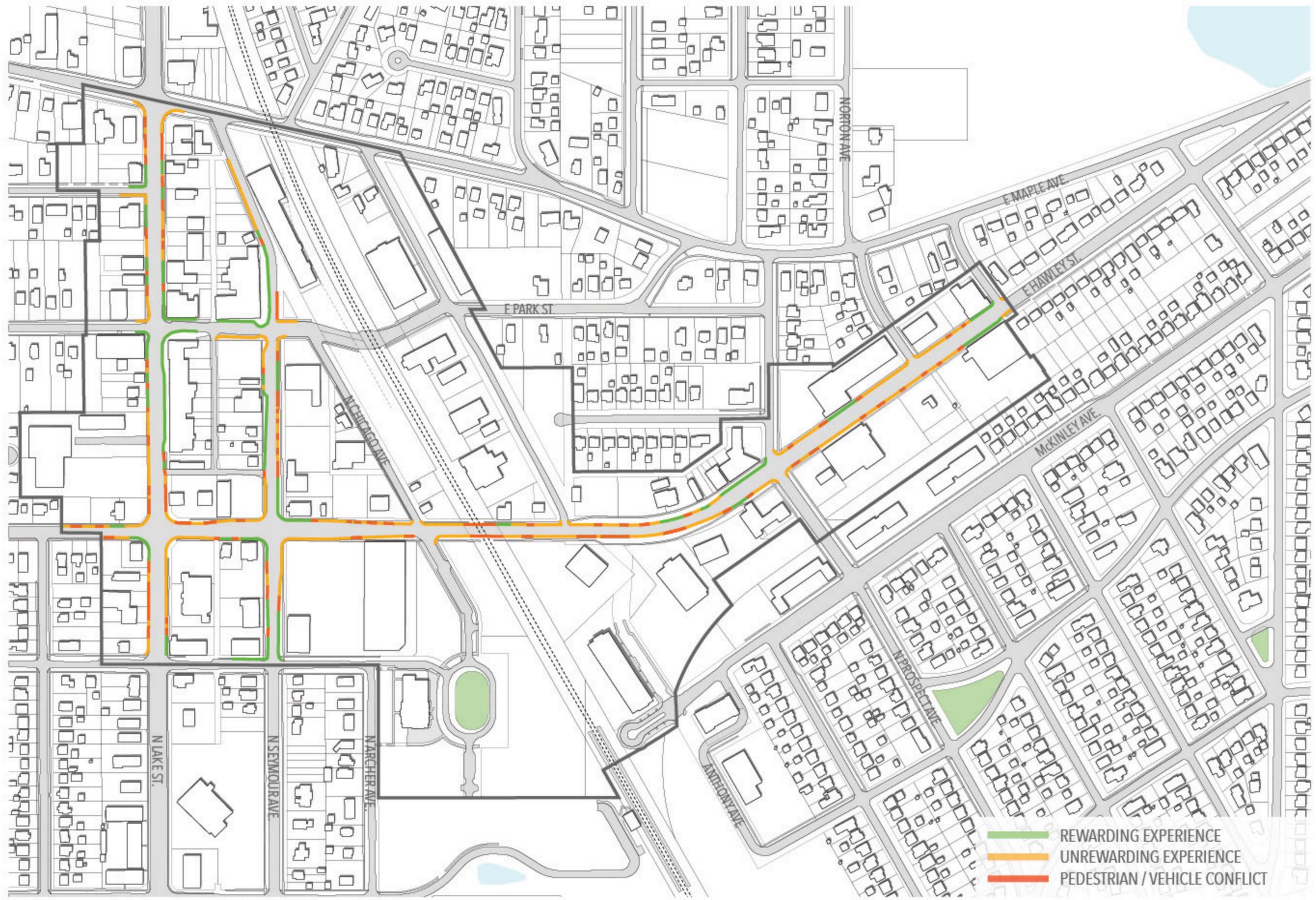


HIGH SCHOOL DISTRICTS

NOT TO SCALE



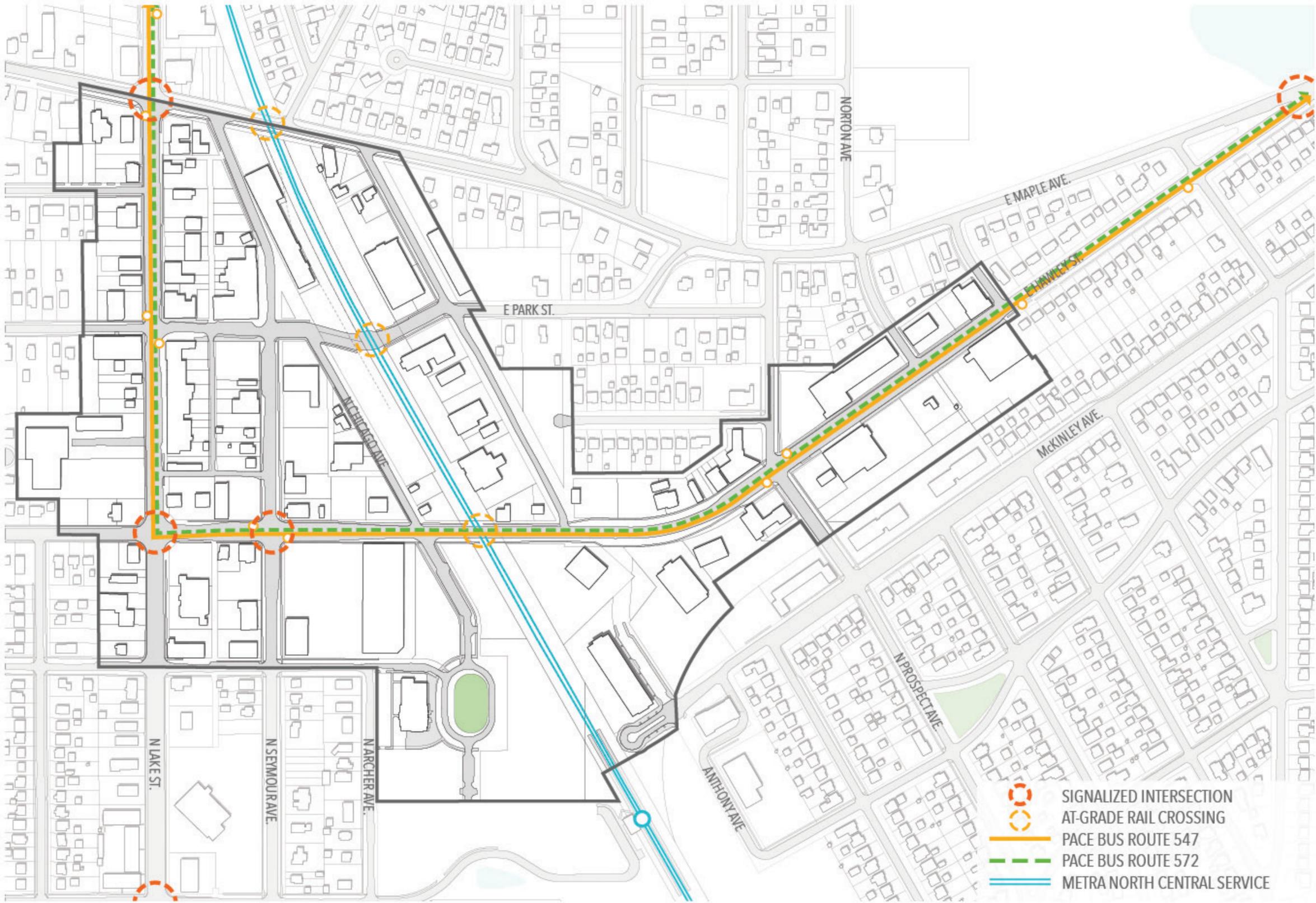
"PEDZONES"



REWARDING EXPERIENCE
UNREWARDING EXPERIENCE
PEDESTRIAN / VEHICLE CONFLICT

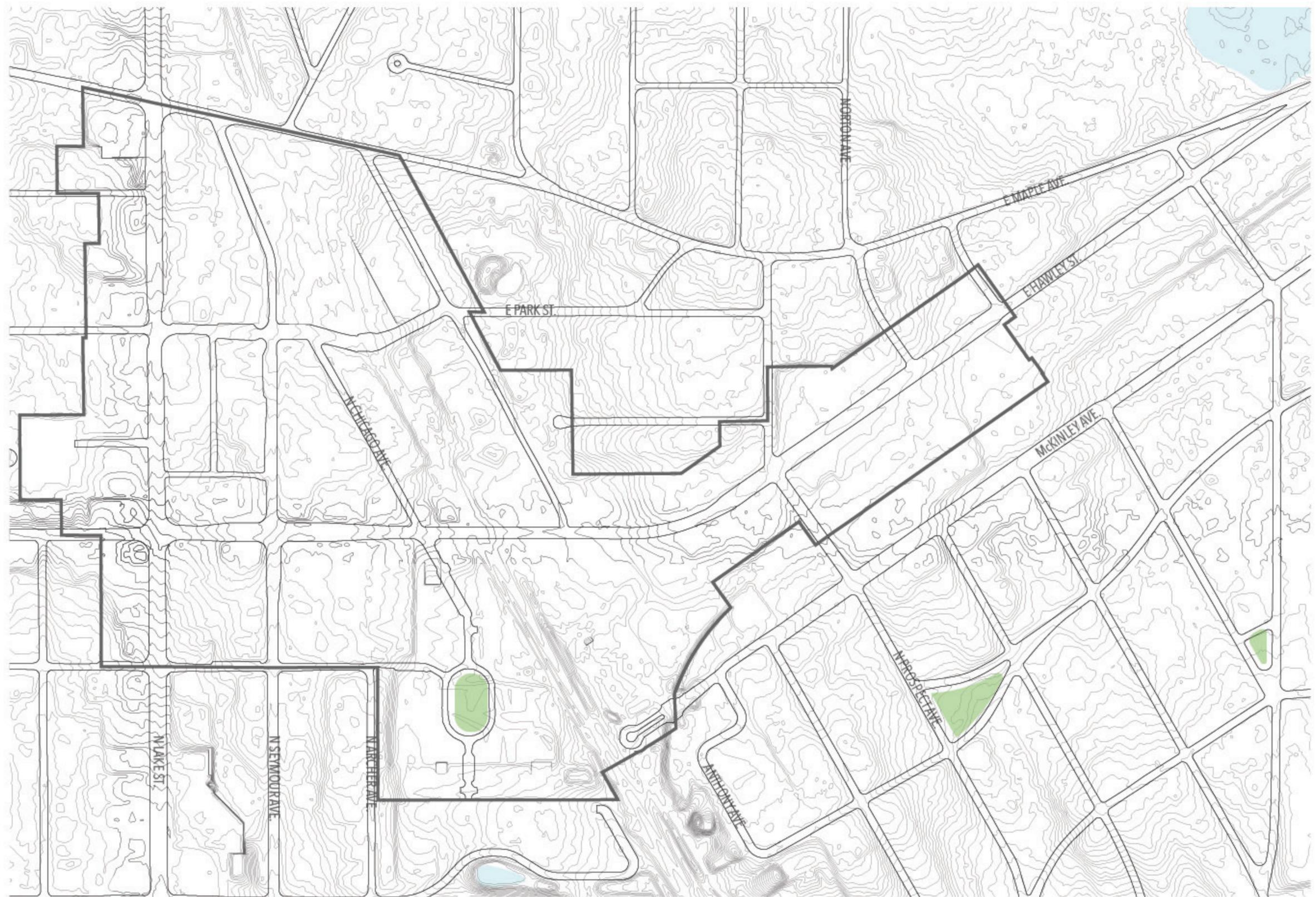


"PEDZONES"



TRANSIT AND MOBILITY

TOPOGRAPHY



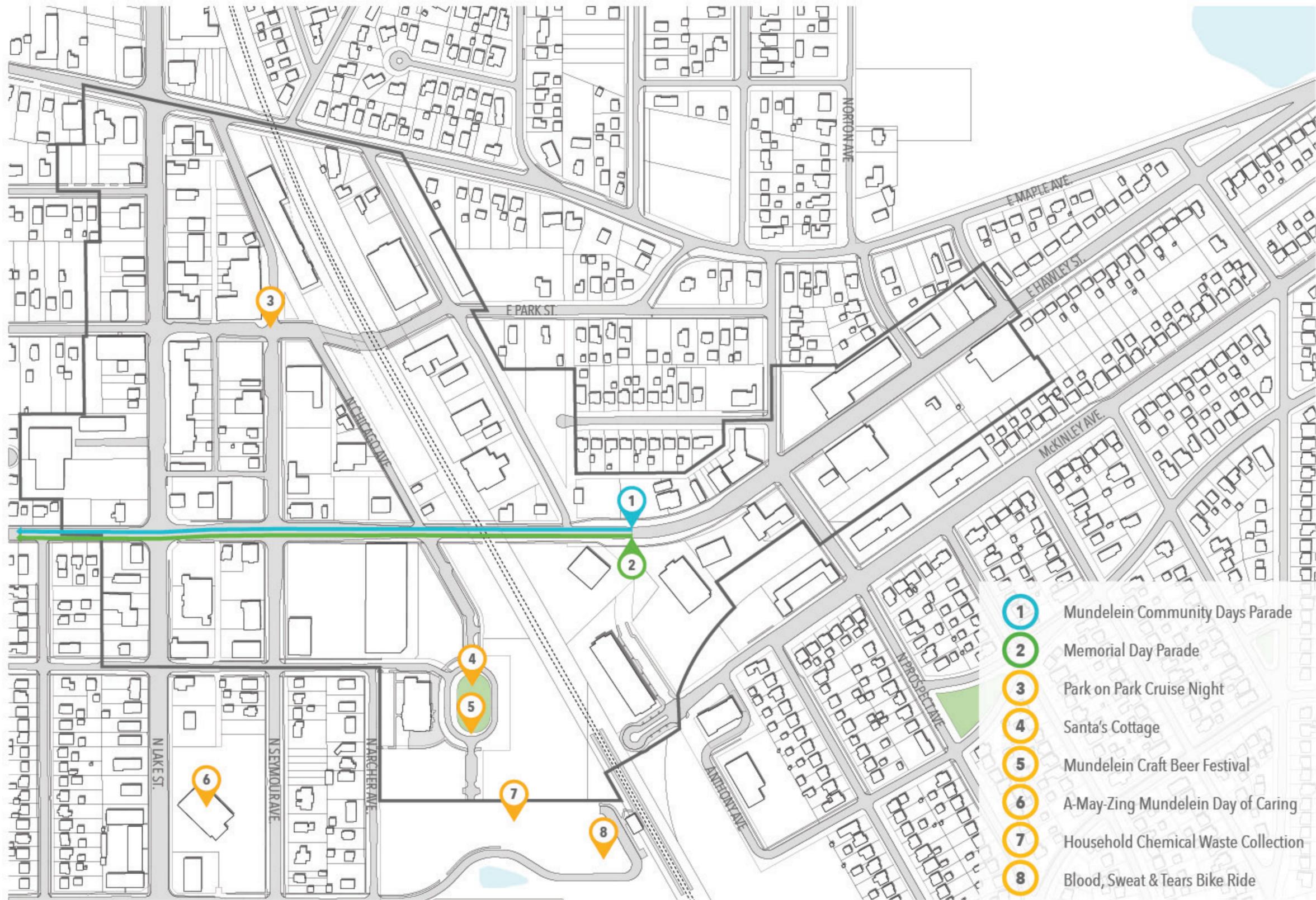
TOPOGRAPHY





FIGURE / GROUND

EVENTS AND FESTIVALS



EVENTS AND FESTIVALS



PREVIOUS MASTER PLANS AND PROPOSALS



PREVIOUS MASTER PLANS AND PROPOSALS
Mundelein Transit-Oriented Plan, Figure 24, p 66 (2004)
Village of Mundelein Master Redevelopment Implementation Plan, Illustrative Master Plan, p 20 (2012)



BICYCLE TRAIL CONNECTION ALTERNATIVES

BICYCLE TRAIL CONNECTION: LEVEL OF TRAFFIC STRESS

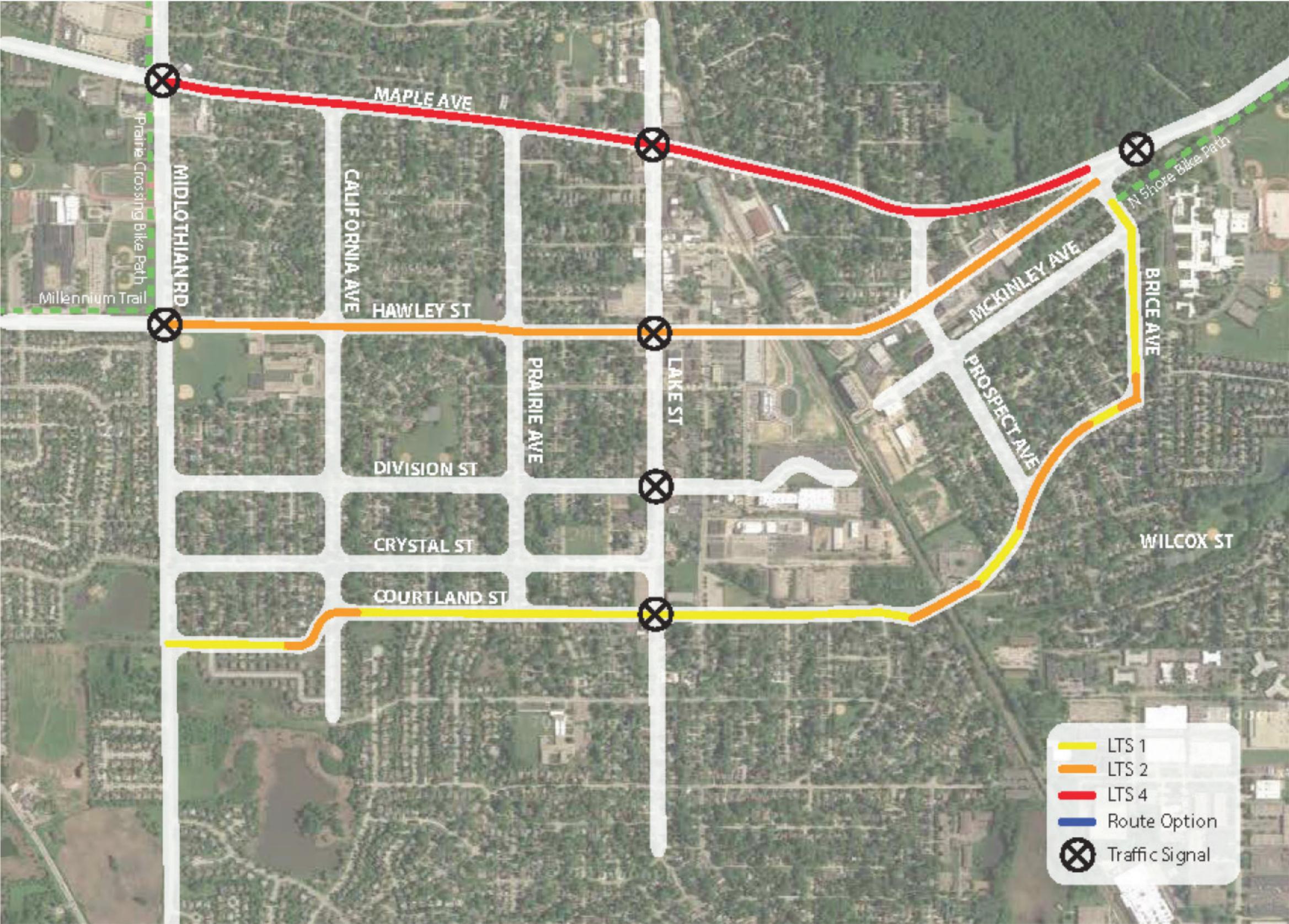
The Preferred Bicycle Route

When evaluating the different bicycle trail connection alternatives, distance, directness and potential safety was taken into account. The combination of fairly low traffic volumes and potential for the shortest distance connection between the terminus of the North Shore Bike Path and the Millennium Trail identified East Hawley Street as the ideal link to include enhanced bicycle facilities. McKinley Avenue is a secondary alternative; however, it does not have the convenience of an at-grade crossing that East Hawley Street affords. Additionally, East Hawley Street has substantial ROW space to integrate a complete street redesign with integrated off-street side path. This scenario affords the most user-friendly scenario for all ages and abilities, while providing the added benefit of improving the character of the East Hawley Street corridor.

Levels of Traffic Stress (LTS)	
LTS 1	Presenting little traffic stress and demanding little attention from cyclists, and attractive enough for a relaxing bike ride. Suitable for almost all cyclists, including children trained to safely cross intersections. On links, cyclists are either physically separated from traffic, or are in an exclusive bicycling zone next to a slow traffic stream with no more than one lane per direction, or are on a shared road where they interact with only occasional motor vehicles (as opposed to a stream of traffic) with a low speed differential. Where cyclists ride alongside a parking lane, they have ample operating space outside the zone into which car doors are opened. Intersections are easy to approach and cross.
LTS 2	Presenting little traffic stress and therefore suitable to most adult cyclists but demanding more attention than might be expected from children. On links, cyclists are either physically separated from traffic, or are in an exclusive bicycling zone next to a well-confined traffic stream with adequate clearance from a parking lane, or are on a shared road where they interact with only occasional motor vehicles (as opposed to a stream of traffic) with a low speed differential. Where a bike lane lies between a through lane and a right turn lane, it is configured to give cyclists unambiguous priority where cars cross the bike lane and to keep car speed in the right-turn lane comparable to bicycling speeds. Crossings are not difficult for most adults.
LTS 3	More traffic stress than LTS 2, yet markedly less than the stress of integrating with multilane traffic, and therefore welcome to many people currently riding bikes in American cities. Offering cyclists either an exclusive riding zone (lane) next to moderate-speed traffic or shared lanes on streets that are not multilane and have moderately low speed. Crossings may be longer or across higher-speed roads than allowed by LTS 2, but are still considered acceptably safe to most adult pedestrians.
LTS 4	A level of stress beyond LTS 3, which includes multi-lane traffic.

Source: Mineta Transportation Institute

BICYCLE TRAIL CONNECTION ALTERNATIVES



Source: Sam Schwartz Engineering

EAST HAWLEY STREET ELEVATIONS

EAST HAWLEY STREET ELEVATIONS

North Elevation - N Lake St. to Rail Tracks



North Elevation - Rail Tracks to James Ave.



South Elevation - James Ave. to Rail Tracks



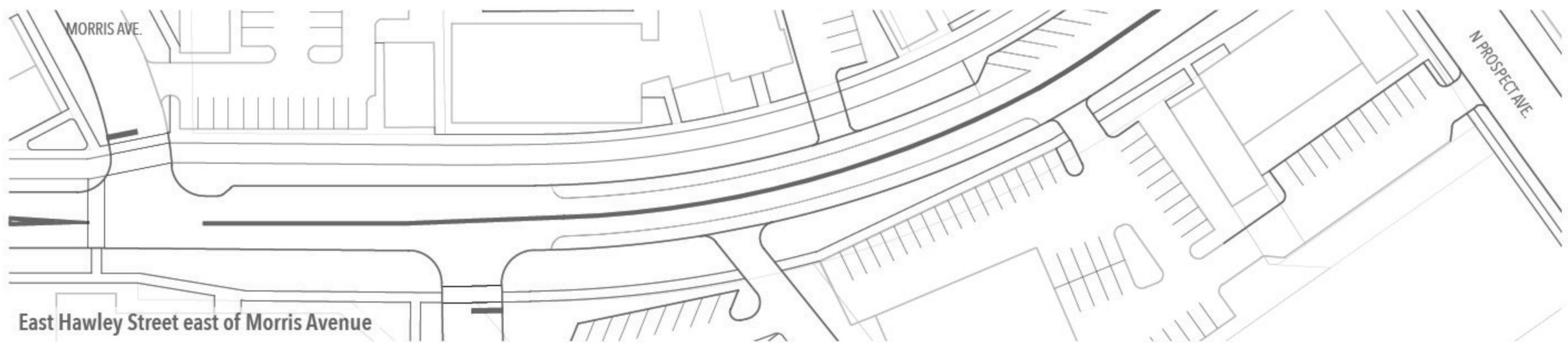
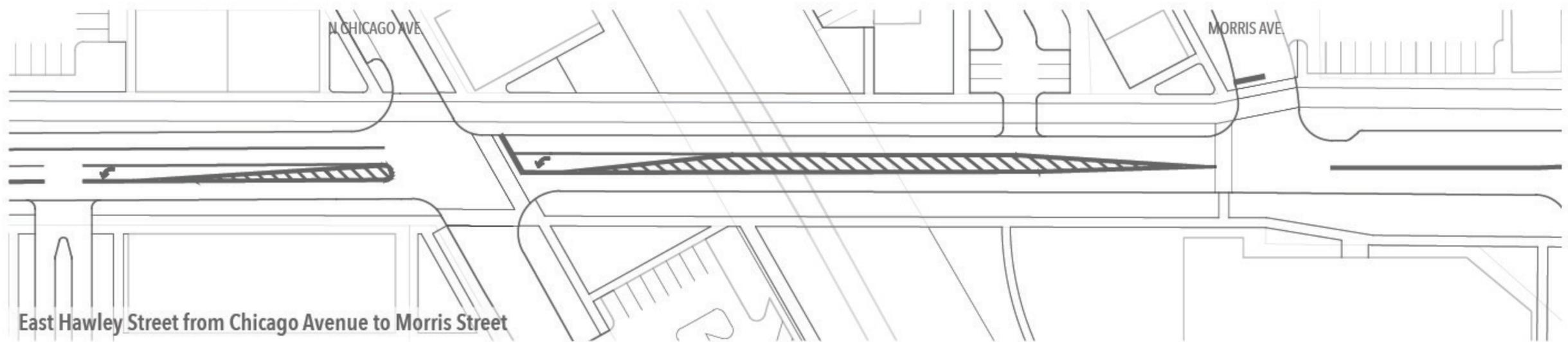
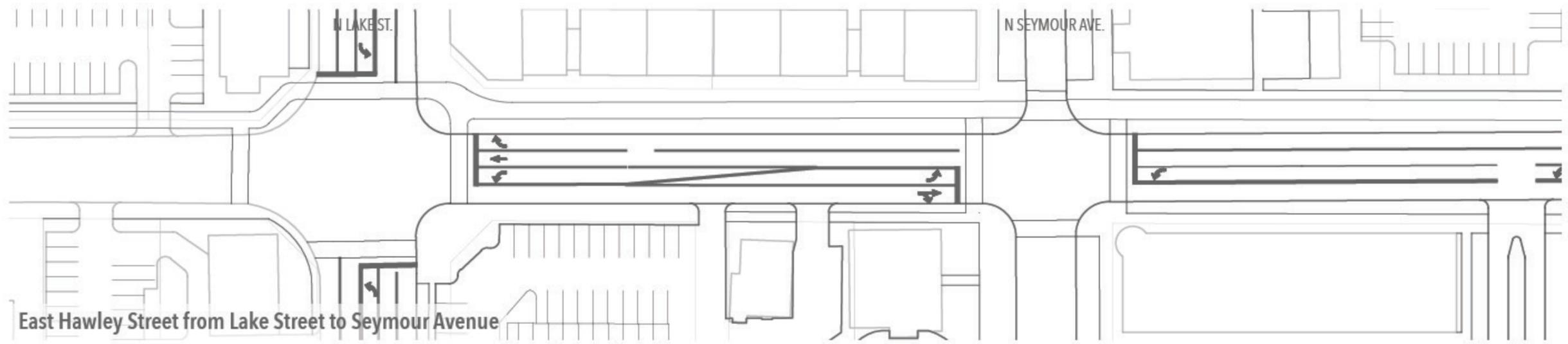
South Elevation - Rail Tracks to N Lake St.

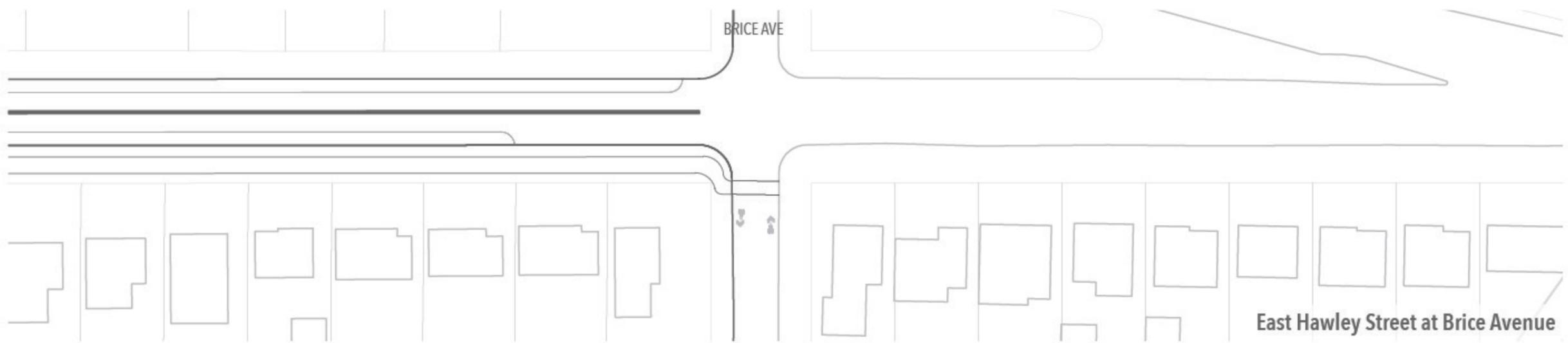
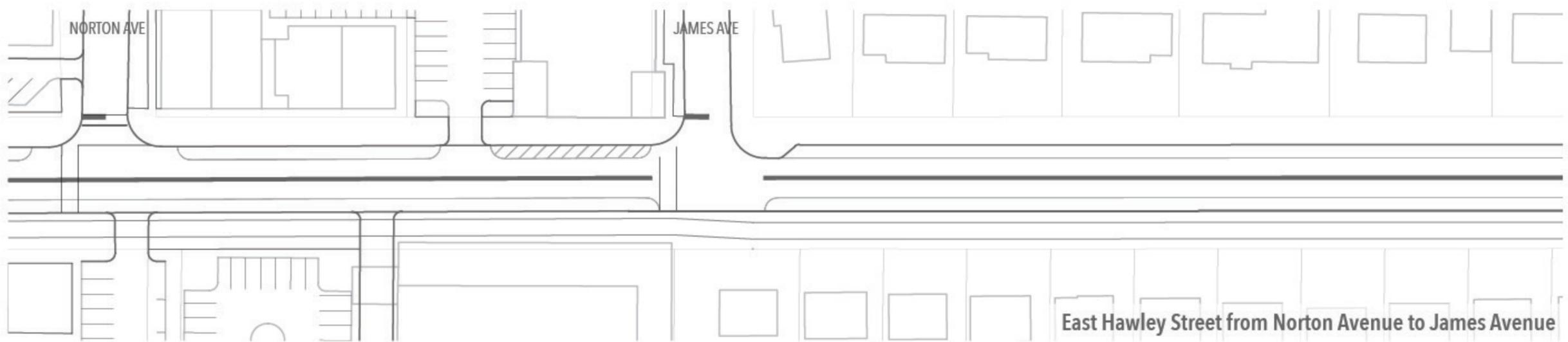
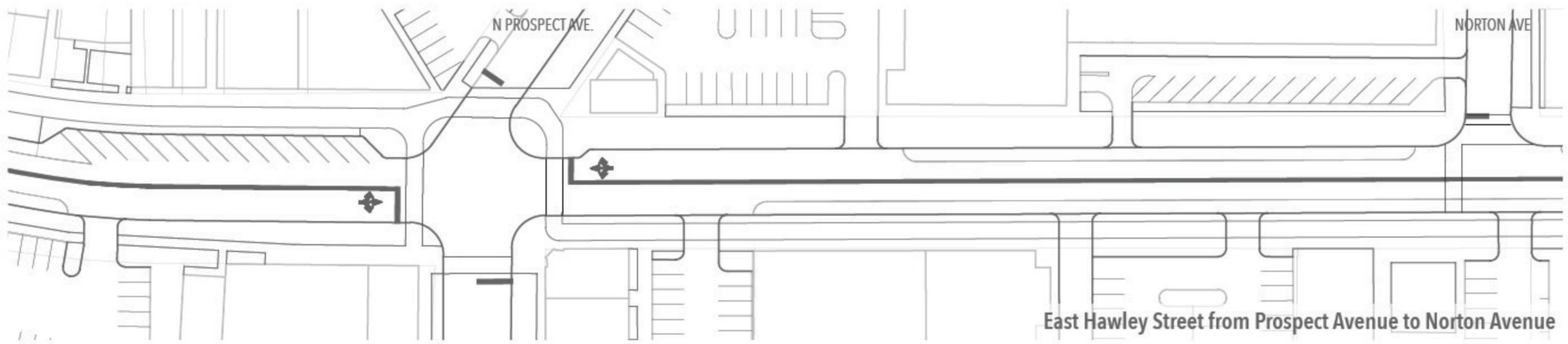




EAST HAWLEY STREET REDESIGN AUTOCAD

EAST HAWLEY STREET REDESIGN AUTOCAD





PRELIMINARY VISION PLAN ALTERNATIVES

PRELIMINARY VISION PLAN ALTERNATIVES

Developing Three Design Alternatives

For the September 20, 2016, workshop, three preliminary vision plan alternatives were developed to envision a variety of development potentials for various parcels across the Study Area. Particular emphasis was placed on creating a public space downtown, testing alternatives for the track-adjacent parcels, and identifying infill opportunities throughout the Study Area. The three schemes identified on the following pages were presented to workshop attendees who participated in a voting and comment exercises in small discussion groups.

Notable scheme variations are identified on the following plans and include:

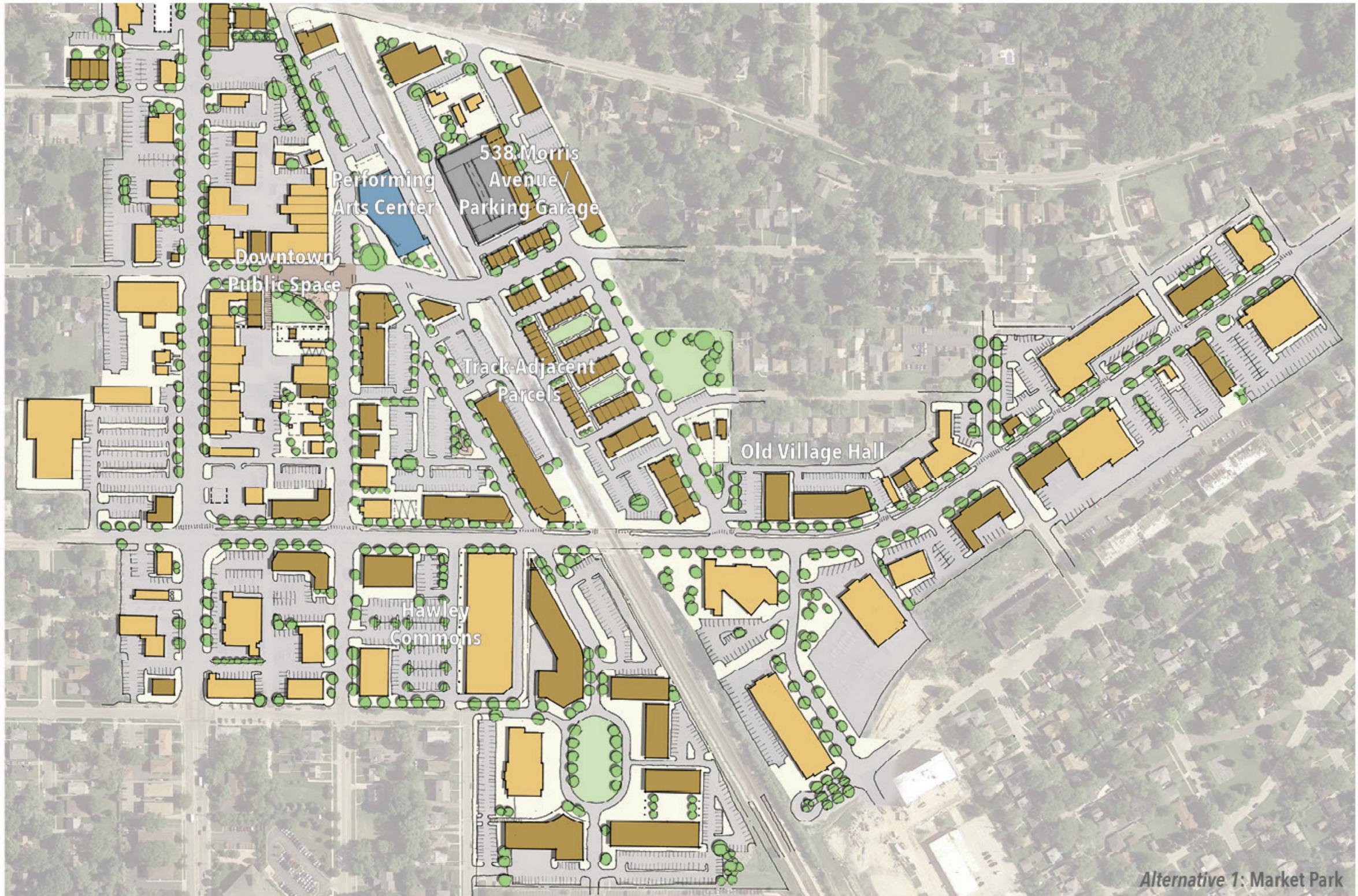
- Downtown Public Space
- Track-Adjacent Parcels
- 538 Morris Avenue
- Performing Arts Center
- Public Parking Garage
- Old Village Hall Redevelopment
- Hawley Commons Redevelopment



Residents and stakeholders evaluate preliminary aspects of a design alternative during a public open house.
Source: Farr Associates

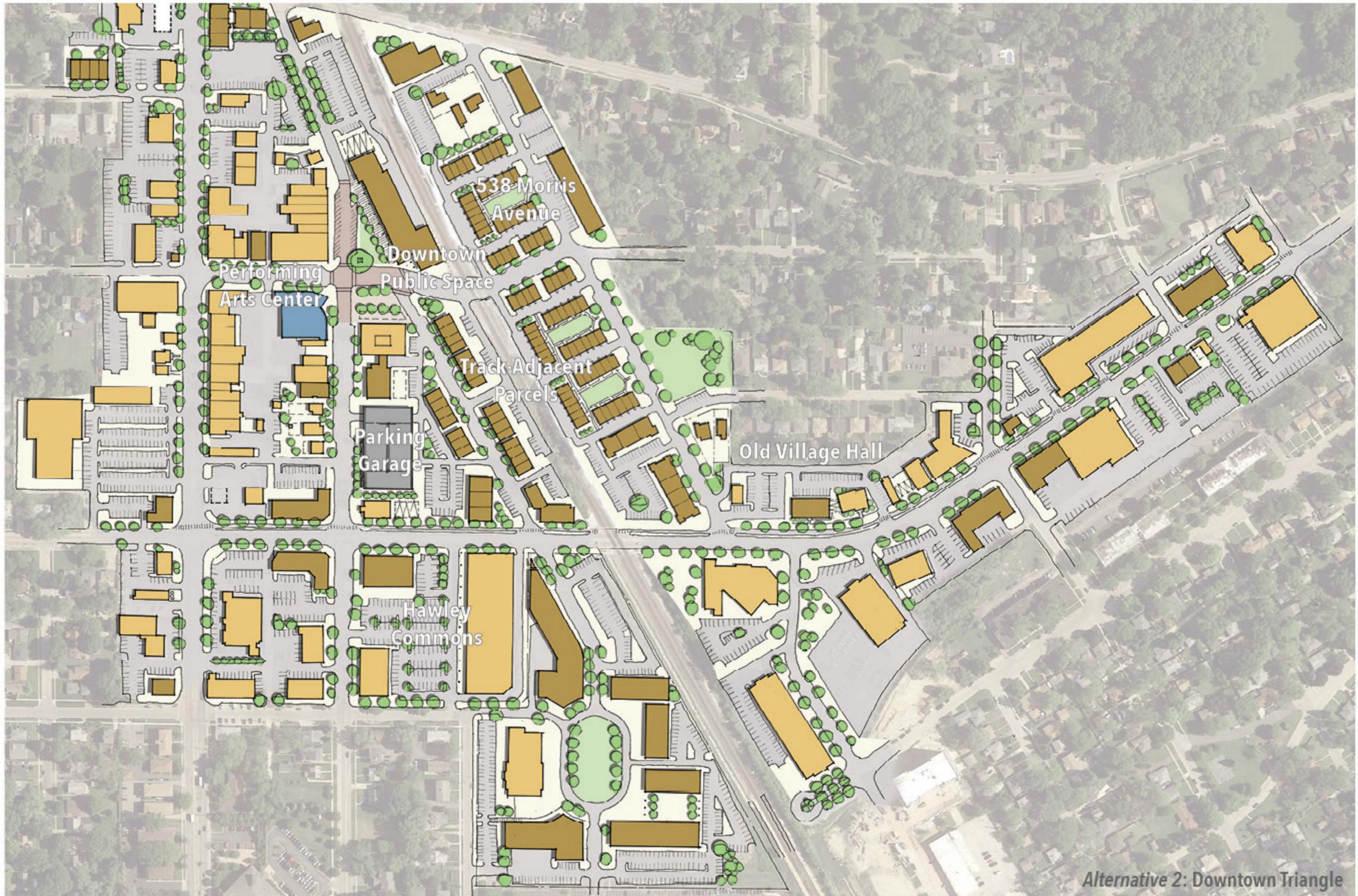


A breakout group discusses the pros and cons of the design alternatives.
Source: Farr Associates

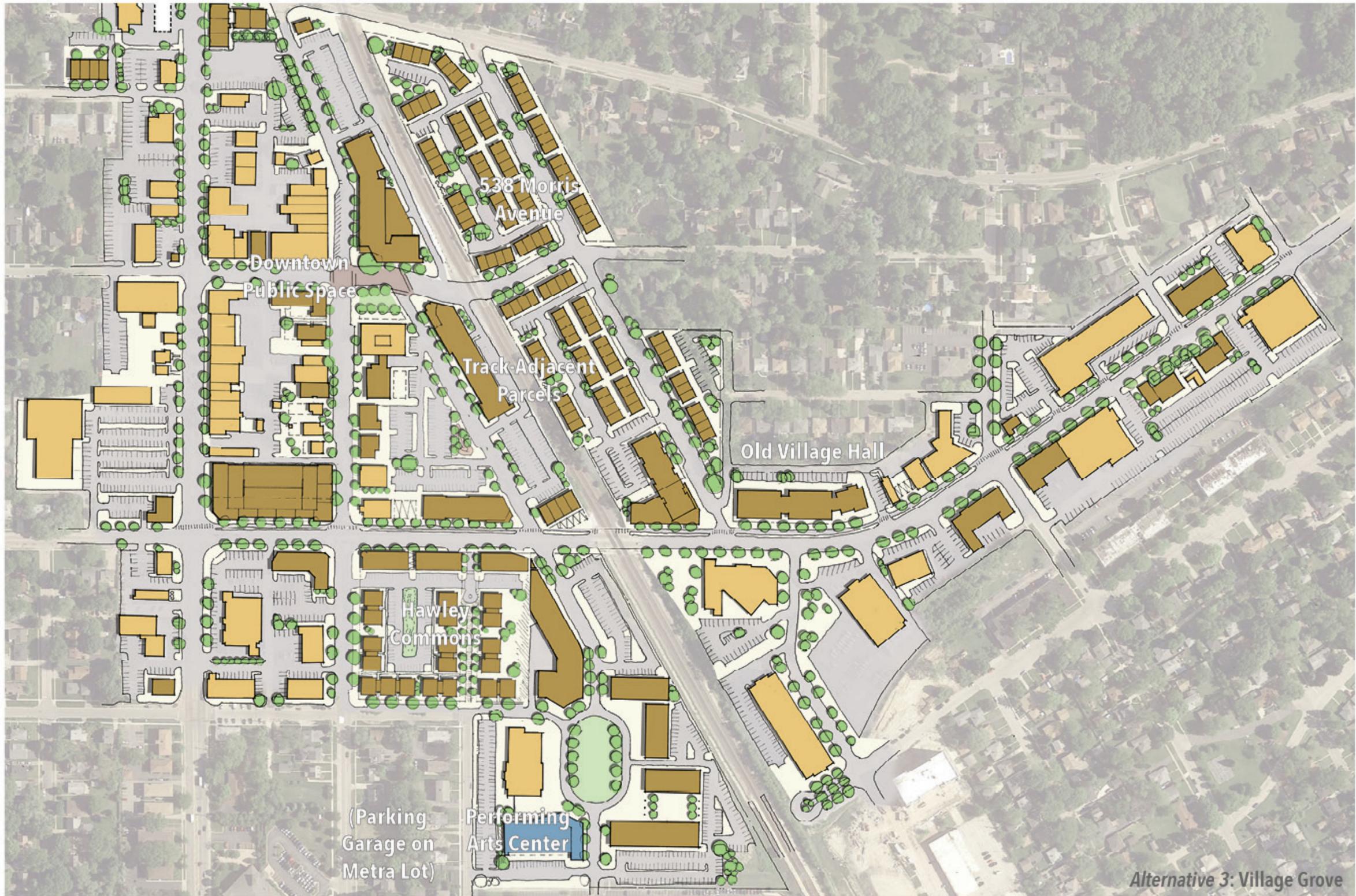


Alternative 1: Market Park

PRELIMINARY VISION PLAN ALTERNATIVES



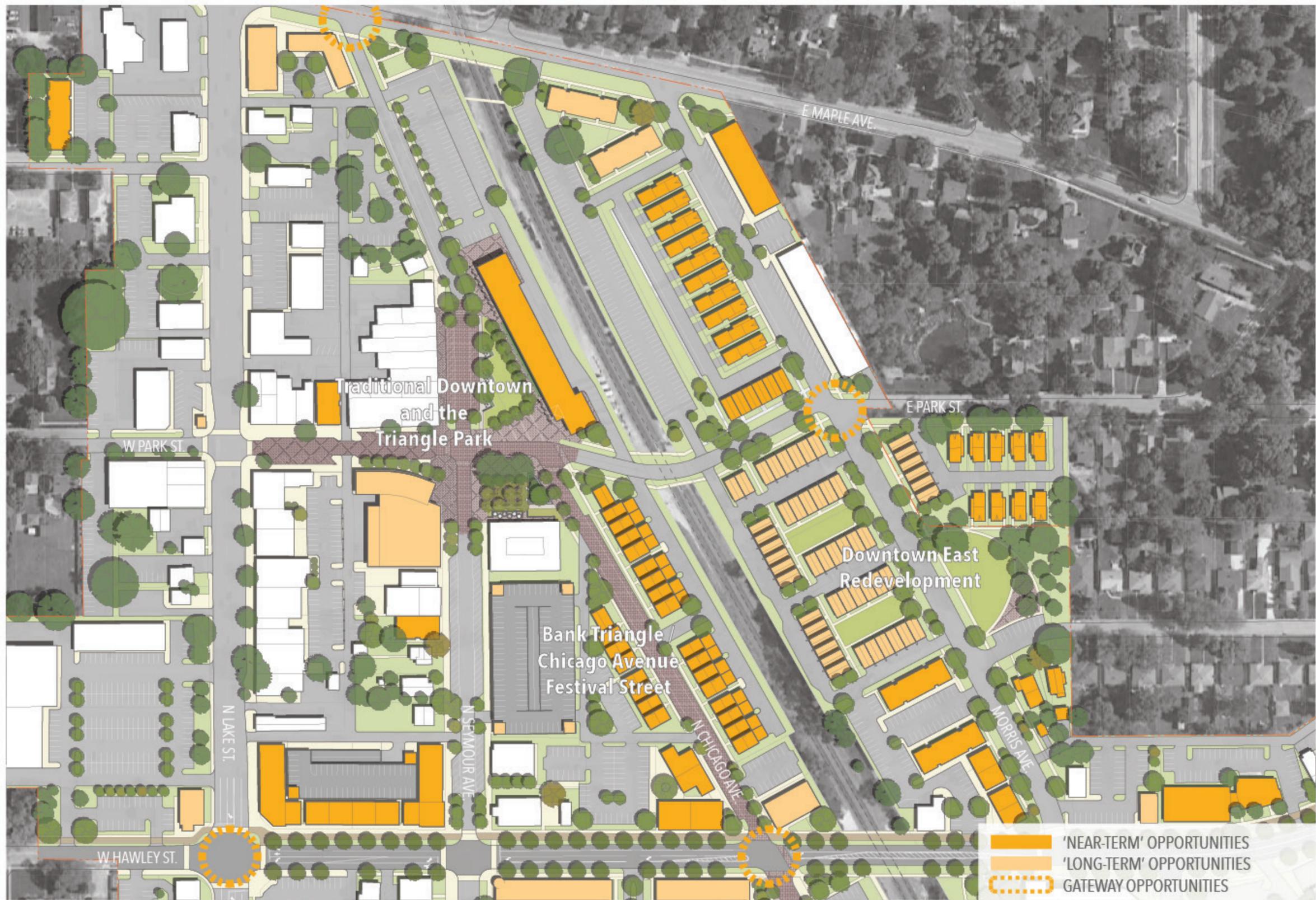
Alternative 2: Downtown Triangle



Alternative 3: Village Grove

DOWNTOWN NORTH VISION PLAN

VISION PLAN



VISION PLAN: TRADITIONAL DOWNTOWN AND BANK TRIANGLE



VISION PLAN: PLAZA CIRCLE AND EAST HAWLEY CORRIDOR



PERFORMING ARTS CENTER ALTERNATIVES

PERFORMING ARTS CENTER ALTERNATIVES

Option 1: Intersection of Park Street / Seymour Avenue

The Performing Arts Center option for the Village-owned parcel at the southwest corner of the Park Street and Seymour Avenue intersection brings civic life and culture to the traditional downtown. This location could act as an anchor for future development in downtown and complement the Downtown Triangle public space across the intersection. Difficulties with this site include its size and limited access that may be sufficient for a smaller, more intimate theater, but would make future expansion more difficult. A series of satellite facilities may need to work together if expansion becomes necessary.



Option 2: Bank Triangle Along East Hawley Street

With the potential for redevelopment on the Bank Triangle, this option introduces a Performing Arts Center along the revamped East Hawley Street. This location has high visibility and is adjacent to a proposed future site for a public parking garage. With the theater's parking demands, this may be a positive relationship. Because this is not Village-owned land, the timeline and potential unpredictability of land acquisition from multiple owners makes this site a long-term solution.



Option 3: Hawley Commons Redevelopment

The existing Hawley Commons site has been identified by private developers as a redevelopment opportunity. If the Hawley Commons site were combined with the parcel at the northwest corner of Plaza Circle, this would afford one of the larger development opportunities in downtown. The Performing Arts Center (PAC) may work well as part of a mixed-use development that can include housing, office, and retail in addition to the PAC. This may be a long-term solution because of the need for a public/private partnership and the existing tenants and buildings on the Hawley Commons site.



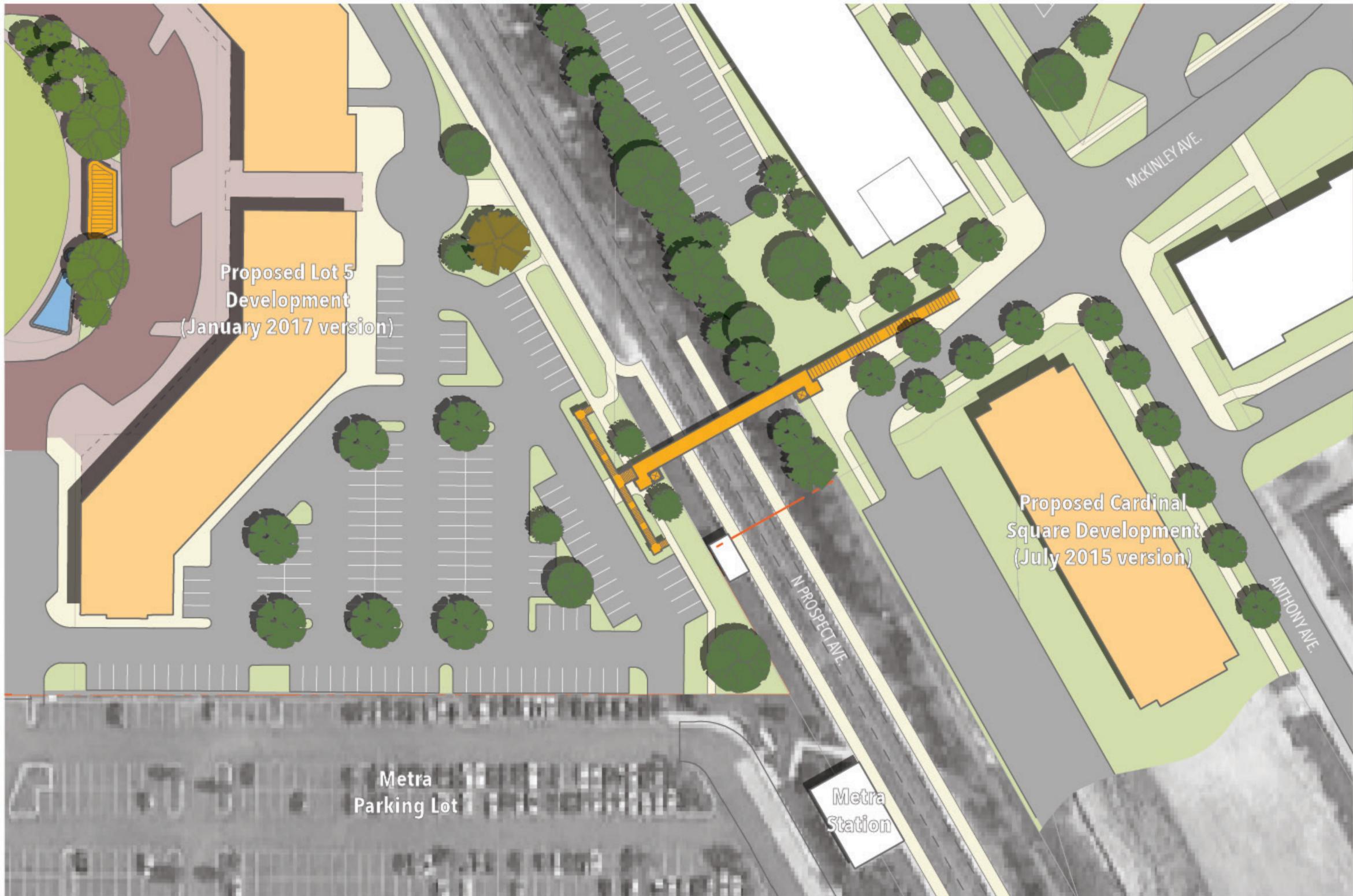
Option 4: Southwest Corner of Plaza Circle

The Village-owned parcel at the southwest corner of Plaza Circle has been identified as a front-runner for a Performing Arts Center. This parcel could play a role in reinforcing the civic nature of Plaza Circle, while complementing the Village Hall. This location may take advantage of the existing Metra parking, but a shared-use agreement would need to be worked through. Advantages of this site include access to parking and that it is controlled by the Village.



PEDESTRIAN OVERPASS STUDIES

PEDESTRIAN OVERPASS SITE PLAN



PEDESTRIAN OVERPASS SITE PLAN



PEDESTRIAN OVERPASS ELEVATION VIEWS

West Elevation



East Elevation



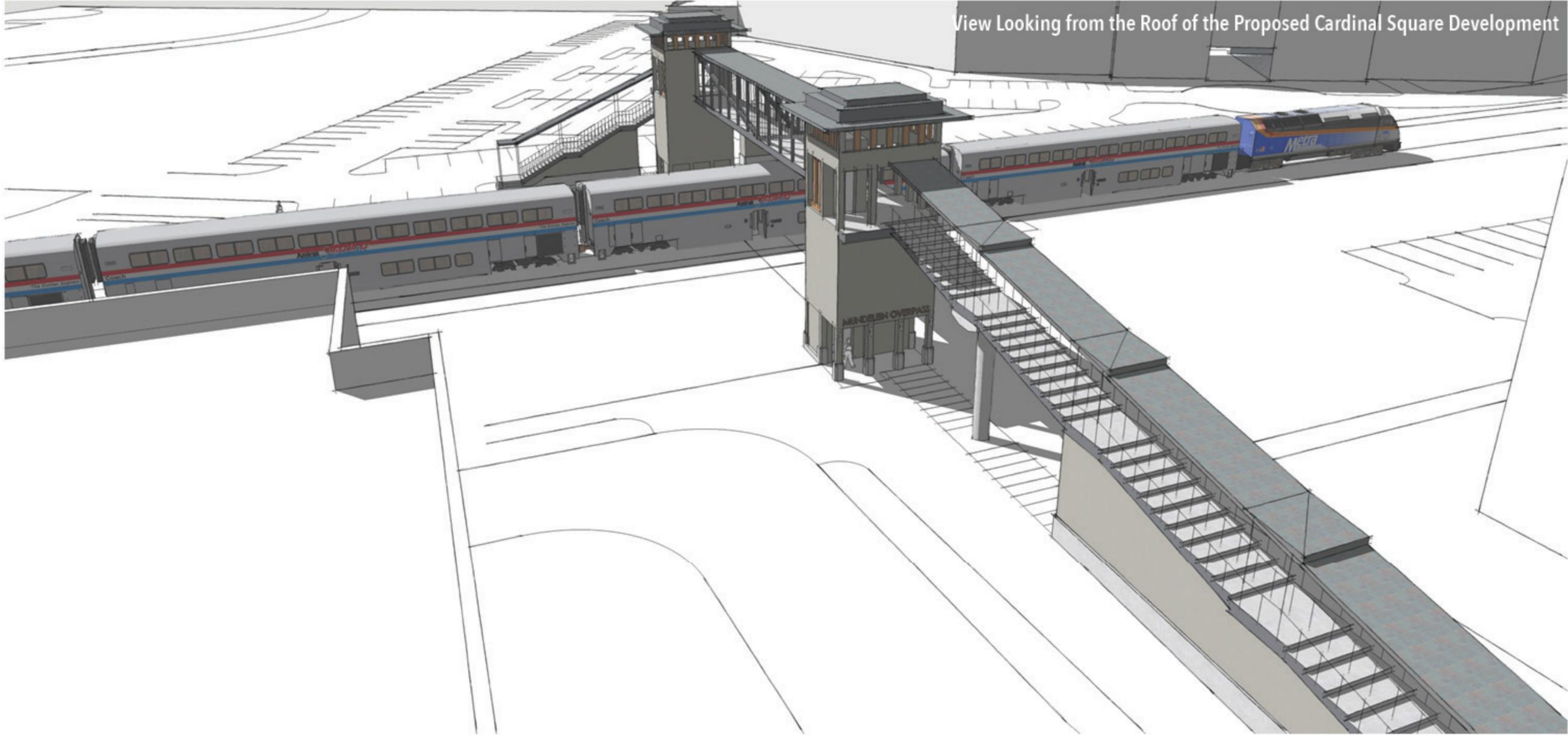
South Elevation



PEDESTRIAN OVERPASS CONCEPT

View Looking from the Proposed Lot 5 Parking





View Looking from the Roof of the Proposed Cardinal Square Development

PEDESTRIAN OVERPASS INSPIRATION IMAGES

