

VILLAGE OF MUNDELEIN • ADOPTED JULY 2011

COMPREHENSIVE PLAN



Acknowledgements



Village Board

Kenneth H. Kessler, Mayor
Esmie Dahlstrom, Village Clerk
Steve Lentz, Trustee
Jim Nutschnig, Trustee
Ray Semple, Trustee
Ed Sullivan, Trustee
Terri Voss, Trustee
Robin Meier, Trustee

John Lobaito, Village Administrator
Michael A. Flynn, Assistant Administrator

Plan Commission

Scott Black, Chairman
Charles F. Butler, Jr.
Bill Rekus
Gary Gunther
Meghan Spina
Raymond Ladewig
Richard Edmunds

Appearance Review Commission

Ken Chapin, Chairman
Barb Ambrus
Terry Roswick
Robert Monroe
John Salse

Economic Development Commission

Mike Hamilton, Chairman
Ron Boorstein
Gerald Brin
Larry Gallas
Mark Lemke
Stephanie McDermott
Donna Morrison
Rob Pipin
Jeanne Silver

Planning & Development

Victor Barrera, Director
Amanda Orenchuk, Planner
Susan De Jean, Administrative Assistant

Department Heads

Peter Schubkegel, Director of Building
Bill Emmerich, Village Engineer
Mary K. Hatton, Finance Director
Timothy Sashko, Fire Chief
Ray Rose, Police Chief
Ken Miller, Director of Public Works

Table of Contents

- Introduction 1**
 - Purpose 1
 - Planning Process 1
 - Comprehensive Plan Sections 1
- 1 Community Profile 5**
 - Existing Land Use 6
 - Demographic & Market Overview 7
 - Population Change 7
 - Labor & Employment 7
 - Residential Market 7
 - Retail Market 8
 - Office Market 8
 - Industrial Market 9
- 2 Community Outreach 13**
 - Outreach Overview 13
 - Project Initiation Meeting 13
 - Community Workshop 13
 - Bus Tour 14
 - Business Workshop 14
 - Key Person Interviews 15
 - Online Questionnaires 15
 - Visioning Workshop and Charrette 15
- 3 Vision, Goals & Objectives 19**
 - Mundelein’s Vision 19
 - Image and Identity 19
 - Residential Areas 20
 - Commercial Areas and Corridors 20
 - Downtown and TOD Area 20
 - Industrial Uses 20
 - Parks, Open Space, and Environmental Features 21
 - Transportation and Circulation 21
 - Diamond Lake Area 21
 - Growth Areas 21
 - Goals and Objectives 22
 - Image and Identity 22
 - Intergovernmental Cooperation 23
 - Residential Areas 23
 - Commercial, Retail and Office Areas 24
 - Industrial Areas 24
 - Parks, Open Space and the Environment 25
 - Transportation and Circulation 25
 - Pedestrian and Bicycle Mobility 26
 - Economic Development 26
 - Community Facilities and Village Services 27
- 4 Land Use Plan 31**
 - Residential 31
 - Commercial 31
 - Industrial 32
 - Light Industrial/Business Park 32
 - Parks and Open Space 32
 - Public/Semi-Public/Utilities 32
- 5 Residential Areas Plan 35**
 - Residential Land Use Policies 35
 - Single-Family 35
 - Multi-Family 36
 - Senior Housing 36
 - Growth Area Residential 36
- 6 Business Areas Plan 41**
 - Commercial Areas Plan and Policies 41
 - Industrial Areas Plan 45
 - Light Industrial/Business Park Areas 45
 - Incompatible Uses in the Downtown/TOD Area 45
- 7 Parks, Open Space & Sustainability Plan 49**
 - Parks and Open Space 49
 - Sustainability Framework Plan 52
- 8 Community Facilities Plan 57**
 - New Community Facilities 57
 - Potential Improved Community Facilities 60
 - Infrastructure 61
- 9 Transportation Plan 65**
 - Transportation Policies 65
 - Functional Classification System 66
 - Arterials 68
 - Collectors (Minor and Major) 68
 - Local Streets 68
 - Proposed Signalized Intersection/Roundabouts 68
 - Public Transit 69
 - Multi-Use Trails 70
- 10 Community Culture & Identity Plan 75**
 - Community Character and Identity 75
 - Gateways and Wayfinding 76
 - Arts & Culture Plan 77
 - Design Guidelines 79
- 11 Subarea Plans 83**
 - Diamond Lake 84
 - South Side Commercial 88
 - Downtown 91
 - Growth Areas 95
 - Growth Strategy 95
- 12 Implementation 101**
 - General Funding Sources 102
 - Transportation Funding Sources 104
 - Parks And Open Space Funding Sources 104
 - Implementation Matrix 105
 - Parks, Open Space and Environmental Features 105
 - Community Facilities and Infrastructure 106
 - Transportation and Circulation 106
 - Image, Identity and Appearance 107
 - Arts and Culture 107
 - Diamond Lake Subarea 108
 - South Side Commercial Subarea 108
 - Downtown Subarea 109
 - Growth Areas 110



Introduction

Village of Mundelein | Comprehensive Plan

Introduction

This document serves as Mundelein’s Comprehensive Plan, the official policy guide for the Village’s long-range decision making related to land use, development, physical improvement, and growth. The Plan includes a vision, goals and objectives that provide the foundation for policies and recommendations. The Comprehensive Plan serves to help guide future Village actions as the community faces the challenges of community character, quality of life, and economic viability. The Mundelein Comprehensive Plan has been developed through an eighteen-month planning process involving extensive community outreach and citizen participation.

Purpose

The Comprehensive Plan is Mundelein’s official policy guide for physical improvement and development. The Plan considers the Village’s immediate needs and current issues, as well as improvements and goals that should be undertaken and/or accomplished over the next 10 to 15 years.

The document is designed to provide the Village with guidance in preserving and protecting important features and resources, coordinating new growth, guiding development and redevelopment efforts, and establishing an improved appearance and image.

The Plan is comprehensive in both scope and coverage. Recommendations are provided for land use, transportation and circulation, community facilities, community character, and open space and environmental features. In addition, plans and recommendations are provided for key focus areas, including: Diamond Lake Subarea, South Side Commercial Subarea, Downtown, and Growth Areas.

The Comprehensive Plan establishes the “ground rules” for private improvement in the community. It is intended to be used by the Village Board, Plan Commission, other boards, commissions and agencies and Village staff to review and evaluate development proposals, to ensure projects are consistent with the long-term planning objectives of the community. The Plan also provides direction to assist in undertaking public improvements, ensuring the Village is prepared to meet the challenges of the future and continue to efficiently and effectively allocate its resources.

Finally, the Plan serves as an important marketing tool to promote the Village’s unique assets and advantages. As a marketing tool, the Plan can spur desirable development and redevelopment throughout the community, in the growth areas, within the downtown area, or along aging commercial corridors.

Planning Process

The Village of Mundelein’s comprehensive planning process incorporated a six step program as illustrated below. The process was designed to produce a Comprehensive Plan by assessing existing conditions and influences, establishing a vision, and developing policies and recommendations to serve as a guide for community decision making. The planning process was built on a foundation of community input and outreach, and focused on both community-wide and area-specific recommendations.

Comprehensive Plan Sections

The following sections form the Village’s updated Comprehensive Plan:

Section 1: Community Profile

Section 2: Community Outreach

Section 3: Vision, Goals and Objectives

Section 4: Land Use Plan

Section 5: Residential Areas Plan

Section 6: Business Areas Plan

Section 7: Parks, Open Space, and Sustainability Plan

Section 8: Community Facilities Plan

Section 9: Transportation Plan

Section 10: Community Culture and Identity Plan

Section 11: Subarea Plans

Section 12: Implementation Strategies

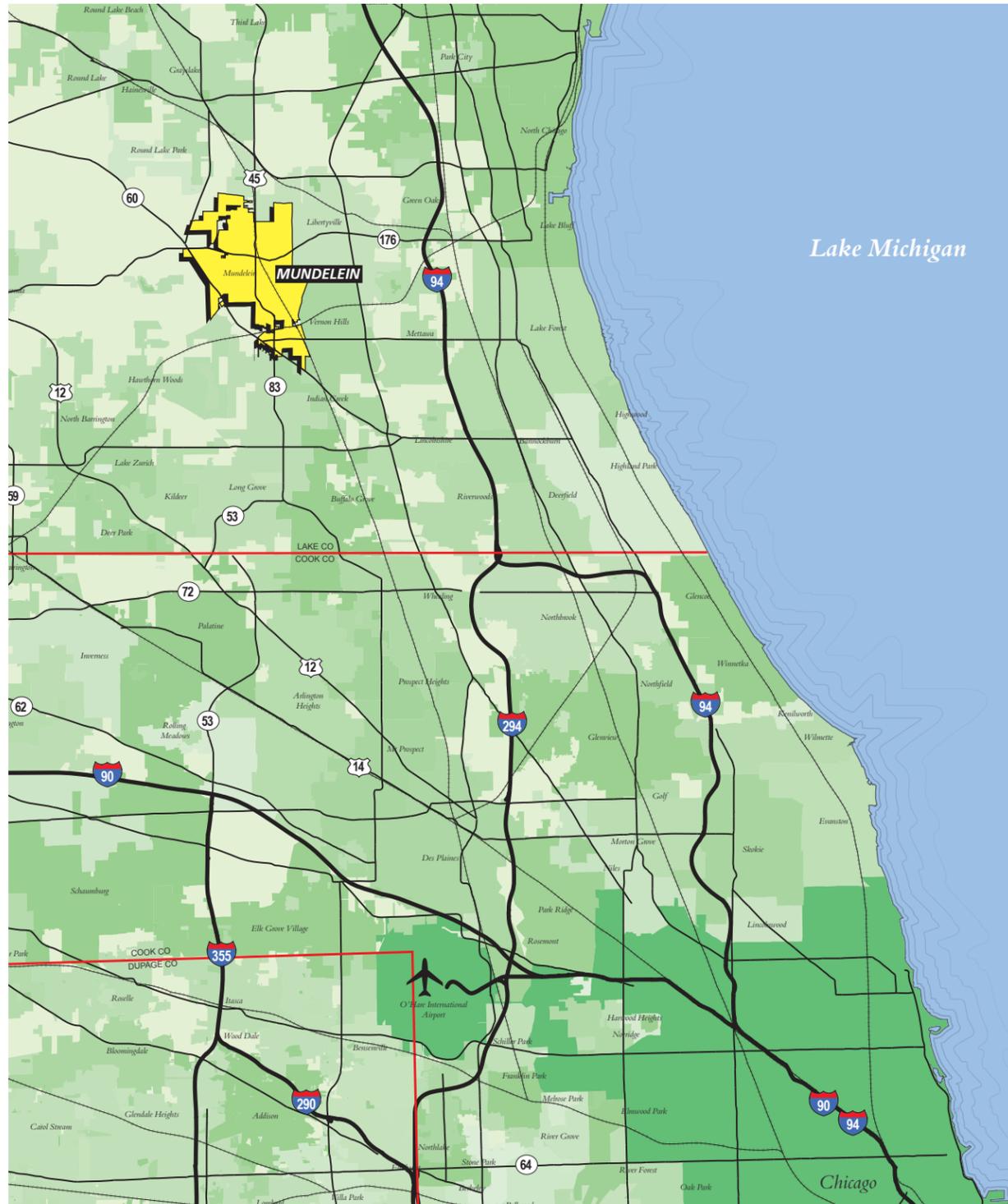




1 Community Profile

Village of Mundelein | Comprehensive Plan

1 Community Profile



This section presents a brief summary of the community profile and assessment of existing conditions. For more detailed information and analysis refer to the Existing Conditions Report that was completed as part of the planning process.

The Village of Mundelein is a community of 31,064 in central Lake County, Illinois. The Village is a predominantly single-family community with a healthy mix of attached and multi-family housing. Though situated just 35 miles northwest of downtown Chicago, the Village is far from a 'bedroom community'. Home to nearly 800 businesses, Mundelein is a large employer within Lake County offering a significant number of full-time jobs and five attractive and well-located business parks. Mundelein is known as the home of the University of Saint Mary of the Lake and the Mundelein Seminary, the largest of its kind in the United States. Mundelein is also renowned for its golf facilities and a wide range of recreational opportunities provided by its extensive inventory of parks, forest preserves, and several small inland lakes.

Mundelein has a long and rich history, dating back to its first inhabitants the Potawatomi and early French fur traders in 1650. While the Village has previously been known by several names including Mechanics Grove, Holcomb, Rockefeller, and Area (Ability, Reliability, Endurance, and Action), it last changed its name in 1924 in recognition of Cardinal Mundelein. Mundelein's population has increased steadily since the 1950s, but the Village has grown by over 50% in the last two decades, going from a population of 21,000 in 1990 to a population of 31,064 in 2010 (according to the US Census).

The Village is well positioned for convenient access to and from the City of Chicago and the greater Chicago Region. The Village of Mundelein is served by four significant routes: Illinois Route 60, US Route 45, Illinois Route 176, and Illinois Route 83. The proposed extension of Illinois Route 53 will pass through the western portion of Mundelein with an interchange planned at Peterson Road. The Village is also served by a Metra commuter station located downtown and Pace bus routes that provide public transit service within the area.



Existing Land Use

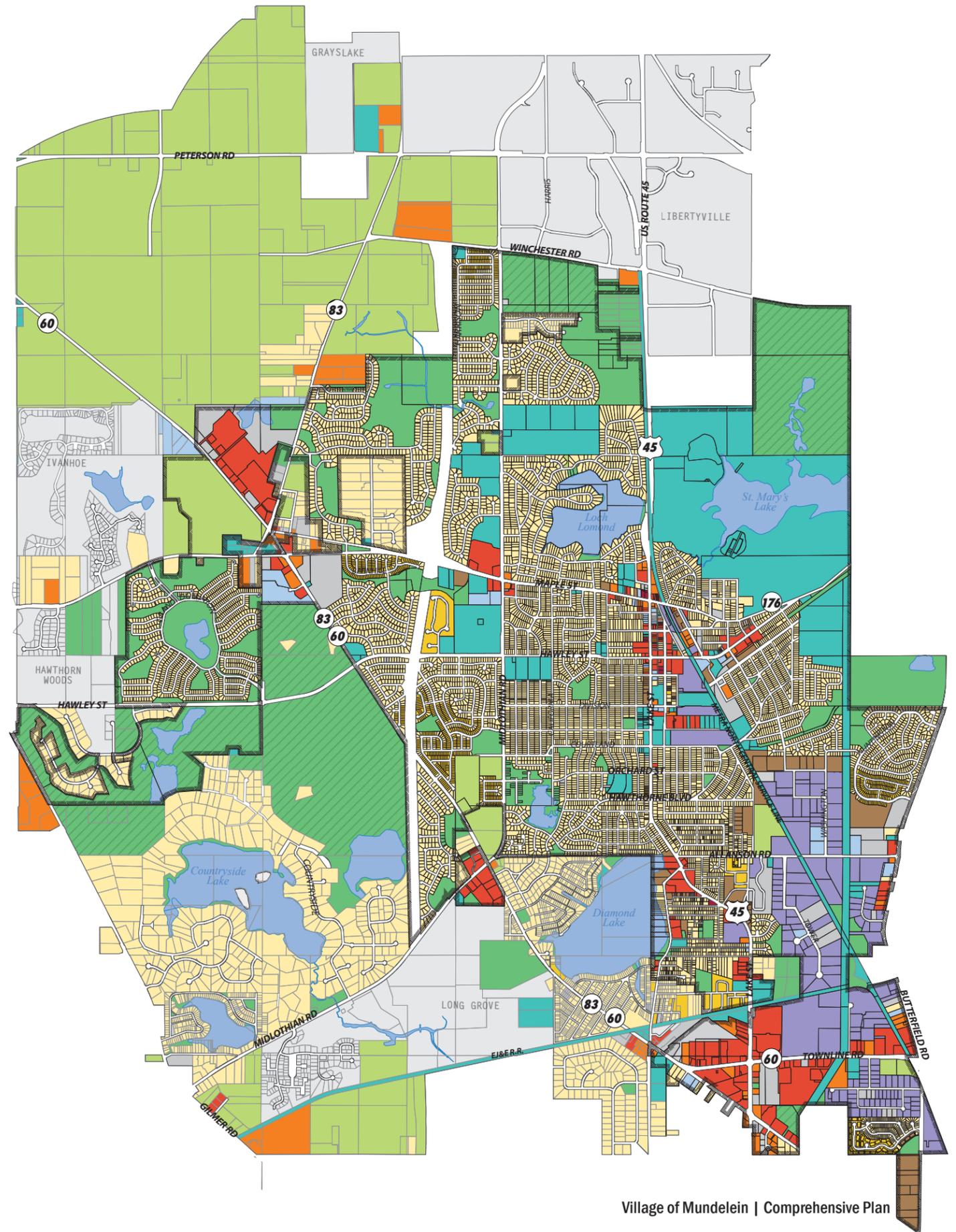
The Village of Mundelein is a diverse residential community with a strong mix of other uses including retail, office, service, industrial, institutional, and parks and open space. In general, the commercial uses are located along the Village's main corridors and industrial uses are predominantly located in the southeastern section of the Village. The Downtown is a unique area within the Village, and is home to a Metra station and the existing Village Hall. Wooded areas, environmental features, open space, and several lakes (including Diamond Lake, Countryside Lake, Loch Lomond, and St. Mary's Lake) add significantly to the overall character and charm of the community. The greatest opportunities for new growth and larger scaled new development exist primarily in the unincorporated areas northwest of the Village due to the amount of land that is currently undeveloped or used for agricultural purposes.

Existing Land Use

- | | |
|---|--|
|  Agriculture/Undeveloped |  Office |
|  Single-Family |  Public/Semi-Public/Utilities |
|  Single-Family Attached |  Parks & Open Space |
|  Multi-Family |  Golf Course |
|  Mixed-Use |  Industrial |
|  Commercial Retail |  Vacant |
|  Commercial Service |  Existing Corporate Limits |



0 1/2 mi 1 mi.



Demographic & Market Overview

The following demographic and market overview is a summary of a more detailed market analysis conducted early on in the planning process and included in the Existing Conditions Synthesis Report on file with the Village. The market analysis examined demographic trends at the Village and regional levels to form a better understanding of the Village's competitive position within the market, identify the issues the community is facing and will likely face, and create a foundation to assist with future land use designation and planning objectives. Historic trends, current estimates, and future projections were assessed to determine the general trends, supply, demand, and potential for residential and commercial uses within the Village of Mundelein and the surrounding area.

The market analysis contrasts current figures, as of 2010, with 2015 projections to document anticipated demographic shifts within the Village. While projections can be made beyond this time frame, the degree of accuracy in which market potential can be assessed would be reduced. Market data for this analysis were obtained from ESRI Business Analyst, a nationally recognized provider of market and demographic data.

Population Change

Population is defined as the overall number of people within a specified geography. A household is defined as the group of individuals who live in the same dwelling unit. Any discussion of household age in the following overview is with regard to the age on the individual identified as the head of household. Overall, household and population growth in the Village is projected to be positive, but relatively minimal over the next five years.

- ▶ It is projected that the population of the Village will have grown by 853 people (2.6%) between 2010 and 2015.
- ▶ Over the same five year period, the Village is projected to gain an additional 226 households, representing a 2.2% increase.
- ▶ The median household income is projected to grow by \$13,021, or 15.2%, to \$98,850 in 2015. This represents a compound annual growth rate of 2.9%.

NOTE: Data regarding current population and household estimates may differ slightly from similar estimates provided in the Village's Downtown Development Review study created by Business District Inc. (BDI). Methodologies of data sources can vary resulting in slightly different estimates and projections. Estimates contained in the Comprehensive Plan were provided by ESRI Business Analyst, a nationally recognized supplier of demographic and market data. BDI relied on another well-regarded source, Experian/Applied Geographic Solutions, for its 2010 estimates. Despite differing sources, estimates for total population, number of households, median age, and median household income generally agree with one another to within 2% to 8%.

	2010	2015	2010 - 2015	
			Total Change	
			Number	Percent
Population	33,235	34,088	853	2.57%
Households	10,395	10,621	226	2.17%
Median Age	33.7	33.8		
Median Household Income	\$85,829	\$98,850	\$13,021	15.17%
Average Household Income	\$103,014	\$116,298	\$13,284	12.90%
Per Capita Income	\$32,752	\$36,836	\$4,084	12.47%

Source: ESRI Business Analyst; Houseal Lavigne Associates

Table 1 | Demographic Summary

Labor & Employment

Employment by Industry

Mundelein's local economy is relatively concentrated with three industries composing more than 74% of the labor force. In 2010, it is estimated that Village businesses employ 15,373. Service related industries provided 49.6%, or 7,625, of all jobs in Mundelein while another 14.4%, or 2,214 jobs, were in the Manufacturing industry.

Other notable industries that provide a large number of jobs within Village include the Retail Trade (10.7%), Finance/Insurance/Real Estate (FIRE) industries (8.8%), and Construction (4.9%). The Service and FIRE industries are estimated to have been the largest contributors to job growth within the Village between 2000 and 2010.

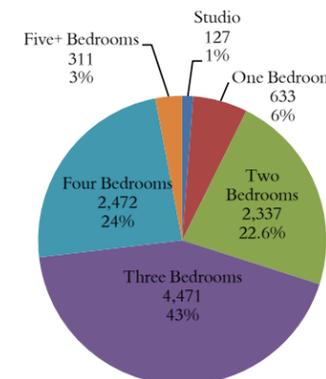
Major Employers

The major employers in Mundelein represent the health care, manufacturing, and utilities industries. The Village's largest employer is Medline Industries, a medical products manufacturer which employed an estimated 940 in 2010.

Employer	Product/Service	Employees	Year Established
Medline Industries	Hospital Supplies	940	1988
MacLean-Fogg Company	Mfg. Metal Fasteners	240	1967
Amcor Flexibles Healthcare	Medical Packaging	320	2003
North Shore Gas	Natural Gas Distribution	210	1989
Systemex America, Inc.	Mfg. Diagnostic Systems	145	1993

Source: Illinois Department of Commerce and Economic Opportunity

Table 2 | Major Employers



Source: American Community Survey, 2006 - 2008; Houseal Lavigne Associates

Chart 1 | Residential Units

Residential Market

Housing Profile

The majority of housing units in the Village are owner-occupied, detached single-family homes with three bedrooms.

- ▶ Owner-occupancy in the Village (79.4%) is on par with that of surrounding Lake County (79.1%).
- ▶ Nearly 67% of units in the Village are single-family detached, approximately 14% are single-family attached units such as townhomes or duplexes, and another 19% are in multi-family buildings with three or more units.
- ▶ Three-bedroom units are common within the Village, comprising 43% of all units.

Housing Market Implications

On average, homes within Mundelein are priced between 25% and 35% lower than those in the larger Lake County area and considerably lower than in neighboring communities to the east, south, and southwest. While a relatively high volume of existing homes will continue to limit new construction in the near term, population projections for the year 2015 indicate that the Village will need to accommodate nearly 230 additional households (defined as a group of people living in the same residence) over the next five years.

Detached single-family homes are likely to remain the predominant housing type within the Village and surrounding area; however, a shift appears to be occurring within the age composition of the local population where the proportion of households in the 35 to 54 year old age cohort is in decline and being offset by growth among younger households and 'empty nesters'.

This demographic shift will likely be accompanied by an increase in demand for townhomes and condominium units. In addition data pertaining to existing Village housing stock and projected housing mix indicates that rental product will account for one out of every five housing units.

Retail Market

The potential for retail development at any given location is influenced by several factors including local and regional retail demand, the health of the local commercial districts, the location of surrounding commercial nodes, and the consumer expenditure patterns of the market area population.

The retail 'gap' analysis contained in the table below indicates the 'gap' or difference between projected spending by market area households (i.e. demand for goods and services) and existing supply of retail space. Simply put, the red and green numbers in the table are the result of subtracting demand from supply and provide an indication of "surplus" or "leakage" within a given retail category. The presence of a surplus within a retail category suggests that existing stores provide sufficient retail space to accommodate demand for the range of goods and services in that category. Conversely, leakage indicates that demand exceeds supply and consumers are spending dollars outside of the market area.

Summary Demographics	Village of Mundelein	10 Minute Drive Time
2010 Population	33,235	95,727
2010 Households	10,395	32,641
2010 Median Disposable Income	\$66,055	\$71,262
2010 Per Capita Income	\$32,752	\$40,754

Industry Summary	Retail Gap	
	Village of Mundelein	10 Minute Drive Time
Total Retail Trade and Food & Drink	-\$60,368,038	-\$1,040,401,330
Total Retail Trade	-\$51,893,563	-\$1,023,253,229
Total Food & Drink	-\$8,474,475	-\$17,148,101

Industry Group	Retail Gap	
	Village of Mundelein	10 Minute Drive Time
Motor Vehicle & Parts Dealers	\$62,871,146	-\$461,112,504
Furniture & Home Furnishings Stores	\$6,662,560	\$15,891,479
Electronics & Appliance Stores	-\$23,590,988	-\$44,253,067
Bldg Materials, Garden Equip. & Supply Stores	-\$22,930,873	-\$15,385,662
Food & Beverage Stores	-\$96,149,317	-\$168,245,092
Health & Personal Care Stores	\$1,361,583	-\$14,102,024
Gasoline Stations	-\$22,078,832	\$4,947,761
Clothing and Clothing Accessories Stores	\$7,106,590	-\$134,339,605
Sporting Goods, Hobby, Book, and Music Stores	-\$4,828,911	-\$22,636,437
General Merchandise Stores	\$14,577,151	-\$240,006,198
Miscellaneous Store Retailers	-\$491,446	-\$11,877,475
Nonstore Retailers	\$25,597,774	\$67,865,595
Food Services & Drinking Places	-\$8,474,475	-\$17,148,101

Source: ESRI Business Analyst; Houseal Lavigne Associates

Table 3 | Retail Gap Analysis

As indicated by the negative retail gap values in the table below (shown in red), both the Village of Mundelein and the larger market area are fairly saturated with limited opportunity for new retail development. There are some retail categories that demonstrate a limited degree of leakage (shown in green); however, when estimates of average annual sales-per-square-foot are applied to these leakage values, there does not appear to be enough demand to support an additional retail store.

This is likely due to recent commercial development on the Village's northwest side which has absorbed demand for the market area. Existing and planned development for this area will be well positioned to provide goods and services to the expanding number of households in the Village's growth areas. Given current and near term market conditions, this may be an appropriate time to enhance the appearance and function of existing commercial districts and work with business and property owners to make improvements to properties wherever necessary.

Office Market

The majority of Mundelein's office space is located in the southeastern portion of the Village near Townline Road. The largest single concentration of office development is the Terrace Trade Center located at Allanson Road and Terrace Drive, approximately 1/4 mile west of Butterfield Road. Terrace Trade Center is a four building complex with an estimated 286,000 square feet of flex space that is leased by a mix of light manufacturing, warehousing, and office users.

Mundelein is located in the North submarket of the Chicago office market as defined by Colliers Bennett & Kahnweiler Inc., a nationally recognized provider of commercial real estate research. The North submarket is roughly defined as the area that lies to the east of IL Route 83 and to the north of Golf Road (IL Route 58).

Increases in vacancy rates and negative absorption have occurred across the large market over the last two years. Despite this broad decline, office space located in the North submarket is commanding rents that are the second highest in the Chicago suburban market while vacancy rates are the lowest.

Office space is typically classified into three categories:

- ▶ Class A - Characterized as buildings that have excellent location and access, attract high-quality tenants, and are managed professionally. Building materials are high-quality and rents are competitive with other new buildings.
- ▶ Class B - Characterized by good location, management, and construction with high tenant standards. Minimal functional obsolescence and deterioration.
- ▶ Class C - Characterized by aging buildings (15 to 25 years old), but maintaining steady occupancy.

In the second quarter of 2010, office space in the North submarket (27.9 million square feet) composed 26.5% of all space in the Chicago suburban market.

- ▶ The North submarket has the lowest overall direct vacancy rate (18.7%) within the larger suburban office market which had a vacancy rate of 21.7% in second quarter 2010.
- ▶ In the second quarter of 2010, the average gross asking lease rate for Class A office space in the North submarket was \$20.90 per square foot which was 1.2% higher than the average asking rent of \$20.65 among all properties of the Chicago suburban market.
- ▶ Corresponding to a comparatively low vacancy rate, asking rates in the North submarket are the second highest in the larger suburban market.
- ▶ Vacancy rates within the North submarket declined to a nearly eight-year low of approximately 14% in 2007 before climbing to an eight-year high in 2009 of near 23%. Vacancy in 2010 has stabilized at this level.
- ▶ The period between 2008 and 2009 has been the only two consecutive year period of negative absorption since 2002. Mid-year absorption in 2010 was positive at over 73,500 square feet.

Although the North submarket is faring better than other areas, the amount of available space and overall soft demand decreases the likelihood of new speculative office construction in the near to midterm. Any activity will likely be in the form of a build-to-suit project for a specific end user.

Submarket	Total Inventory (sf)	Direct Vacancy	Net Absorption (sf)	Under Construction (sf)	Asking Lease Rates (Gross/sf)
North	27,925,108	18.7%	73,529	110,000	\$20.90
Class A	16,023,111	20.0%	(25,995)	110,000	\$28.07
Class B	10,193,052	12.0%	(26,083)	-	\$18.37
Class C	1,708,945	15.3%	125,607	-	\$16.27
O'Hare	13,580,649	23.7%	150,213	-	\$21.80
Northwest	25,720,498	24.8%	(58,559)	-	\$19.80
Lisle/Naperville	14,749,671	20.9%	(35,998)	-	\$20.61
Oak Brook	23,472,122	21.1%	(212,186)	-	\$20.13
Chicago Suburban Market	105,448,048	21.7%	(83,001)	110,000	\$20.65
Class A	57,236,170	21.9%	(194,722)	110,000	\$27.66
Class B	41,577,095	22.7%	(70,703)	-	\$18.16
Class C	6,634,783	13.0%	182,424	-	\$16.13

Source: Colliers B&K; Houseal Lavigne Associates

Table 4 | Office Market Statistics - Second Quarter 2010



Industrial Market

The majority of Mundelein's industrial space is located in the southeastern portion of the Village, in the Allanson Industrial Park and Tower Road Industrial Park areas near the intersection of Allanson Road and Washington Boulevard. There are also some smaller industrial properties located in the downtown area.

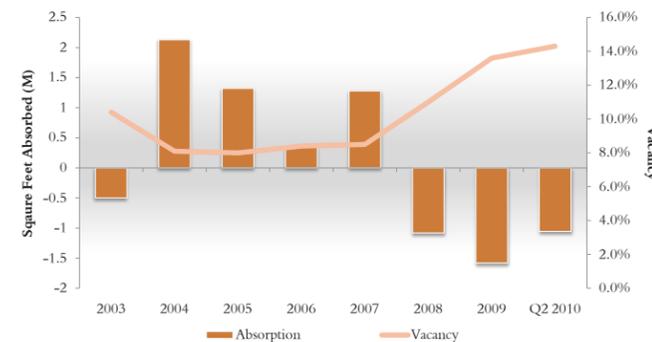
The industrial market within the Chicago region has not been immune to the economic downturn affecting the nation. The volume of available industrial space in the Chicago region in the second quarter of 2010 was near 129 million square feet and vacancy rates were near 10%. With regard to the local industrial market, the downturn in the regional and national industrial markets mean that less competitive space will be more difficult to lease or sell in the near to mid-term.

The Village of Mundelein is located in the Lake County submarket of the Chicago Metro region which is coterminous with Lake County, Illinois. Table 5 includes information regarding total inventory, availability, construction activity, and lease rates for industrial space in the Lake County submarket, nearby submarkets, and the greater Chicago Metro industrial market.

Lake County has an inventory of over 77 million square feet and makes up approximately 6.5% of the larger Chicago Metro market. This is larger than any of the adjacent submarkets.

- ▶ In the second quarter of 2010, the availability rate of 12.8% for the Lake County submarket was slightly higher than that of the larger region (11.7%). This rate is lower than that of the McHenry County or Northwest Cook County submarkets, but significantly higher than that of the Northeast Cook County submarket.
- ▶ Industrial space in the Lake County submarket commands average rents of between \$3.00 and \$5.95 per square foot. In the second quarter of 2010, these rents were third highest in the region behind the City North and O'Hare submarkets.
- ▶ The vacancy rate in the Lake County industrial market has increased from a seven-year low of approximately 8.0% in 2005 to over 14% in the spring of 2010.
- ▶ Both 2008 and 2009 witnessed negative absorption, contributing to significant increases in Lake County vacancy rates.

The Lake County submarket is keeping pace with the larger region with regard to vacancy rates, rents, and leasing activity; however, no significant new supply has been added to the Lake County submarket and while there are sites available for new development, it is anticipated that speculative industrial development will be minimal. As with the office market, build-to-suit projects will likely be the source of any future development in the near term.



Source: Colliers-Barry; Houshal Lavigne Associates.

Chart 2 | Industrial Market Statistics - Lake County, 2nd Quarter 2010

	Total Inventory		Availability	Under Construction		Asking Lease
	Number	Percent	Rate	Number	Percent	Rates (Net/sf)
Lake County	77,665,645	7.1%	12.8%	0	0.00%	\$3.00 - \$5.95
McHenry County	18,513,380	1.7%	15.3%	0	0.0%	\$2.50 - \$3.95
Northwest Cook County	61,873,612	5.6%	7.6%	0	0.0%	\$3.25 - \$5.25
Northwest Cook County	37,562,321	3.4%	12.9%	0	0.0%	\$3.95 - \$4.45
Chicago Metro	1,098,416,907		11.7%	717,958		\$2.00 - \$7.00

Source: CB Richard Ellis; Houshal Lavigne Associates

Table 5 | Industrial Market Statistics, Second Quarter 2010



2 Community Outreach

Village of Mundelein | Comprehensive Plan

2 Community Outreach

To ensure that the Comprehensive Plan is truly reflective of the community, several community outreach activities were held during the planning process. Residents, business owners, community leaders, governmental agencies, and others participated in several ways to update the Village's Comprehensive Plan. Community outreach activities were used early and often throughout the process. This section provides a summary of the community outreach activities undertaken. A more detailed write-up of the community outreach activities is provided in the Existing Conditions Synthesis Report on file with the Village.

Outreach Overview

This section contains a brief overview of the various community outreach activities undertaken throughout the planning process. Collectively, attendance and participation in the various outreach activities totaled more than two hundred. Outreach activities utilized to gather community input were crucial to development of the Comprehensive Plan. Key outreach activities included:

- ▶ Project Initiation Meeting and Workshop
- ▶ Community Workshop
- ▶ Bus Tour
- ▶ Business and Developers Workshop
- ▶ Key Person Interviews
- ▶ Online Resident Questionnaires
- ▶ Online Business Questionnaires
- ▶ Visioning Workshop and Charrette

Project Initiation Meeting

A project initiation workshop was held on September 9, 2009 with the Village Plan Commission and Village staff to set the foundation for the planning program. The workshop began with an overview of the comprehensive planning process. After a review of the scope of work and questions and comments from members of the Commission, the Consultant led a group exercise to gather input from the Planning Commission.

Although the Plan Commission identified several issues facing the community, issues noted as being a more significant priority included: the redevelopment of the Downtown; attracting and retaining jobs and businesses; improving the appearance and function of the Village's commercial corridors; and improving pedestrian and bicycle access throughout the Village.

Community Workshop

The first Community Workshop of the Comprehensive Planning process was held on October 20, 2009 at the Fire Station community meeting room with approximately forty (40) residents in attendance. The workshop began with an overview of the comprehensive planning process. After a review of the scope of work and questions and comments from those in attendance, the Consultant led a group exercise to gather input from the public.

According to the majority of attendees, the successful redevelopment and improvement to the appearance, uses, and image of Downtown Mundelein was the most important issue facing the Village. Other top issues included the need to: focus on infill redevelopment rather than new growth areas, improve traffic flow and pedestrian circulation, improve the commercial corridors and areas of the Village (including attracting new businesses), construct new community facilities including a new Village Hall downtown and a new fire station (east of US Route 45). Other issues listed included the need to rezone properties in the Diamond Lake area, and the poor overall appearance of the Village.

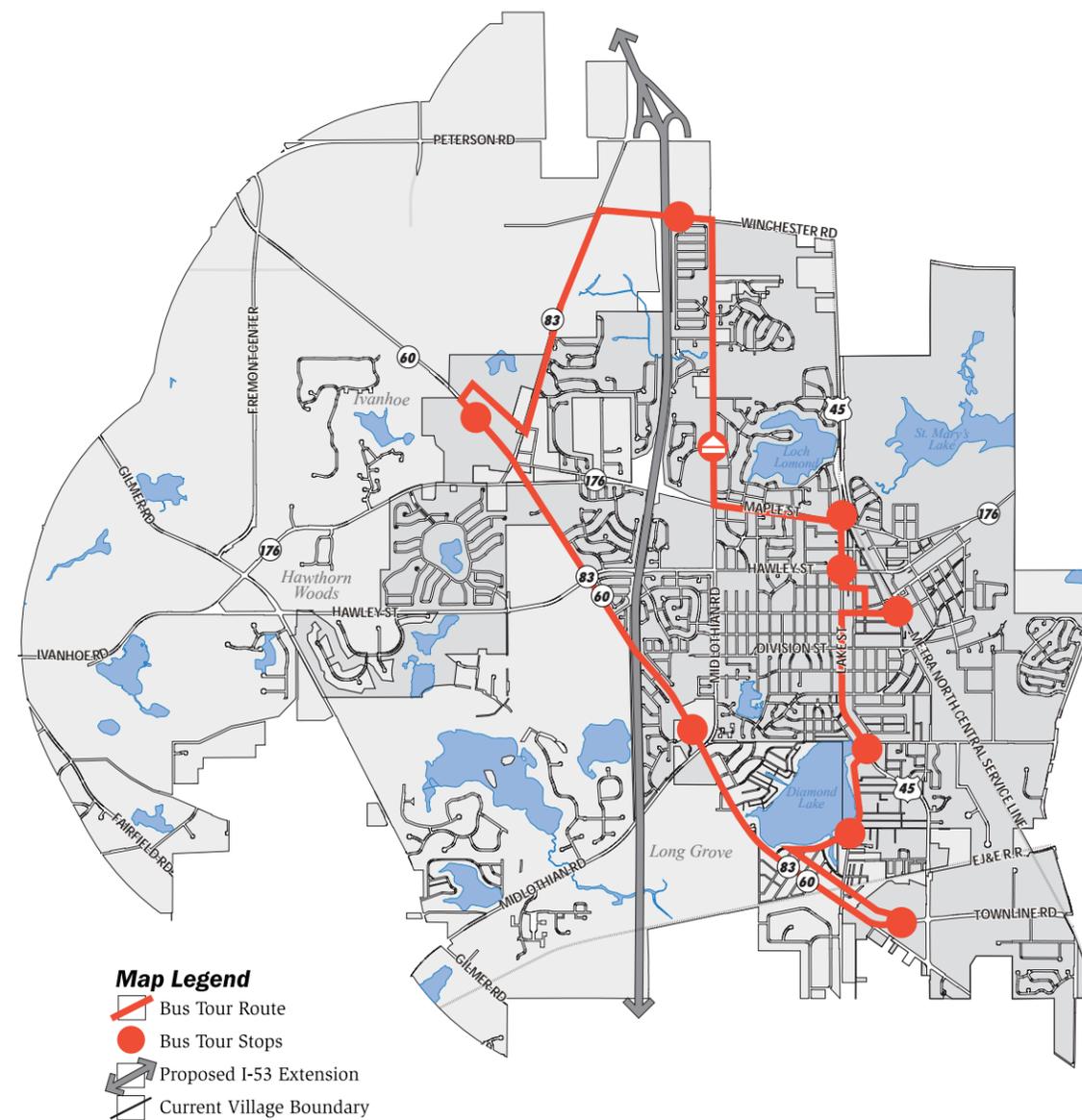




Bus Tour

A guided bus tour was held with elected officials, key Village staff, and representatives of the consultant team. Five elected officials participated in the tour. The bus tour was held on Saturday morning on November 14, 2009. The purpose of the tour was to visit key redevelopment and opportunity sites within the community while also discussing broader community-wide issues and opportunities.

Key issues and opportunities were discussed for land use, transportation, community facilities, and parks and open space. The bus tour visited Mundelein Crossings, Downtown, the South Corridor, Diamond Lake, and the old Quig's property.



Business Workshop

A workshop with approximately twenty (20) local business owners and managers was held on October 21, 2009 at the Fire Station community meeting room. The business workshop began with an overview of the comprehensive planning process. After a review of the scope of work and questions and comments from those in attendance, the Consultant led a group exercise to gather input from the business community.

According to the majority of participants the following are the most important issues discussed during the workshop:

- 1) Attract new and retain existing businesses;
- 2) Improve the image, identity, and appearance of the downtown and the Village (including redevelopment of the downtown);
- 3) Improve transportation and circulation for both vehicles, pedestrians, and transit service, and;
- 4) Update infrastructure and utilities throughout the Village.



Key Person Interviews

As part of the community outreach phase for the Comprehensive Plan update, confidential interviews were conducted with key individuals to discuss issues and opportunities within Mundelein. Sixteen (16) individuals were selected by the Village based on their various interests and insights into the community. Persons interviewed included elected and appointed officials, business owners, Village staff, and residents. Interviews were conducted on October 26 and 28, 2009 at Village Hall. Each interview was approximately 45 minutes. Each interviewee was asked a series of questions to help facilitate discussion.

Interviewees identified the condition of downtown as the single most important issue confronting the Village. Other top rated issues identified include the need to find/acquire finances and revenue to implement many of the Village’s plans, the need to update the existing TOD plan to specifically create a more integrated, and creative plan for the southern portion of the district including the potential for new open space, residential units, and parcel consolidation, the need to remove snow from sidewalks in the downtown, the need to resolve issues related to the Rubloff development, and the issue of future growth and its associated infrastructure/service needs.

Online Questionnaires

Two online questionnaires were posted on the project website. One questionnaire was designed for business owners and managers; the second was designed for residents. Each questionnaire supplemented other community outreach efforts and was not intended to be a scientific survey instrument.

When asked the top three community issues, the following responses were given by questionnaire respondents: the need to maintain what the Village already has; the poor condition of roads; the current quality of schools; high crime; and the poor quality of the downtown area.

Visioning Workshop and Charrette

On February 23, 2010, a visioning session was held with the Mundelein community to work towards establishing an overall “vision” for the Village. The session included small group discussions that allowed participants to review and discuss conditions and potentials within the community. The small “break out” groups worked on developing a “vision” for the future of the Village. The visioning session allowed residents, business owners, and elected and appointed officials to explore, examine and discuss approaches for addressing issues facing Mundelein. It was attended by approximately 50 people.

Workshop participants were divided into eight (8) small groups for discussion and given a base map of the Village and its planning jurisdiction. To help focus their discussion, each group was also provided with a list of potential topics to consider. The exercise encouraged groups to envision what the future of the Village will be by asking questions related to the following: Commercial/Retail/Shopping; Employment/Jobs/Industrial; Residential/Neighborhoods; Community Facilities; Transportation; Parks/Open Space/Recreation; Cultural/Arts/Image/Identity; Sustainability/Environment; and Other Ideas for Specific Areas in the Village.

Key components of the Vision that were identified during the vision workshop/charrette are identified below:

- ▶ Improve Downtown
- ▶ Improve the business environment
- ▶ Improve the appearance and types of commercial areas and corridors through the Village
- ▶ Fill commercial and industrial/office vacancies
- ▶ Decide upon a future vision for the Diamond Lake Area
- ▶ Future planning for the annexation/growth areas
- ▶ Improve existing roads to improve vehicle, pedestrian, and public transit circulation
- ▶ Improve and support Metra and Pace ridership
- ▶ Improve the Village’s image and identity
- ▶ Create more pedestrian and bicycle connectivity
- ▶ Continue to implement the vision of the TOD/Village Center Green



3 Vision, Goals & Objectives

Village of Mundelein | Comprehensive Plan

3 Vision, Goals & Objectives

This section of the Comprehensive Plan provides the Vision, Goals and Objectives upon which planning recommendations and policies are established.

The Vision, Goals and Objectives are based on feedback obtained from the community through the extensive outreach that was conducted throughout the process and research and assessment of existing influences and opportunities. The Vision is best described as an “aspirational statement”, upon which more specific Goals and Objectives were created. The Goals and Objectives contained in this section cover a wide range of community issues and are intended to provide direction for Village initiatives and actions.

Mundelein’s Vision

The Vision is written as a retrospective that chronicles all that has occurred since the Village adopted its new Comprehensive Plan in 2011. It chronicles the accomplishments, achievements, and successes in Mundelein that were envisioned as part of the planning process. The Vision incorporates the main ideas and recurring themes that emerged from the visioning sessions, community workshops and meetings, interviews, and questionnaires. The Vision provides a foundation for the goals, objectives, policies, and recommendations of the Comprehensive Plan.

In 2026...

The Village of Mundelein has implemented many of the recommendations of the Comprehensive Plan. As a result, the Village has experienced a significant amount of reinvestment and development. The Village has grown in size and in population, while continuing to maintain its character and improve its identity. The Village’s primary corridors are characterized as attractive and economically viable, and at the heart of the Village is a revitalized downtown, combining new development and older existing structures together to create a vibrant pedestrian-oriented, mixed-use center. Residential neighborhoods, both new and old, are attractive, well maintained, and highly valued by families and persons at all stages of life. The Village continues to provide excellent services and facilities to residents and business alike. Overall, the Village continues to maintain and further enhance the quality of life for its residents.

Image and Identity

Now, more than ever, the Village is easily recognized and regarded as an attractive, distinct, and high-quality community. Due to the perception by many that the Village lacked a distinguishing identity, a branding campaign was undertaken to create a new image and identity for Mundelein, based in part on local imagery such as the seminary, historic buildings, a revitalized downtown and TOD area, area golf courses, “Park on Park” and other distinguishing community components. The new branding and identity efforts have been utilized through effective internet campaigns, street banner programs, and regional marketing efforts. Mundelein is now well known as an attractive, desirable, and easily recognizable community.

Adding to the Village’s identity and recognizable character are new Mundelein gateway features and streetscape enhancements. Now residents, visitors, and passersby immediately know when they enter the Village as they are greeted by attractive, distinctive, and high-quality features that distinguish Mundelein from other nearby communities. Streetscape improvements, including lighting, banners, signage, landscaping, and more, are located along the Village’s major corridors and further strengthen the Village’s unique image and sense of place.





Residential Areas

The Village continues to be characterized primarily as a single-family detached residential community, but one that provides a variety of housing options overall, to meet the needs of residents at all stages of life. Older neighborhoods have experienced continued reinvestment as the Village’s high-quality of life and reputation reinforces the community’s desirability as a place to live.

Newer residential developments, although on a smaller scale and at a slower pace than in decades past, have begun to once again offer new housing options to residents. Infill redevelopment has provided much needed housing for seniors and young professionals in transition areas on the edges of single-family neighborhoods, within the downtown/TOD area, and in other select locations throughout the Village. The Village has remained true its single-family character, while accommodating a diverse range of residential types to accommodate the full-range of housing needs.



Commercial Areas and Corridors

The Village’s commercial corridors are now thriving as attractive economically viable areas, providing both shopping for the daily needs of local residents and a regional draw for customers from throughout the region. The larger, more intense commercial areas have remained on the primary corridors due to large parcel size, easy accessibility, and good visibility. While some sites have completely redeveloped, other sites have simply been improved with improved signage, landscaping, façade improvements, and other site amenities. The more intense regional commercial areas are home to national big box retailers, restaurants, and a variety of other entertainment and mid-size retail uses. Smaller less intense commercial areas are located adjacent to residential neighborhoods and are intended to serve the daily needs of residents. Together, this appropriately placed mix of commercial uses provides strong tax base for the Village, improves the image and character of the community, and provides desirable goods and services to residents and visitors.



Downtown and TOD Area

Downtown Mundelein has emerged (and continues to evolve) as a dynamic and attractive mixed-use, pedestrian-oriented destination. Functioning as the symbolic heart of the community, Downtown provides a vibrant mix of retail, restaurant, entertainment, office, service, residential, and civic uses. Residential development, although not at a scale or density initially envisioned in the 2004 TOD Plan, contributes significantly to the overall character and success of the Downtown/TOD Area, with the area becoming a desirable residential destination for seniors and young professionals. An expanded Village Center Green provides exposure and visibility to traffic along Lake Street, and is now home to several festivals and community events. Next to the Village Center Green, a new Village Hall has been built which anchors the full complex of public uses within the area (Metra station, Village Hall, Village Center Green, Post Office).

Those areas near, and north of, Hawley Street maintain a unique charm and character and remain home to independent shops and restaurants in rehabilitated older structures, and sensitive and appropriately scaled new infill development. A unified streetscape, including landscaping, signage, banners, lighting, crosswalks, pedestrian amenities, and more, work together to unify all areas of the Downtown into a coordinated and identifiable pedestrian district.



Industrial Uses

Convenient access to a strong regional transportation system, large industrial areas compatible for reinvestment and redevelopment, and access to a large employment base, help Mundelein maintain its status as an attractive industrial/business park destination. With the existing industrial areas located in the southeastern areas of the Village and a new industrial park being developed near the new intersection of Illinois Route 53 and Peterson Road, the Village has maintained and continues to build upon its employment sector tax base. Functionally obsolete facilities have been replaced with more contemporary structures that now house thriving businesses and industry. Other sites have transformed into business/research park developments and now cater less to traditional industry and more to “high tech” businesses as part of a rapidly expanding national “tech” market



Parks, Open Space, and Environmental Features

The Village’s parks, open spaces, and environmental features continue to contribute significantly to the community’s character and overall quality of life for its residents. Golf courses, parks for both active and passive recreation, water features and area lakes, extensive trail networks, and nearby forest preserve areas all help to define the community and serve as important considerations when evaluating new development and planning initiatives. The two watersheds that exist within the Village, Bull Creek and Indian Creek, continue to be monitored, managed, and protected, along with other ecological systems within the Village’s planning jurisdiction. Tying all of these together is a trail network that allows pedestrians and cyclists to visit and explore these community assets. As in the past, the Village continues to work with the Park and Recreation District and other organizations to ensure the provision of adequate parks and open space by administering the land/cash dedication ordinance for acquisition.



Transportation and Circulation

Since the Comprehensive Plan was adopted, the Village’s transportation focus has been on prioritizing a “complete streets” approach, providing safe, efficient, and effective mobility for all modes of transportation – vehicular, bicycle, and pedestrian. Every opportunity to improve pedestrian and bicycle circulation has been undertaken, including improved crosswalks, a completely connected sidewalk and trail system, enhanced pedestrian mobility in all areas of the Village, and bike lanes designated and provided on all roads where possible.

The IL Route 53 extension is under construction and will soon provide a major arterial through the Village. With this new arterial, potential is being realized for new development near the intersection at Peterson Road. Grade separated rail crossings and realigned intersections work to improve traffic operations and reduce congestion, as do new development standards put into place to reduce curb cuts and disjointed access along the Village’s major corridors.

Transit continues to be important to the community with enhanced Metra service and increased ridership, and Pace bus now provides more and enhanced routes to better serve the community. The Village continues to support public transit use as an important asset in the community. As a result of the redevelopment that has occurred in the Downtown, more residences have been built near the Metra Station and commuter ridership has increased.



Diamond Lake Area

The Village continues to work with residents and businesses in the Diamond Lake Area to make improvements to the aging infrastructure (e.g. roads, curb and gutter, sewer), and to identify long-range planning goals that will maintain existing residential neighborhoods, while beginning to improve public access to key areas of the waterfront. No longer just an underutilized beach, the area functions as the focal point of a lake-oriented entertainment and recreation district providing waterfront access, restaurants with outdoor dining, a “boardwalk” along the waterfront, and more. Over the years the Village has devoted its resources to this focused area of Diamond Lake, rather than pursuing efforts that address the Lake’s entire perimeter. The results have been the establishment of a new vibrant commercial/recreation district along the eastern shore of Diamond Lake that is easily accessible to residents and visitors.



Growth Areas

The Village has grown carefully and wisely over the past several years. The focus of most of the development that has occurred has been on infill properties, largely due to the economy and the pace of new development. In the growth areas, new annexations have enlarged the Village, primarily to the north and northwest of the 2010 municipal boundaries. To help guide new growth, the Village entered into annexation boundary agreements with adjacent communities. New developments in these areas are well-planned, well-designed, and have an appropriate mix of land uses, providing primarily lower density residential uses as development extended further from the center of the community. Some new commercial areas have been developed at a few select intersections and new commercial and industrial development is shaping up near the intersection of IL Route 53 (I-594) and Peterson Road. Infrastructure, parks and open space have been carefully planned to ensure new development and new residents are well served.

Goals and Objectives

The Village of Mundelein's updated Comprehensive Plan looks forward over the next 10 to 15 years and expresses what the Village desires to become in the future. This section presents the Plan's goals and objectives which outline how the Village can achieve its desired outcome. The goals and objectives form the framework for planning recommendations, policies, future projects and actions:

Goals describe desired end situations toward which planning efforts should be directed. They are broad and long-range. They represent an end to be sought, although they may never actually be fully attained.

Objectives describe more specific actions that should be undertaken by the Village to advance toward the overall goals. They provide more precise and measurable guidelines for planning action.

Together, the goals and objectives provide specific direction and serve as a guide for the evaluation of development proposals and land use alternatives. In order to provide a reliable policy guide for decision making in the Village, the goals and objectives have been based heavily on the community input that resulted from the planning process. In addition to the input received from extensive public participation, these goals and objectives are based on input from the Plan Commission, Village officials, Village staff, and observations and assessment from the Consultant.

The goals and objectives have been categorized into the following topics:

- ▶ Image and Identity
- ▶ Intergovernmental Cooperation
- ▶ Residential Areas
- ▶ Commercial, Retail and Office Areas
- ▶ Industrial Areas
- ▶ Parks, Open Space and the Environment
- ▶ Vehicular Transportation and Circulation
- ▶ Pedestrian and Bicycle Mobility
- ▶ Economic Development
- ▶ Community Facilities and Village Services

Image and Identity

Goal

Maintain and promote a positive image and identity for the Village that is distinctive and reflective of its unique character and assets to distinguish Mundelein from other nearby communities.

Objectives

- ▶ Encourage compatible and high-quality design and construction for all development/redevelopment with an emphasis on site design, building orientation, architecture, building materials and site improvements.
- ▶ Provide for consistent and high-quality maintenance of all local streets, parkways, sidewalks, water towers and other visible municipal infrastructure.
- ▶ Install streetscape elements along prominent corridors and districts that strengthen the unified theme of the community such as benches, landscaping, trash cans, streetlights, bike racks, wayfinding signage, and other amenities.
- ▶ Create gateway features consisting of signage, walls, sculptures, pylons, fountains, lighting, monuments, and/or landscaping at key locations within the community to announce entry into Mundelein and to distinguish the Village from adjacent municipalities.
- ▶ Encourage subdivision and business park monument signs to include the Village of Mundelein's name and/or logo to promote the Village's identity.
- ▶ Review existing and install new wayfinding signage to direct vehicles to key community destinations throughout the Village, including the Downtown.
- ▶ Develop and implement a Downtown gateway and wayfinding system to firmly establish the Downtown as the symbolic heart of the Village and to help create an attractive a distinctive, attractive, and easily recognizable pedestrian environment.
- ▶ Develop and implement landscaping and tree planting and maintenance programs that beautify the residential and commercial areas of the Village.
- ▶ Implement a program to screen fixed utility locations, such as lift stations, pump houses, transformer sites, antennas, telephone switches, etc.
- ▶ Strictly enforce the Village's sign regulations, being flexible to the desire and necessity of business identification. The Village should also be mindful of the potential for signs to block views, create visual clutter and detract from the appearance of the Village and its commercial areas.
- ▶ Strictly enforce landscaping, screening, and signage requirements including amortization regulations of non-conforming signs.
- ▶ Review development controls to ensure that they require appropriate screening of public utilities, dumpsters, rooftop equipment, etc.
- ▶ Establish Design and Development Guidelines to assist in promoting and guiding high-quality developments.
- ▶ Explore the establishment of a Façade Improvement Program to enhance the appearance of existing commercial buildings and properties.
- ▶ Continue to support and promote community events and festivals within Downtown.
- ▶ Encourage the use of public art in development projects and in public areas to promote and help establish the community's identity.
- ▶ Develop a marketing campaign to promote the advantages and benefits of living, working, visiting, or doing business in the Village of Mundelein.
- ▶ Improve communication with residents in an effort to increase awareness of, and participation in, programs, services and events within the Village.
- ▶ Improve and maintain relationships with the press and other media.

Intergovernmental Cooperation

Goal

Continue to work with adjacent communities, Lake County, and other groups and agencies to implement the goals and recommendations of the Comprehensive Plan.

Objectives

- ▶ Continue to meet with, and communicate with, adjacent communities regarding future plans for the Village and outlying areas.
- ▶ Work with adjacent communities to establish formal boundary agreements that will protect each community and prevent future developers from creating 'bidding wars' between neighboring communities.
- ▶ Continue to seek grants, loans, and other sources of intergovernmental funding transfers.
- ▶ Continue to encourage communication and collaboration among service providers to provide the most efficient and cost effective services possible.
- ▶ Coordinate with the Lake County and adjacent communities to assist in realizing mutual objectives and addressing issues such as traffic that transcend municipal boundaries.
- ▶ Maintain a positive channel of communication with agencies such as Metra, Pace, Regional Transportation Authority, Lake County, Illinois Department of Transportation (IDOT), and others for better coordination regarding projects on their properties or within their jurisdiction.
- ▶ Coordinate the review and input of new development proposals with all affected public agencies and departments such as the Fire Department, School Districts, and Park and Recreation District.

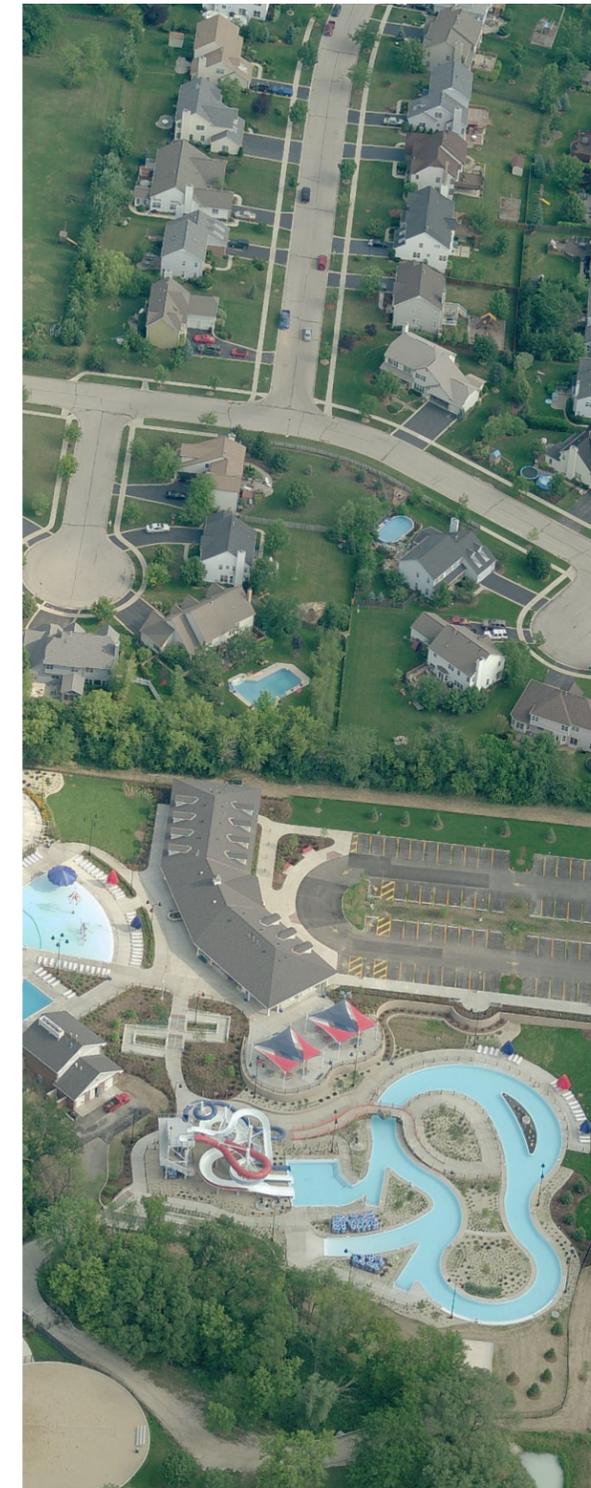
Residential Areas

Goal

Maintain the Village's image and desirability as a great place to live by preserving and enhancing the quality, character, safety and appeal of residential neighborhoods, developments and subdivisions, and providing diversity in its housing stock and unit types to meet the needs of residents in all cycles of life.

Objectives

- ▶ Promote residential development and redevelopment of a variety of housing and dwelling unit types and densities in accordance with the Land Use Plan.
 - ▶ Accommodate residential renovation and redevelopment through a consistent, expedient, flexible, and thorough permitting process.
 - ▶ Consistently administer and enforce residential development regulations, including compliance with setbacks, maximum height, lot coverage, stormwater, bulk, density, and other development regulations.
 - ▶ Consistently administer and enforce residential construction regulations, including construction hours, fencing, trash and debris, parking, and other construction related activities that can impact nearby properties.
 - ▶ Consider the development of Residential Design Guidelines to ensure that new residential construction (including infill and teardown construction) and additions are of an appropriate scale and character.
 - ▶ Preserve sound existing housing through regular, active code enforcement and preventative maintenance programs.
 - ▶ Explore the creation of a vacant building registration and inspection program to prevent foreclosed properties from having a detrimental impact on surrounding properties.
 - ▶ Protect residential areas from encroachment by incompatible land uses and the adverse impacts of adjacent non-residential activities through implementation of the Land Use Plan and the strict enforcement of buffering, landscaping, screening, and lighting requirements of adjacent non-residential properties.
- ▶ Discourage "cut through" commercial traffic in residential areas through signage, enforcement, traffic calming, and other measures.
 - ▶ Promote the economic importance, and support the provision of, a variety of housing types and choices within the Village including single-family, multi-family, senior housing and others including both owner-occupied and rental properties.
 - ▶ Encourage the development of energy-efficient homes and "green building practices."
 - ▶ Ensure that the extension of Village services and infrastructure improvements and expansion are fully paid for by new residential development.



Commercial, Retail and Office Areas

Goal

Develop aesthetically pleasing and functionally well-designed office, retail and commercial shopping areas that are market supportable, maintain a diversified tax base, and serve the needs of the Village's residents as well as the larger regional market.

Objectives

- ▶ Maintain a range of retail and service commercial uses throughout the Village.
- ▶ Ensure that new commercial development and redevelopment is designed in scale with, and complementary to, adjacent development.
- ▶ Ensure that all commercial development is effectively screened and buffered from adjacent residential uses.
- ▶ Support and encourage all retail, office, and service commercial activities to be organized by use and concentrated within or near areas of complementary uses.
- ▶ Where applicable, require the design of new commercial developments to incorporate public amenities such as parks, plazas, arcades, and connections to existing or proposed trails.
- ▶ Consider additional incentives such as sales tax rebates, TIF, SSA, and business district funds to initiate redevelopment of key opportunity sites.
- ▶ Initiate programs to encourage the improvement and rehabilitation of older commercial buildings and areas which are, or are becoming, functionally obsolete including improvements to façades, signage, streetscaping, landscaping, and parking areas.
- ▶ Implement a more systematic and proactive property maintenance and code enforcement process in commercial areas of the Village.
- ▶ Consider tools and techniques to combat commercial blight, such as a "White Elephant Ordinance", to enable the Village to effectively deal with large buildings and properties that become vacant when larger businesses leave.
- ▶ Encourage new development to utilize "green technology" and best management practices (BMPs) to reduce stormwater runoff and improve stormwater quality.
- ▶ Ensure adequate site landscaping in all commercial areas and implement a coordinated streetscape improvement program along the Village's major corridors to enhance the overall character and appearance of the corridor commercial areas.
- ▶ Continue to improve the land use pattern along the Village's existing commercial corridors to improve use, appearance, and cohesiveness of each corridor.
- ▶ Support and encourage a mix of commercial, retail, entertainment, and office uses within the Downtown area and work to establish the Downtown/TOD Area as the symbolic heart of the community and Village's primary pedestrian-oriented environment.
- ▶ Coordinate shared vehicle access with the intention of reducing curb cuts and promoting shared parking areas and internal cross-access within Downtown and along commercial corridors.
- ▶ Reserve the area surrounding the potential interchange of IL Route 53 and Peterson Road for commercial and other business uses.

Industrial Areas

Goal

Continue to support a diversified light industrial/business park/commercial service economic base that provides employment opportunities within the community.

Objectives

- ▶ Establish and maintain regular lines of communication with industrial property owners and businesses.
- ▶ Promote and encourage the improvement and rehabilitation of older industrial buildings and areas which are, or are becoming, functionally obsolete or undesirable including improvements to loading docks, access, building façades, signage, streetscaping, landscaping, and parking areas to accommodate more appropriate and market viable uses.
- ▶ Encourage the use of green technology and best management practices (BMPs) in the development and redevelopment of industrial uses and market the Village's industrial areas as centers of green technology and light industrial.
- ▶ Identify industrial properties that may be environmentally contaminated (brownfield sites) in order to assess the potential and prioritization for remediation, including seeking funding to assist with remediation efforts.
- ▶ Require all industrial development to meet specific applicable performance standards for noise, air, odor, and any other forms of environmental pollution.
- ▶ Ensure that designated industrial areas are prioritized for appropriate industrial and business uses, and prevent the encroachment of incompatible development and uses that may weaken the industrial/business functionality of these areas.
- ▶ Ensure that all uses are effectively screened from adjacent properties and public rights-of-way, through the use of landscaping, fencing, or a combination of the two.
- ▶ Install directory signage at entrances to industrial areas to direct traffic within the area and to promote the businesses to residents and motorists.
- ▶ Improve public utilities and road infrastructure within industrial areas to accommodate the state-of-the-art technological needs of the businesses and the physical and circulation needs of the truck traffic moving in and throughout the area.
- ▶ Work with existing industrial business owners that are currently located within the Downtown area to assist with their relocation into better-suited parcels within business park areas.
- ▶ Plan for new industrial/business park development and employment opportunities near the future intersection of IL Route 53 and Peterson Road.
- ▶ Utilize appropriate setbacks, screening, buffering, and site design to minimize the negative impacts of industrial uses on adjacent areas.

Parks, Open Space and the Environment

Goal

Protect and enhance parks, open space, and environmental features.

Objectives

- ▶ Work with the Park and Recreation District to support their efforts in acquiring new park sites, especially within growth areas and under-served areas of the Village, through land dedication.
- ▶ Work with the Parks and Recreation District to continue to plan for and construct an interconnected local multi-use trail system that connects to the larger regional trail system.
- ▶ Establish local ordinances, regulations and development standards to preserve and protect trees, water features, ecological systems and other environmental features throughout all areas of the Village.
- ▶ Require appropriate setbacks and buffering from creeks and floodways to minimize flooding issues and improve water quality.
- ▶ Promote the use of Best Management Practices (BMPs) and Smart Growth planning and construction techniques for new development and redevelopment sites.
- ▶ Encourage projects that pursue and obtain LEED (Leadership in Energy and Environmental Design) certification.
- ▶ Pursue the development of a larger, regional multi-use trail extension along the existing ComEd easement that runs through the eastern areas of the Village.
- ▶ Promote local “environmentally-friendly” programs for residents, including recycling, water conservation, the use of renewable resources, and the use of public transit.
- ▶ Adopt site lighting criteria to maintain safe light levels while avoiding off-site light spillage and night sky pollution.
- ▶ Create a Village of Mundelein “Green Awards” program that recognizes innovative green building projects and initiatives.
- ▶ Promote the addition of new public gathering spaces and plazas within the redevelopment of the Downtown.
- ▶ Work with the Parks and Recreation District to market and promote the Village’s trail system.
- ▶ Assist the Parks and Recreation District in identifying grants and securing alternative funding for parks, open space, trail segments, trail connections, and other recreation amenities for the community.
- ▶ Continue to work with the Parks and Recreation District to address the Village’s stormwater issues.
- ▶ Provide opportunities for increased public participation in environmental advocacy.
- ▶ Ensure adequate resources for the maintenance of Village-owned environmentally-sensitive lands.
- ▶ Working with the Parks and Recreation District, explore opportunities for improved environmental education throughout the community.
- ▶ Continue to actively monitor the outbreak of Asian Long-horned Beetle, Emerald Ash Borer and other harmful insects that threaten the Village’s trees and environmental features and take proactive measures to protect these important community amenities including planting and promoting a diverse array of tree and plant species.
- ▶ Encourage the use of aerator or other agitating pumps and machinery within all detention ponds in the Village to prevent the formation of algae and other pest and insect breeding environments.

Transportation and Circulation

Goal

Provide a well-balanced transportation system that is based upon a street hierarchy that allows for safe and efficient circulation within and through the community.

Objectives

- ▶ Work with IDOT to improve traffic flow, safety, and efficiency of state routes through the Village including supporting the intersection improvements and potential widening of these streets through the community as appropriate.
- ▶ Support Lake County and IDOT in their collaborating on the widening of IL Routes 60/83.
- ▶ Support the extension of IL Route 53.
- ▶ Realign the intersection of Diamond Lake Road, US Route 45, and Allanson Road.
- ▶ Deploy traffic calming measures as needed to address the issue of cut-through traffic within residential neighborhoods.
- ▶ Maximize on-street parking within the Downtown and TOD Area and explore opportunities for shared parking arrangements to minimize the amount of surface parking required to adequately accommodate the mix of uses.
- ▶ Examine parking available within the Downtown area and provide recommendations for improving surface parking, on-street parking, and/or promote potential public/private partnerships to construct a shared parking structure as a component of the TOD plan.
- ▶ Explore the feasibility of grade separated crossings for the rail line at key arterials, including IL Route 176, Allanson Road, and 60/83.
- ▶ Encourage the development of “Complete Streets” policy to safely accommodate all motorists, pedestrians, and bicyclists traveling along key corridors.
- ▶ Install and maintain “intelligent” traffic signals and systems along key corridors and routes to facilitate the efficient movement of vehicles within and through the Village and minimize the impact of peak traffic flows.
- ▶ Continue to budget for on-going maintenance and repairs of Village-owned streets.
- ▶ Work closely with existing business owners to consolidate curb cuts by providing cross-access between and shared access into businesses wherever possible.
- ▶ Eliminate unnecessary, redundant, obsolete, and dangerous curb cuts throughout all commercial areas to improve the safety and efficiency of vehicular movement.
- ▶ Establish a wayfinding signage system that directs motorists to key retail, office, industrial, and community facility destinations.
- ▶ Where appropriate, encourage new development/redevelopment to include connections and amenities for pedestrians, bicyclists and commuters.
- ▶ Ensure that levels of public transit service are maintained and enhanced throughout the Village, including the continued operation of the schedules of the Metra Station.
- ▶ Work with area employers and businesses to promote and implement traffic demand management and reduction techniques including the use of public transit, carpooling, walking and bicycling.
- ▶ Explore Pace’s Vanpool Incentive Program (VIP) including traditional vanpooling, employer shuttles, and Metra feeders as an economical, convenient, and environmentally-friendly alternative to driving.
- ▶ Work with Pace to monitor and revise as necessary the routes, schedules, and bus stop/shelter locations within the Village to better serve Mundelein residents.
- ▶ Support other agencies in creating the STAR Line and enhance future transit options for Village residents and area employees.

Pedestrian and Bicycle Mobility

Goal

Provide a safe and coordinated pedestrian/bicycle transportation network throughout the Village.

Objectives

- ▶ Improve pedestrian and bicycle circulation and safety throughout the Village with an emphasis on safer and more convenient routes for non-motorized traffic and enhanced pedestrian crosswalks at key intersections.
- ▶ Encourage the development of a “Complete Streets” policy to safely accommodate all motorists, pedestrians, and bicyclists traveling along key corridors.
- ▶ Expand the existing trail system to promote connectivity and alternative modes of transportation.
- ▶ Work towards extending the sidewalk system along main streets in older residential neighborhoods including the provision of adequate ADA ramps.
- ▶ Encourage all new development, especially within the growth areas, to include sidewalks, trails, and enhanced pedestrian crossings.
- ▶ Establish a pedestrian-scaled wayfinding system with Downtown and at key locations throughout the Village that directs people to key community facilities, retail and office destinations.
- ▶ As redevelopment occurs within the Downtown area, ensure that pedestrian amenities are included in new developments to support pedestrian activity.
- ▶ Continue to work towards the construction of a pedestrian rail crossing near the Metra station to improve commuter access.
- ▶ Establish and implement a Village-wide sidewalk improvement plan that identifies and prioritizes missing sidewalk linkages.
- ▶ Consolidate access points and curb cuts to improve walkability and pedestrian safety.
- ▶ Expand the Village’s network of trails and sidewalks to provide better connections between the Village’s residential neighborhoods, parks, schools, Downtown, and other commercial areas.
- ▶ Identify key pedestrian routes and budget for streetlight replacement and intersection improvements along those routes to include pedestrian-scaled lighting amenities and identify areas throughout the Village needing enhanced lighting for pedestrian safety.
- ▶ Budget for on-going maintenance and repair of sidewalks as part of the Village’s Capital Improvement Plan including the consideration of a cost-sharing program with private property owners.
- ▶ Maintain and expand the sidewalk network throughout the Village’s commercial districts and corridors ensuring sidewalks are located along both sides of all streets within these areas and ensure they connect to businesses and other destinations.
- ▶ Conduct and implement an on-street and off-street feasibility analysis and plan.
- ▶ Work with the Police Department and school districts to promote bicycle safety.

Economic Development

Goal

Improve and strengthen the Village’s diverse tax base through the attraction, retention and expansion of businesses in the Village.

Objectives

- ▶ Promote the addition of new office and retail development in the Village, particularly in the commercial corridors and the Downtown area.
- ▶ Work with property owners and real estate professionals to market and attract industrial businesses to business park areas.
- ▶ Seek opportunities for new employment growth through the retention and expansion of existing employers.
- ▶ Encourage the maximization of retail sales tax generating uses in all commercial corridors and centers.
- ▶ Establish marketing strategies to retain and attract businesses and developers.
- ▶ Support and promote the efforts of the Economic Development Commission and the Green Oaks, Libertyville, Mundelein, Vernon Hills (GLMV) Area Chamber of Commerce to market and promote local businesses.
- ▶ Continue the effective use of Tax Increment Finance (TIF) district funds to advance the goals of the TOD Plan and facilitate development and reinvestment in the Downtown.
- ▶ Promote the use of tax credit incentives and other grant programs to fund renovation and expansion.
- ▶ Identify resources for the maintenance of the Village’s physical facilities including buildings, properties, and infrastructure.
- ▶ Identify additional small business assistance programs to stabilize and improve conditions for existing businesses.
- ▶ Renovate or redevelop aging shopping centers and commercial areas in order to maximize their contribution to the Village’s tax base.
- ▶ Improve commercial building design and development controls by developing and utilizing Design and Development Guidelines and other tools.
- ▶ Accommodate renovation and redevelopment through an expedient and flexible, yet thorough permitting process.
- ▶ Coordinate with the Mundelein Economic Development Commission, Mundelein Community Connection, and the GLMV Area Chamber of Commerce to organize a task force whose mission is to identify opportunities to reduce the cost of doing business in the Village in order to enhance the Village’s competitiveness.
- ▶ Work cooperatively with the Economic Development Commission, Mundelein Community Connection to help promote, coordinate, and undertake downtown focused economic development initiatives.
- ▶ Promote the Village’s commercial corridors and Downtown through joint marketing efforts, community events, and district identification signage.
- ▶ Develop and implement a strategic marketing and recruitment plan for targeted businesses and store types.
- ▶ Coordinate planning and economic development activities in a manner which provides regular opportunities for contact between business and development interests within the Village.
- ▶ Seek an appropriate mix of commercial retail, commercial service, office and industrial uses throughout the Village
- ▶ Maximize retail sales tax-generating uses, where appropriate, by concentrating retailers in Downtown and the Village’s commercial corridors.
- ▶ Seek opportunities for new employment growth through the retention and expansion of existing employers.
- ▶ Ensure that new development pays its fair share of public facilities and service costs, which are attributable to the demand for additional facilities or services as a result of new development.

Community Facilities and Village Services

Goal

Continue to provide high-quality and efficient community facilities and Village services to provide for the day to day needs of residents and businesses and create a safe and well-organized support system allowing both neighborhoods and businesses to thrive.

Objectives

- ▶ Ensure adequate levels of fire and police protection throughout the Village and work with these departments to ensure that emergency vehicles can effectively serve both sides of the Canadian-National rail line, exploring potential new station locations if necessary in the future.
- ▶ Coordinate annexations and development plans with community service and facility providers to ensure adequate levels of community services in Mundelein's growth area and the rest of the Village.
- ▶ Maintain adequate sites for Village facilities; constructing, renovating, and relocating facilities when necessary.
- ▶ Explore constructing a new Village Hall as a component of the larger downtown redevelopment.
- ▶ Continue to work with and support the Park and Recreation District in their provision of parks, open space, and recreational programs. As new growth occurs, the Village should work with the District to identify if new parks are desired within future developments.
- ▶ Support the continual operation of a Post Office downtown, at its current location or a new facility as a component of the larger downtown redevelopment.
- ▶ Improve and expand specialized facilities and services for senior citizens and youths.
- ▶ Work with the Fort Hill Heritage Museum to support their efforts in communicating the history of the Village.
- ▶ Continue to support and encourage residents, businesses, organizations, and groups that enrich the arts and culture of the community.
- ▶ Work with the school districts to review the existing parking facilities, buildings, drop-off/pick-up areas, and bus parking, including ingress and egress to ensure they are adequate and if not, identify opportunities for improvement.
- ▶ Work with the school districts to ensure proper buffering surrounding school facilities and provide safe and adequate access to all school sites.
- ▶ Work with others to seek appropriate locations for specialized facilities and services for senior citizens, youth and disadvantaged populations.
- ▶ Coordinate and cooperate with other public agencies to maintain adequate and appropriate sites and facilities for the provision of public services.
- ▶ Continue to conduct a comprehensive life cycle assessment for Village buildings, equipment, vehicles, facilities, and properties and develop/revise a multi-year maintenance plan and on-going maintenance program.
- ▶ Identify funding sources such as grants to pay for the construction of new Village facilities.
- ▶ Consider pursuing LEED, or similar, certification for new or renovated Village facilities.
- ▶ Increase efforts to identify alternative sources of funds such as grants to fund a wide range of public projects including, but not limited to Village facilities, parks and recreation enhancements, transportation improvements, economic development related projects, and social services.
- ▶ Using various design and signage tools, reinforce community landmarks as important focal points and resources for the community.
- ▶ Provide reliable infrastructure to the residents and businesses within the community including electricity (power and substation locations), water supply and distribution, sanitary sewers, and telecommunications.
- ▶ Review Village service levels to determine appropriate staffing levels and/or consultant/contractor support for all Village departments.
- ▶ Improve customer service levels at all points of contact with residents and provide regular training to ensure that a consistent message is delivered regarding Village policies.
- ▶ Continue to regularly update and publish information through the Village's multiple news platforms including its web site, Facebook, YouTube, Twitter, RSS feeds and meeting podcasts.



4 Land Use Plan

Village of Mundelein | Comprehensive Plan

4 Land Use Plan

The Land Use Plan is based on several factors and influences, including the Vision, Goals and Objectives identified for the Mundelein community; market and demographic analysis; and an assessment of existing conditions including the established developed areas and infrastructure of the Village and its planning jurisdiction. The Plan provides a general assessment of land potential and recommendations for what types of land uses will best meet the needs of the community in the long-term.

The Land Use Plan builds upon the existing land use pattern in the Village and its larger planning area. In general, the plan strives to promote a compatible land use pattern that prevents the premature conversion of agricultural land and open space, while focusing upon infill and redevelopment opportunities. The Plan also emphasizes the protection of residential neighborhoods, the provision of community facilities, and the preservation and enhancement of desirable environmental features such as streams, lakes, wooded areas, and wetlands.

A goal of the Land Use Plan is to assist Village staff, residents, businesses, and elected and appointed officials in making future land use and development related policy decisions. While the Land Use Plan is specific enough to provide guidance on land use decisions, it is also flexible enough to allow for individual negotiations and the consideration of creative approaches to land development that are consistent with the overall policies and guidelines included in the Comprehensive Plan.

The Land Use Plan is broken into three different sections – Residential Areas Plan; Commercial Areas Plan; and Industrial Areas Plan. In addition, three key areas of the Village and its future growth areas are further explored in *Section 11 Subarea Plans*. Subsequent sections of the Plan will address land uses related to community facilities, parks and open space, and specific sub-areas of the community. In total, nine (9) distinct land use classifications have been established, including:

- ▶ Single-Family Detached
- ▶ Single-Family Attached
- ▶ Multi-Family
- ▶ Neighborhood Commercial
- ▶ General Commercial
- ▶ Mixed-Use Lakefront
- ▶ Mixed-Use Downtown
- ▶ Light Industrial/Business Park
- ▶ Public/Semi-Public

Residential

Four types of residential land uses are classified on the Land Use Plan: Single-Family Detached, Single-Family Attached, Multi-Family, and Mixed-Use.

Single-Family Detached

Areas designated exclusively or primarily for single-family detached residential structures. These areas may range in approximate densities from 2 or 3 units per acre up to 7 units per acre. Some single-family residential areas may contain small amounts of duplexes or other single-family attached dwelling, but single-family detached dwellings dominate and characterize these areas of the Village.

Single-Family Attached

Areas designated for single-family attached residential development include duplexes, townhomes, and rowhouses. These dwelling types provide direct access to each unit and generally lack common interior spaces such as lobbies or shared hallways. Densities for single-family attached residential development generally range from 7-12 dwelling units per acre.

Multi-Family Residential

Areas designated for multi-family residential consist primarily of apartments and condominiums. The majority of multi-family residential areas in the Land Use Plan reflect existing developments and infill opportunity sites in primarily developed areas of the Village. Only a few areas designated for multi-family exist within the designated growth areas. Multi-family residential development can typically range on the low end from 7-12 units per acre, but can often include development of even higher densities. Area designated for multi-family residential development can easily accommodate a variety of dwelling types, including senior and affordable housing.

Mixed-Use (Lakefront and Downtown)

Two distinct areas are designated for mixed-use residential: Mixed-Use Lakefront (the area adjacent to Diamond Lake) and Mixed-Use Downtown (the Downtown/TOD Area). Residential units in these areas should generally be located on the upper floors of buildings above ground floor commercial uses. There may be occasions where stand alone multi-family or single-family attached residential may be appropriate in these areas, provided they are complementary to the overall pedestrian-oriented, mixed-use character of the area. These mixed-use areas are also identified as commercial land use designations.

Commercial

Successful commercial and retail areas are important to the Village to provide property tax and sales tax revenue, while providing shopping, dining, service, office, and recreation opportunities for residents. The Land Use Plan designates four types of commercial land uses: Neighborhood Commercial; General Commercial; Mixed-Use Lakefront; and Mixed-Use Downtown.

Neighborhood Commercial

Areas designated as neighborhood commercial are intended for smaller-scale retail and services commercial areas geared toward providing for the daily shopping, service, and convenience needs of surrounding neighborhoods. Uses in the neighborhood commercial areas should be of a scale and intensity to be considered generally compatible with adjacent and nearby residential uses.

General Commercial

Areas designated as general commercial are intended to accommodate larger commercial shopping centers and developments that serve a more regional function, drawing on a customer base that extends beyond the Village limits. These areas often have a mix of “big box” stores, national retailers, and a “critical mass” of multiple stores and large shared parking areas. Areas designated for general commercial are typically located in larger consolidated areas along major traffic corridors and intersections. Commercial service uses can also have an appropriate place in General Commercial areas, but must be compatible with adjacent and nearby retail and commercial shopping areas and be located as to not occupy prime retail locations

Mixed-Use Downtown/Lakefront

Areas designated as mixed-use in the Downtown/TOD area or along Diamond Lake lakefront should primarily consist of commercial/retail uses on the ground floor with residential and/or office uses located on the upper floors. The primary objective is to provide an appropriate mix of uses by locating retail and restaurant uses on the ground floor to create a more interesting and engaging pedestrian experience, while accommodating office and personal service uses on upper floors. These areas should be characterized by uses and development patterns that provide a vibrant, safe, attractive, and “walkable” pedestrian environment.

Industrial

Having industrial/business park/employment uses in a community is a tremendous asset. As a distinct land use, these areas can provide significant employment opportunities, tax revenue generation, and if developed correctly, can help establish a positive community image. Gone are the days when “industrial” automatically conjured images of smoke belching factories. Instead, industrial and business park areas are increasingly populated with research and office uses, light assembly and “tech” industries, and distribution and storage businesses. Although they typically require larger land areas, convenient transportation system access, and separation from residential areas, industrial/business park uses play a strong role in the Village.

Light Industrial/Business Park

Areas designated for light industrial/business park are intended to accommodate a variety of uses ranging from light assembly, storage and distribution, low intensity fabrication operations, research and “tech” industry applications, intense commercial service uses, and more. These areas are also intended to provide for business park/office park uses, which could include “stand alone” office buildings and complexes or several buildings incorporated into a “campus like” setting. These areas are generally located along or near arterial roadways and exist primarily in the southeast areas of the Village, with new areas designated near the future intersection of IL Route 53 and Peterson Road.

Parks and Open Space

Parks, open space and environmental features contribute significantly to the community’s overall quality of life and character. The Parks, Open Space, and Recreation designation in the Land Use Plan includes parks, golf courses, and other natural areas and open spaces. These areas along with environmental features (including information regarding watersheds, wetlands, streams and water features) and sustainability policy recommendations are identified and presented in more detail in Section 7: Parks, Open Space, and Sustainability Plan. These land use areas and features will require coordinated planning and cooperation with the Mundelein Park and Recreation District (MPRD), which is currently developing an updated master plan.

Public/Semi-Public/Utilities

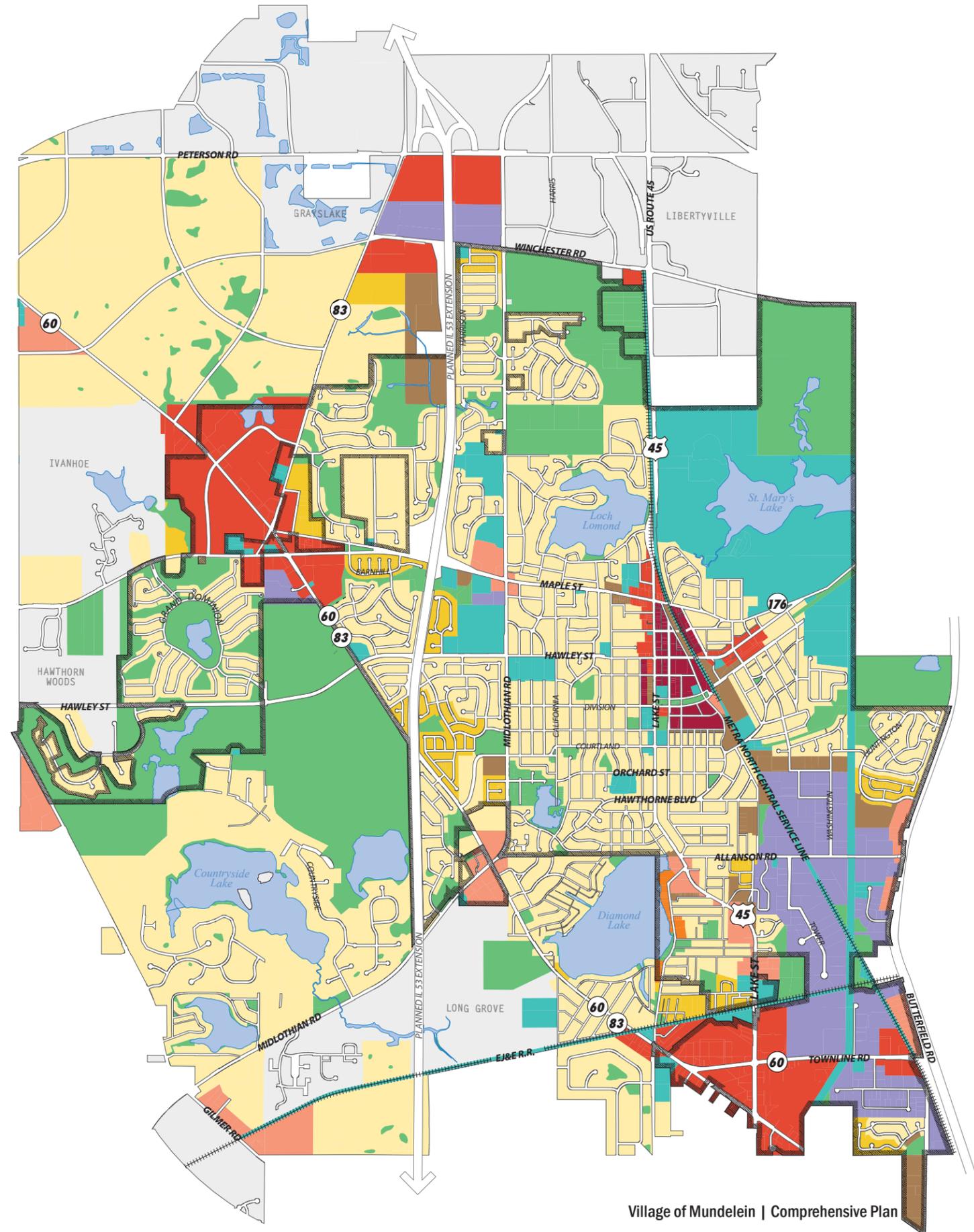
This land use designation includes a variety of uses that are typically classified as public or semi-public and include municipal facilities, other government facilities, schools, religious institutions, and more. These uses provide essential facilities and services to the community and are scattered throughout the Village. Many public and semi-public uses are compatible with residential areas, but some are more intense (like public works yards) and may require location within or adjacent to commercial or industrial areas. These uses are generally shown on the Land Use Plan but are presented in more detail in Section 8: Community Facilities Plan.

Land Use Legend

- | | |
|---|--|
|  Single-Family |  Mixed-Use Downtown |
|  Single-Family Attached |  Light Industrial/Business Park |
|  Multi-Family |  Public/Semi-Public/Utilities |
|  Neighborhood Commercial |  Parks, Open Space & Recreation |
|  General Commercial |  Current Village Limits |
|  Mixed-Use Lakefront | |



0 1/2 mi 1 mi.





5 Residential Areas Plan

Village of Mundelein | Comprehensive Plan

5 Residential Areas Plan

The Residential Areas Plan builds upon the existing residential pattern of the community. An overall objective of the Plan is to provide a range of quality housing types that serve residents in all stages of life. Mundelein's residential areas are composed of primarily single-family detached homes, but also include a variety of single-family attached and multi-family residential developments. The Residential Areas Plan strives to support existing residential neighborhoods while providing new housing options within the community.

Residential Land Use Policies

The Residential Land Use Policies focus on enhancing the Village's overall residential character by improving existing residential areas and promoting new high-quality residential development in appropriate locations. The following policies will assist the Village in future decision making regarding residential land use throughout the Village:

- ▶ Preserve the character of the single-family residential neighborhoods of the Village.
- ▶ Locate new multi-family residential developments in appropriate locations within the Village, including mixed-use and transitional areas.
- ▶ Seek opportunities to provide senior housing in appropriate locations that provide proximity and easy access to daily goods and services.
- ▶ Consider the potential impact of new residential development on the schools and municipal services.
- ▶ Work with the Park and Recreation District to ensure that new neighborhood parks are part of large residential developments in the growth areas.
- ▶ Ensure that an interconnected sidewalk and multi-use trail system is provided in new residential development in the growth areas.
- ▶ New residential developments should be designed to appropriately incorporate existing high-quality/valued environmental areas and features.
- ▶ Promote mixed-use developments, including multi-family units, in the Downtown/TOD area and in the mixed-use area adjacent to Diamond Lake.
- ▶ Employ traffic calming measures to discourage "cut-through" traffic in residential neighborhoods as necessary.
- ▶ Enforce property maintenance codes for residential properties.
- ▶ Ensure residential areas are adequately screened/buffered from adjacent non-residential uses and activity.

Single-Family

Single-Family Detached Residential

An important objective of the Plan is to continue to protect and enhance the Village's single-family residential neighborhoods. Future development should be respectful and sensitive to the existing homes while allowing reinvestment in the form of rehabilitation, additions, and new construction in existing neighborhoods. Wherever possible, single-family neighborhoods should be buffered and protected from adjacent incompatible uses.

In some existing residential neighborhoods designated by the Plan as single-family detached residential, there exist some townhomes and/or duplexes scattered among the areas primarily characterized by single-family detached homes. In these areas, the overall single-family character justifies the Plan's designation. Although the attached residential dwellings can continue to be an appropriate component of the neighborhood, the infiltration of non-single-family detached dwellings into the area should be halted.

Single-family residential densities vary from a range of 2-3 dwelling units per acre on the low side to 7 units per acre on the high side. These density ranges are not exact and exceptions can occur with particular lots; however, these density ranges provide a sound characterization for the types of lot sizes anticipated throughout the Village and its growth areas. The residential densities are generally consistent with the established densities of developed areas; however, there is a desire for lot sizes to increase over time in the small lot area east of Diamond Lake as reinvestment occurs in the area.

Single-Family Attached Residential

This land use consists of townhomes, rowhouses, and duplexes. The Land Use Plan supports existing and approved townhome and duplex developments already established in the Village. These uses are typically used as a transition between lower density single-family detached residential areas and more intense land use areas such as commercial, industrial, multi-family residential, or as a buffer along the frontage of major traffic corridors.



Existing single-family residential development within the Village of Mundelein, including single-family detached (top), single-family attached townhomes (middle), and, single-family attached rowhouses (bottom)



Smaller, "neighborhood-scale" traffic circles and chicanes are two examples of traffic calming measures that can be used by the Village to discourage non-local traffic



Multi-Family

Although the Plan designates the majority of residential uses in the Village as single-family, the Plan also recognizes the importance of providing multi-family developments in key locations. Multi-family residential typically includes condominium and apartments uses, but can contain components of townhomes, duplexes, and rowhouses. Multi-family developments are often designated for “transitional” areas that may serve to buffer single-family residential areas from non-residential uses such as proposed commercial areas or areas generally fronting arterial streets. Although it is preferable for residential uses in mixed-use areas to be located on the upper floors of buildings above commercial ground floor uses, “stand alone” multi-family development can also be appropriate in designated mixed-use areas (Downtown and Diamond Lake), provided the residential development is not located on a prime commercial/retail location and the design of the residential development is consistent with and contributes to the overall mixed-use character and function of the area. Multi-family residential development in the Downtown/TOD Area continues to be important, but will likely be of a smaller scale and less dense than presented in the Village’s 2004 TOD Plan. The Village should work to ensure that multi-family residential areas in the Village are well-maintained and attractive, reflective of the Village’s overall desired character.

Mixed-Use Lakefront

Areas designated as mixed-use lakefront are located in the area adjacent and nearby Diamond Lake. Mixed-use in this area consists of buildings with commercial/retail uses on the ground floor and residential uses on the upper floors.

Mixed-Use Downtown

The Residential Areas Plan builds upon the recommendations of the Village’s TOD Plan by designating mixed-use in the Downtown/TOD area. Mixed-use developments are important to downtown as they maintain an active retail/commercial oriented street presence while also providing residential and or office uses in an area that depends on local daytime, evening, and weekend populations. Mixed-use developments are also a hallmark of transit-oriented development (TOD), as they provide a variety of uses within a relatively compact and “walkable” area.

Senior Housing

Senior Housing is an essential component of the Village’s residential offerings and should be appropriately accommodated in select locations. The notion of “aging in place” is important, as it allows residents to remain in the Village as they progress through the different stages of life. Although the Residential Areas Plan does not call out specific locations for senior housing, the Plan does recognize the importance of developing additional senior housing within the community to accommodate the Village’s existing and future senior population. In general, senior housing can be in the form of single-family detached, attached, or multi-family dwellings. As locations are considered for accommodating senior housing development, preference should be given to proximity of transit, goods, and services. The ability to walk to restaurants, shops, transit, entertainment, and services is often important to seniors as it reduces their dependence on the automobile for daily needs. Given issues of proximity, areas within or near the Downtown/TOD Area should be considered ideal for senior housing. The Del Webb community along IL Route 176 provides a significant number of senior housing options in the community and is designated on the Residential Areas Plan as senior housing.

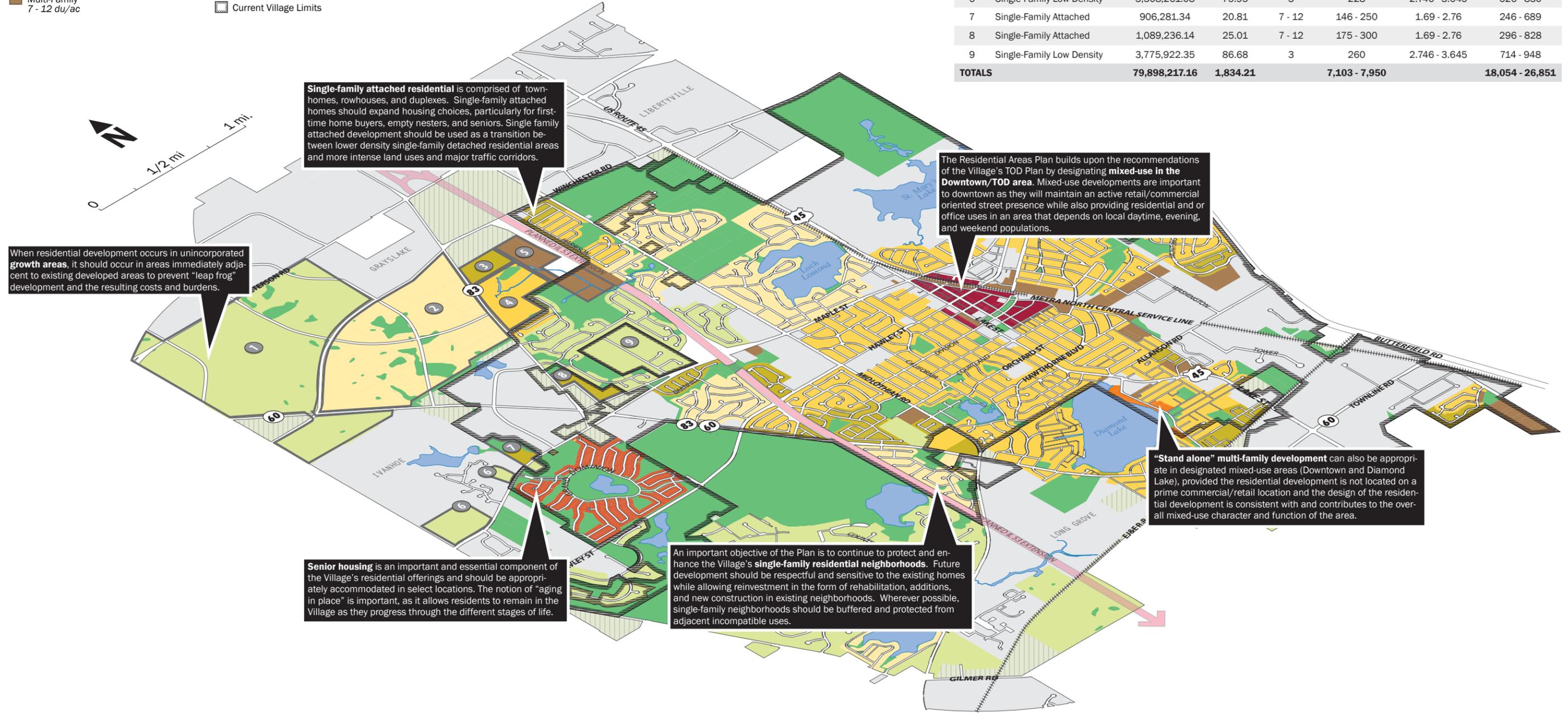
Growth Area Residential

Substantial residential development in the unincorporated growth areas should be discouraged until vacant and/or underutilized residential properties are developed within the Village’s existing boundary. When residential development does occur in the unincorporated growth areas, it should occur in areas immediately adjacent to existing developed areas so as to prevent “leap frog” development and the resulting costs and burdens of unnecessarily extending infrastructure systems in an unwise manner.

In general, the dominant land use in the growth area should be single-family detached residential. The development pattern of the growth area represented in the Residential Areas Plan is to locate new residential areas adjacent to existing residential areas of similar density and then to lower residential densities as distance from the Village increases. This approach ensures compatibility of adjacent use areas and provides some additional areas of larger lot residential over time. Single-family attached and multi-family residential land use may also be appropriate in the growth areas, but should be approved appropriately as a transition between single-family detached areas and more intense uses and activity areas.

Residential Land Use (with approximate maximum densities)

- Low Density Single-Family Detached
3 du/ac
- Medium Density Single-Family Detached
4 du/ac
- High Density Single-Family Detached
7 du/ac
- Single-Family Attached
7 - 12 du/ac
- Multi-Family
7 - 12 du/ac
- Senior Housing
7 du/ac
- Mixed-Use Lakefront
7 - 12 du/ac
- Mixed-Use Downtown
7 - 12 du/ac
- Parks, Open Space & Recreation
- Growth Areas
- Current Village Limits



When residential development occurs in unincorporated **growth areas**, it should occur in areas immediately adjacent to existing developed areas to prevent "leap frog" development and the resulting costs and burdens.

Single-family attached residential is comprised of townhomes, rowhouses, and duplexes. Single-family attached homes should expand housing choices, particularly for first-time home buyers, empty nesters, and seniors. Single family attached development should be used as a transition between lower density single-family detached residential areas and more intense land uses and major traffic corridors.

The Residential Areas Plan builds upon the recommendations of the Village's TOD Plan by designating **mixed-use in the Downtown/TOD area**. Mixed-use developments are important to downtown as they will maintain an active retail/commercial oriented street presence while also providing residential and or office uses in an area that depends on local daytime, evening, and weekend populations.

"Stand alone" multi-family development can also be appropriate in designated mixed-use areas (Downtown and Diamond Lake), provided the residential development is not located on a prime commercial/retail location and the design of the residential development is consistent with and contributes to the overall mixed-use character and function of the area.

Senior housing is an important and essential component of the Village's residential offerings and should be appropriately accommodated in select locations. The notion of "aging in place" is important, as it allows residents to remain in the Village as they progress through the different stages of life.

An important objective of the Plan is to continue to protect and enhance the Village's **single-family residential neighborhoods**. Future development should be respectful and sensitive to the existing homes while allowing reinvestment in the form of rehabilitation, additions, and new construction in existing neighborhoods. Wherever possible, single-family neighborhoods should be buffered and protected from adjacent incompatible uses.

Area	Type	Newly Developed Land		Dwelling Units per Acre	Total Dwelling Units Addition	Estimated Unit Population	Potential New Population
		Square Feet	Acres	Range	Range	Range	Low Range
1	Single-Family Low Density	36,069,722.90	828.05	3	2,484	2,746 - 3,645	6,821 - 9,055
2	Single-Family Medium Density	25,759,641.72	591.36	4	2,365	2,746 - 3,645	6,495 - 8,622
3	Single-Family Attached	1,144,258.44	26.27	7 - 12	184 - 315	1,69 - 2,76	311 - 870
4	Single-Family High Density	3,603,298.59	82.72	7	579	2,746 - 3,645	1,590 - 2,111
5	Multi-Family	4,241,594.60	97.37	7 - 12	682 - 1,168	1,4 - 2,48	954 - 2,898
6	Single-Family Low Density	3,308,261.08	75.95	3	228	2,746 - 3,645	626 - 830
7	Single-Family Attached	906,281.34	20.81	7 - 12	146 - 250	1,69 - 2,76	246 - 689
8	Single-Family Attached	1,089,236.14	25.01	7 - 12	175 - 300	1,69 - 2,76	296 - 828
9	Single-Family Low Density	3,775,922.35	86.68	3	260	2,746 - 3,645	714 - 948
TOTALS		79,898,217.16	1,834.21		7,103 - 7,950		18,054 - 26,851



6 Business Areas Plan

Village of Mundelein | Comprehensive Plan

6 Business Areas Plan

The Business Areas Plan provides guidance for the many different commercial areas throughout the Village. The Plan strives to designate the appropriate commercial types and activity levels in select locations to provide a range of commercial goods and services to Village residents and surrounding areas, improve the overall character of the Village and its commercial areas, and strengthen the Village's tax base.

Commercial Areas Plan and Policies

A wide range of commercial uses exist in the Village, providing a variety of goods and services, and contributing significantly to the overall character, image and appearance of the Village. In general, some commercial areas are newer, well maintained, well occupied, provide a desirable mix of uses, and are generally considered attractive. Other commercial areas and shopping centers are older/dated, suffer from deferred maintenance and obsolescence, and suffer from a less desirable mix of uses and higher vacancy rates.

An overall goal of the Comprehensive Plan is to improve the appearance and function of the existing commercial areas and attract new commercial development to underperforming infill sites as well as new development areas in the future. These areas are high-profile properties that attract visitors to the area, and therefore, play a significant role in defining the image of the community. Each new commercial development should be considered an opportunity to incrementally improve the appearance and character of the community by ensuring that new development uses quality building materials and provides attractive architecture as viewed from all sides, is well-landscaped and incorporates appropriate pedestrian amenities, and provides an overall high-quality design and appearance.

Commercial land uses are important within the community because they provide a vital economic resource for the Village and provide essential goods and services for residents and visitors. Commercial uses are key to the Village's tax base and represent the largest percentage of the Village's revenue.

The Land Use Plan designates four commercial land use categories: General Commercial, Neighborhood Commercial, Mixed-Use Downtown, and Mixed-Use Lakefront. The following policies will assist the Village in future decision making regarding commercial land use areas throughout the Village:

- ▶ Promote the appropriate mix and intensity of commercial uses in the various districts throughout the Village.
- ▶ Strengthen the role, function, and "uniqueness" of each commercial district to maximize its competitive edge and market viability.
- ▶ Utilize a commercial "node" approach to locating commercial uses in the Village, rather than simply establish linear commercial development along the major corridors.
- ▶ Connect commercial areas with adequate linkages, transit and circulation, and provide sufficient and conveniently located parking.
- ▶ Work with existing property owners and businesses to improve the appearance of their façades and sites.
- ▶ Strive to create safe and attractive pedestrian environments on all commercial sites.
- ▶ Design mixed-use commercial developments in the Downtown/TOD Area and in the Diamond Lake mixed-use area.
- ▶ Include landscaped islands, trees, and perimeter landscaping and screening in all commercial parking areas.
- ▶ Require commercial uses adjacent to and near Diamond Lake to incorporate views of the lake into their design wherever possible.
- ▶ Encourage cross-access and shared parking areas between commercial uses.
- ▶ Buffer and screen commercial uses from adjacent residential areas.
- ▶ Encourage larger commercial developments to incorporate "green building" techniques and best management practices.



New commercial redevelopment on underperforming sites serves to broaden the Village's tax base, provide shopping opportunities for residents, and improve the appearance and image of the community. As such, national "templates" of chain stores should be discouraged and new uses should be attractive and high-quality.



General Commercial

Areas designated as general commercial are intended to accommodate larger commercial shopping centers and developments that serve a more regional function, drawing on a customer base that extends beyond the Village limits. As a result, these commercial/retail areas need to be located on major streets with good visibility. The Land Use Plan designates three primary nodes for these larger commercial development areas: (1) the area near Townline Road and IL 60/83; (2) the area near the intersection of Maple Avenue and IL 60/83; and (3) the area near the future intersection of IL 53 and Peterson Road.

The general, commercial areas near Townline Road and IL 60/83 are in most need of improvement. The development in this area lacks coordination and is in need of significant improvement and/or redevelopment. This area is examined in greater detail in the subareas section of the Comprehensive Plan (Section 11: Subarea Plans - South Side Commercial Subarea).

The area near Maple Avenue and IL 60/83, which includes Mundelein Crossings, is representative of more attractive commercial/retail development area. Significant opportunities exist in the areas immediately surrounding the shopping center for expansion of commercial development. As the surrounding commercial areas develop, coordination with the existing shopping center is essential. Circulation, design cues, complimentary uses, and more should be considered. The Plan designates this area for additional commercial/retail development and recognizes the potential for a larger regional shopping destination at this location. Adjacent areas to the north of Mundelein Crossings are also designated as "Maintain Flexibility", as there are different land uses and development types that could be considered appropriate and complimentary to surrounding development, including office, business campus, commercial service, multi-family or attached single-family residential. The importance should be placed on compatible, coordinated, high-quality development.

The area near the future intersection of IL Route 53 and Peterson Road is ideally suited for a large scale commercial/retail development. At this location, access and visibility is ideal for a more regional commercial draw. The proposed interchange at this location ensures a significant amount of traffic which would significantly benefit a large commercial development. As this area develops, it must be maximized as a revenue generating development opportunity. It is also important to recognize the importance of establishing a development at this location that serves as an attractive gateway into the Village and represents the desired quality and character.

Although the primary purpose of the General Commercial areas is to provide for larger retail shopping uses and destinations, commercial service uses can also have an appropriate place in this land use designation. Commercial services uses within the General Commercial areas must be compatible with adjacent and nearby retail and commercial shopping areas and be located as to not occupy prime retail locations, particularly those sites with prime visibility and frontage along major roadways and intersections. Any outdoor activity or outdoor storage associated with commercial service uses must be appropriately screened and buffered, so as to provide an attractive site and to mitigate any negative impact on surrounding uses. More intense, and less customer-oriented, commercial service uses should be located in more compatible areas such as those designated for light industrial.

Neighborhood Commercial

Neighborhood commercial areas are intended for smaller-scale retail and services commercial areas geared for providing the daily shopping, service, and convenience needs of surrounding neighborhoods. Grocery stores, gasoline service stations, pharmacies, personal and financial services, smaller office uses, convenience and specialty retailers, and more are appropriate.

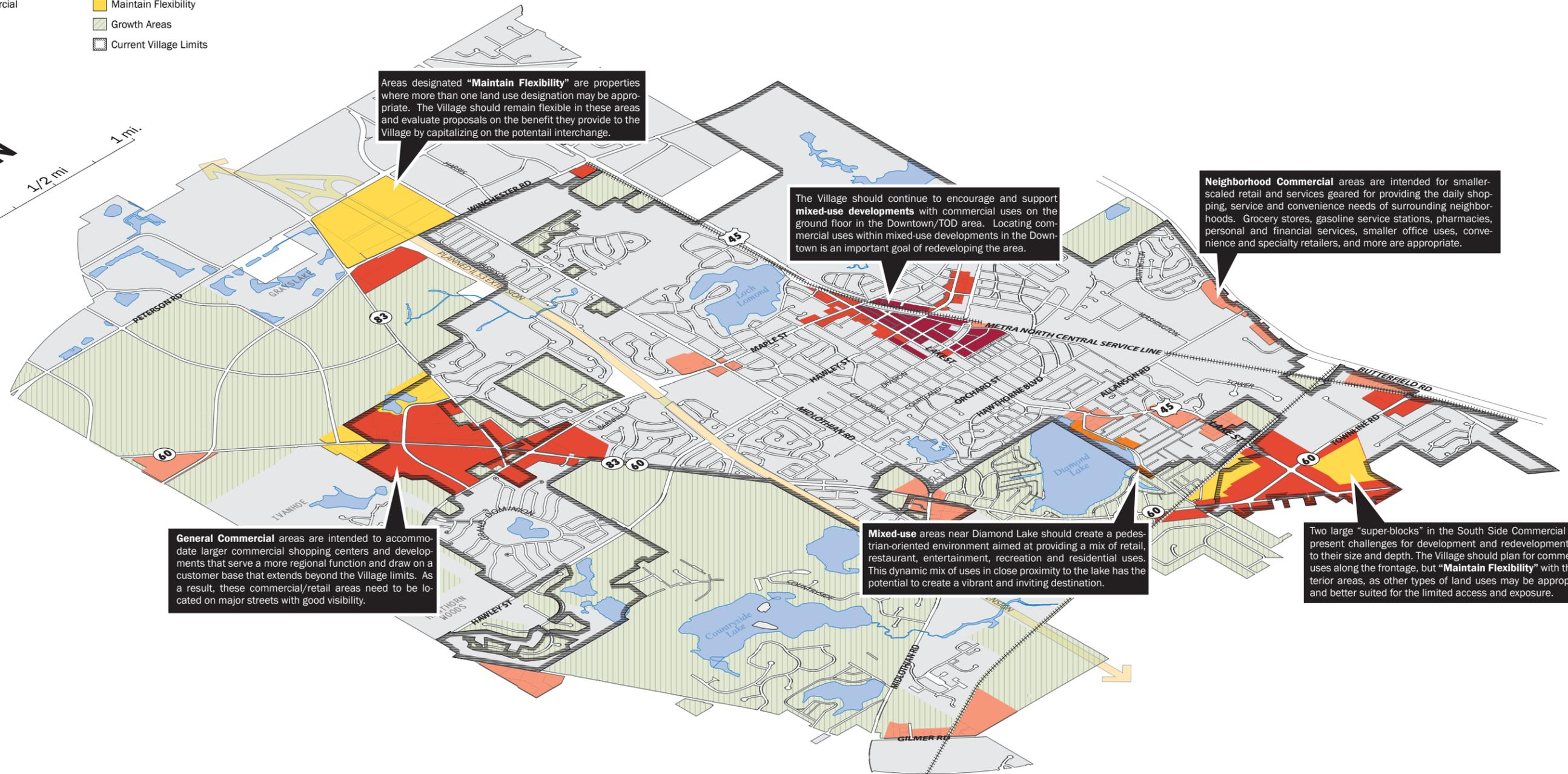
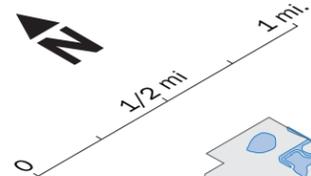
Neighborhood commercial uses should be located along major corridors and at key intersections, along the edges of residential neighborhoods. Many neighborhood commercial properties, especially those fronting US Route 45 are relatively shallow and present challenges for redevelopment. Because many of the properties are adjacent to residential areas, buffering, screening, and setbacks should be used to protect adjacent residential neighborhoods. Hours of operation and intensity of use may also become an important issue in some neighborhood commercial areas.

Commercial service uses can also have an appropriate place in this land use designation by providing necessary services for nearby residents. Commercial services uses within the Neighborhood Commercial areas must be compatible with adjacent and nearby residential areas and be located as to not occupy prime retail locations. Any outdoor activity of outdoor storage associated with commercial service uses must be appropriately screened and buffered, so as to provide an attractive site and to mitigate any negative impact on surrounding uses.

Adjacent smaller commercial properties should be considered for consolidation and redevelopment, given the appropriate opportunity. Shared parking, unified/coordinated ingress and egress, and internal cross-access of adjacent properties is recommended.

Commercial Land Use

- Neighborhood Commercial
- General Commercial
- Mixed-Use Lakefront
- Mixed-Use Downtown
- Maintain Flexibility
- Growth Areas
- Current Village Limits



Areas designated “**Maintain Flexibility**” are properties where more than one land use designation may be appropriate. The Village should remain flexible in these areas and evaluate proposals on the benefit they provide to the Village by capitalizing on the potential interchange.

The Village should continue to encourage and support **mixed-use developments** with commercial uses on the ground floor in the Downtown/TOD area. Locating commercial uses within mixed-use developments in the Downtown is an important goal of redeveloping the area.

Neighborhood Commercial areas are intended for smaller-scaled retail and services geared for providing the daily shopping, service and convenience needs of surrounding neighborhoods. Grocery stores, gasoline service stations, pharmacies, personal and financial services, smaller office uses, convenience and specialty retailers, and more are appropriate.

General Commercial areas are intended to accommodate larger commercial shopping centers and developments that serve a more regional function and draw on a customer base that extends beyond the Village limits. As a result, these commercial/retail areas need to be located on major streets with good visibility.

Mixed-use areas near Diamond Lake should create a pedestrian-oriented environment aimed at providing a mix of retail, restaurant, entertainment, recreation and residential uses. This dynamic mix of uses in close proximity to the lake has the potential to create a vibrant and inviting destination.

Two large “super-blocks” in the South Side Commercial Area present challenges for development and redevelopment due to their size and depth. The Village should plan for commercial uses along the frontage, but “**Maintain Flexibility**” with the interior areas, as other types of land uses may be appropriate and better suited for the limited access and exposure.



Mixed-Use Downtown Commercial

The Village should continue to encourage and support mixed-use developments with commercial uses on the ground floor in the Downtown/TOD area. Locating commercial uses within mixed-use developments in the Downtown/TOD area is an important goal of redeveloping the area. Mixed-use developments in the Downtown area should be located at, or near, the front property lines fronting the street to create a “street wall” that encourages walkability, helps to establish a safe and attractive pedestrian environment. More detailed recommendations for commercial components of mixed-use developments are provided in the Downtown Subarea Plan (Section 11: Subarea Plans).

Mixed-Use Lakefront Commercial

The area adjacent to and near the east side of Diamond Lake is designated for mixed-use. Similar to certain priorities established for the Downtown, the mixed-use area near Diamond Lake should create a pedestrian-oriented environment aimed at providing a mix of retail, restaurant, entertainment, recreation, and residential uses. This dynamic mix of uses in close proximity to the lake has the potential to create a vibrant and inviting destination. Building orientation in the area should have a strong lake orientation and the establishment of outdoor dining and other outdoor activities should be strongly encouraged. New development should be mindful of views to the lake and key views and lines of sight should be maintained and factored as an important design consideration. More detailed recommendations for the Diamond Lake mixed-use area is provided in Section 11: Subarea Plans.

Maintain Flexibility

This land use designation is recommended for properties that may be appropriate for more than one land use. For these areas, the Village should remain flexible with regard to potential new development. While most areas have a clear land use preference, as designated on the Land Use Plan, the Commercial Areas Plan notes two different areas where a more flexible approach to development should be considered. The first area is near the planned intersection of IL 53 and Peterson Road, and the other is the area north of the Mundelein Crossings shopping center. For these areas, the primary goal for the Village should be to support high-quality, attractive, well-designed developments. In general, the form and function of development has greater relevance than the use. In the area near the IL 53/Peterson Road area, general commercial and light industrial/business park uses should dominate, with commercial use having the more visible and easily accessible location along Peterson Road. For the areas north of Mundelein Crossings, commercial, light industrial/business park, and even multi-family and attached residential may be appropriate.

Industrial Areas Plan

The Industrial Areas Plan strives to ensure a variety of light industrial and business park uses within the Village that can provide employment opportunities and needed goods and services. These areas are not intended to accommodate heavy manufacturing or intense/"dirty" industrial users. Rather, these areas within the Village are intended to accommodate research and office uses, light assembly and "tech" industries, distribution and storage businesses, commercial service uses, and other "employment use" opportunities in the Village. An overall goal is to support existing industrial/business park areas while locating additional areas in strategic locations. These areas should be developed as a mix of light industrial, business, commercial service, and office uses.

The following are the policies of the Industrial Areas Plan:

- ▶ Strengthen and promote light industrial and business park uses in designated areas.
- ▶ Relocate existing industrial uses from key opportunity sites in the Downtown into designated industrial areas elsewhere in the community when opportunities arise.
- ▶ To the extent possible, mitigate the negative effects of industrial uses on adjacent and nearby residential properties through use of setbacks, screening, buffers, orientation of activity, and more.
- ▶ Improve infrastructure in designated industrial areas to ensure adequate capacity, attraction, and private reinvestment.
- ▶ Utilize development and improvement opportunities within the industrial areas to strengthen and better establish a positive corporate/business image and identity for the Village. Attractive and prominent business park gateway signage and identification is encouraged.

Industrial Land Use

- Light Industrial/Business Park
- Maintain Flexibility
- Growth Areas
- Current Village Limits



0 1/2 mi 1 mi.

Light Industrial/Business Park Areas

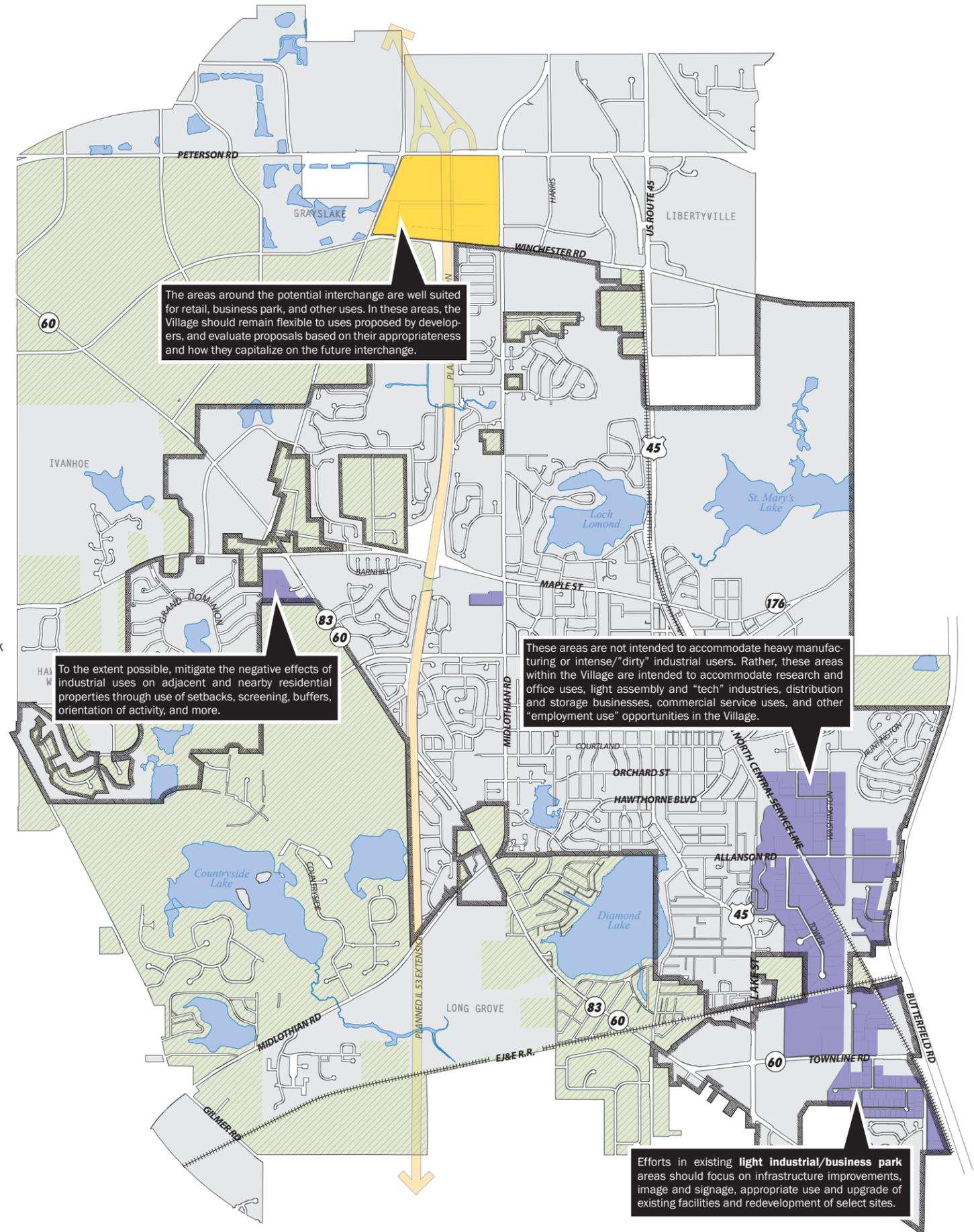
As indicated on the Industrial Areas Plan, the light industrial/business park land uses are designated primarily in the: 1) existing industrial areas located in the southeastern areas of the Village, and 2) a newly designated area near the intersection of IL 53 and Peterson Road.

Efforts for the existing area in the southeast should focus on infrastructure improvements, image and signage, attracting appropriate uses, re-use and upgrade of existing facilities, and redevelopment of select sites. The larger industrial areas should be preserved and specifically targeted to industrial/business park improvements, rather than letting athletic, institutional, or other uses infiltrate. Over time, the intrusion of non-industrial/business park uses can reduce the desirability of an area from being sought out for new industrial investment and businesses. These other non-industrial/business park uses can have a home in some smaller industrial areas, like those along Armour Boulevard, McCormick Boulevard, and Washington Boulevard.

The new area designated for Light Industrial/Business Park is the area along Winchester Road, south of the planned intersection of IL 53 and Peterson Road. While this area can accommodate a wide variety of light industrial uses, preference should be given to establishing the area for high-quality research/business park uses in a campus like setting. This area will be highly visible and has the opportunity to serve as an important gateway and employment base for the Village.

Incompatible Uses in the Downtown/TOD Area

Currently, many highly visible sites within the Downtown are occupied by incompatible uses and identified as opportunity redevelopment sites. Industrial uses at these locations do little to promote the appearance or vision of the Downtown/TOD area. The Village should work with property owners to improve the appearance of their buildings and sites, or determine if there is an opportunity or willingness to relocate to a more appropriate site within the Village.





7 Parks, Open Space & Sustainability Plan

Village of Mundelein | Comprehensive Plan

7 Parks, Open Space & Sustainability Plan

Natural resources, environmental features, parks and open space are all important components of the Village and contribute significantly to the overall quality of life for Village residents. This Plan recognizes the value of these community attributes and seeks to protect and enhance them. Further, this section addresses the issue of community sustainability and lays out a framework for the Village.

Parks and Open Space

Park and Recreation District

The Village should continue to work with and support the District in their efforts to maintain and improve existing parks, and acquire new park sites within the community. The Mundelein Park and Recreation District has 34 park sites located throughout the Village with a variety of programs and recreational opportunities for residents. The large numbers of park sites are a tremendous asset to build walking, bicycling and hiking paths to improve the quality of life and promote active living.

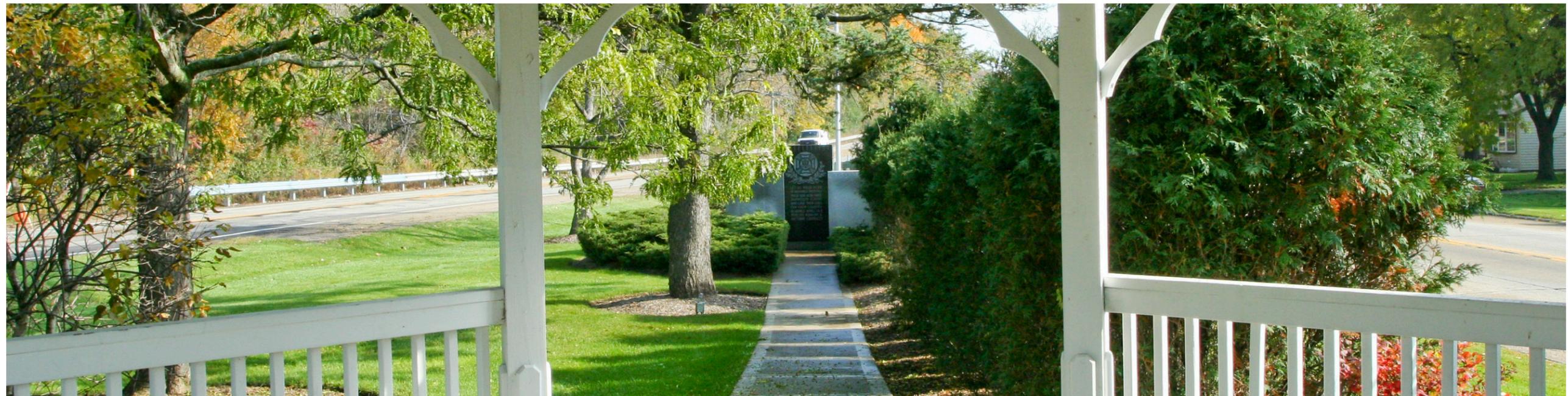
The Plan recommends that the Village work with the District to acquire new park sites, especially within the future growth areas. The general location of potential new neighborhood parks, centrally located, within walking distance of future residences are shown on the plans, and generally reflect the location of existing wetlands and environmental areas. Although the size, location, and number of these future parks will vary, a goal of the Village's plan is to ensure that current and future residents have access to parks and recreational amenities. New parks in these areas should incorporate the existing wetlands and provide additional parks and open space areas adjacent to these features.

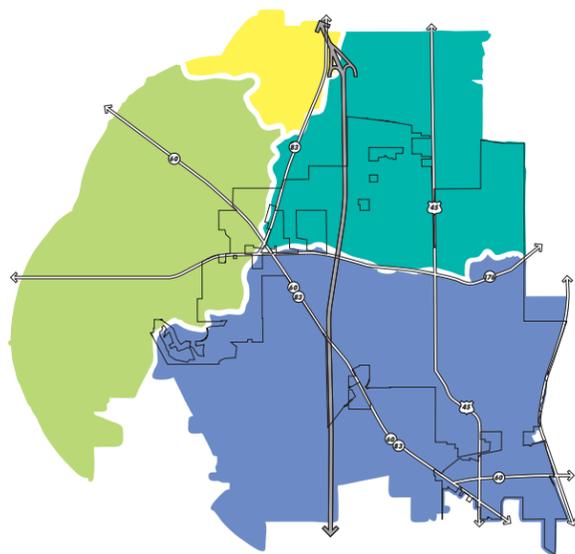
In addition to future neighborhood parks in the growth areas, the Village should work with the District to identify potential new neighborhood parks in any under-served areas of the Village. The Plan strives to ensure that future residential neighborhoods have safe and convenient access to neighborhood parks. Neighborhood parks should be centrally located within residential neighborhoods, ideally within a half-mile walk of all homes. While size should be driven by Park and Recreation District needs, the Lake County Health Department recommends that all new parks be at least four acres in size. If needed, larger community parks should be located along arterials and collectors with pedestrian linkages.

Lake County Forest Preserves

Two large Lake County Forest Preserve land holdings are located in or adjacent to the Village: Lakewood and Countryside Golf Course. Lakewood is the County's largest forest preserve and is home to equestrian trails, a dog park, picnic shelters, fishing ponds, and multi-use trails. Countryside Golf Club includes two 18-hole golf courses.

The Village should continue to cooperate with, and coordinate with Lake County in future improvements. Potential multi-use trail extensions through Forest Preserve properties should be coordinated to ensure connectivity with the Village's multi-use trail system.





Watershed Key

- Fox River Watershed
- Des Plaines River Watershed**
- Mill Creek Sub Watershed
- Bull Creek Sub Watershed
- Indian Creek Sub Watershed

Watershed

The Village should continue to work with the County and State agencies to protect the watershed. The majority of the Village is situated within the boundaries of the Des Plaines River Watershed, which is subject to significant flooding caused by the lack of channel capacity of the Des Plaines River and its tributaries. The Watershed covers a total of 854,669 acres in Lake, Cook, DuPage, and Will counties. Within the Des Plaines River Watershed, the primary causes of water quality problems are nutrients, pathogens, siltation, and habitat alterations credited to point source pollution, urban runoff, contaminated sediments, and hydrologic/habitat modifications.

Mundelein is located within two subwatersheds of the Des Plaines River. The Bull Creek Watershed is located in the north of the Village and the Indian Creek Subwatershed is located in the south. Both watersheds have active community watershed organizations that have developed watershed management plans to guide improvements to the lakes, streams and tributary waterways of their respective watersheds. In an effort to protect the watershed and waterways, the Village should work to minimize impervious surface areas wherever feasible.

Detention Areas

There are numerous detention and retention areas within the Village that have been created to aid in the Village’s stormwater management. The Village should encourage best management practices within all stormwater management areas and encourage a natural appearance with abundant natural plantings and wildflowers as opposed to rip-rap and/or manicured turf grass.

Streams, Wetlands, Lakes and Water Bodies

The Village should continue to preserve, protect, and improve streams, wetlands, lakes and water bodies within the community. Non-point source pollutants carried into the Village’s streams and lakes via stormwater runoff from roads, parking lots, rooftops, lawns etc. is slowly degrading the quality and habitat condition of the Village’s streams and lakes. Diamond Lake and Loch Lomond are both identified by the Illinois Environmental Protection Agency as impaired 303(d) lakes that require monitoring and water quality improvements. Indian Creek and Bull Creek, the primary streams near the Village are also listed as impaired. Future developments should protect these environmental features, and wherever feasible, these features should be included in the overall design of the project. In addition, the Village should continue to work with State and Federal agencies to protect these environmental features.

Parks & Open Space

- Parks, Open Space & Recreation
- Golf Course
- Forest Preserve
- Lake County Fairgrounds
- Water Features

- Wetlands/Potential Future Park Areas
- Des Plaines Watershed Boundary
- Sub-Watershed Boundaries
- EPA 303(d) Impaired Lakes & Streams
- Current Village Boundary

Parks & Open Space Legend

Park & Recreation District

- 1 Apple Country Park
- 2 Asbury Park
- 3 Scott Brown Park
- 4 Cambridge Country Park
- 5 Cardinal Terrace Park
- 6 Clearbrook Park
- 7 Diamond Lake Sports Complex
- 8 Diamond Lake Slough
- 9 Fairhaven Park
- 10 Hanrahan Park
- 11 Hickory Park
- 12 Indian Trails Park
- 13 Kracklauer Park
- 14 Lakefront Park
- 15 Leo Leathers Park
- 16 Lincoln Park
- 17 Lion's Field
- 18 Lone Tree Park
- 19 Longmeadow Park
- 20 Memorial Park
- 21 Keith Mione Community Park & Sports Complex, Barefoot Bay Aquatic Center
- 22 Maurice Noll Park

- 23 North Shore Park/Bob Lewandowski Park
- 24 Orchard Basin
- 25 Orchard View
- 26 Gordon Ray Park
- 27 Carl Sandburg Community Gym
- 28 Steeple Chase Golf Club
- 29 Vaughn-Griglack Lakewood Heights Park
- 30 John Weich Park
- 31 Wilderness Park
- 32 Wilderness Park South
- 33 Woodlands Park
- 34 Wortham Park

Lake County Forest Preserves

- 35 Lakewood County Preserve
- 36 Ray Lake County Preserve
- 37 Countryside Golf Club

Other Golf

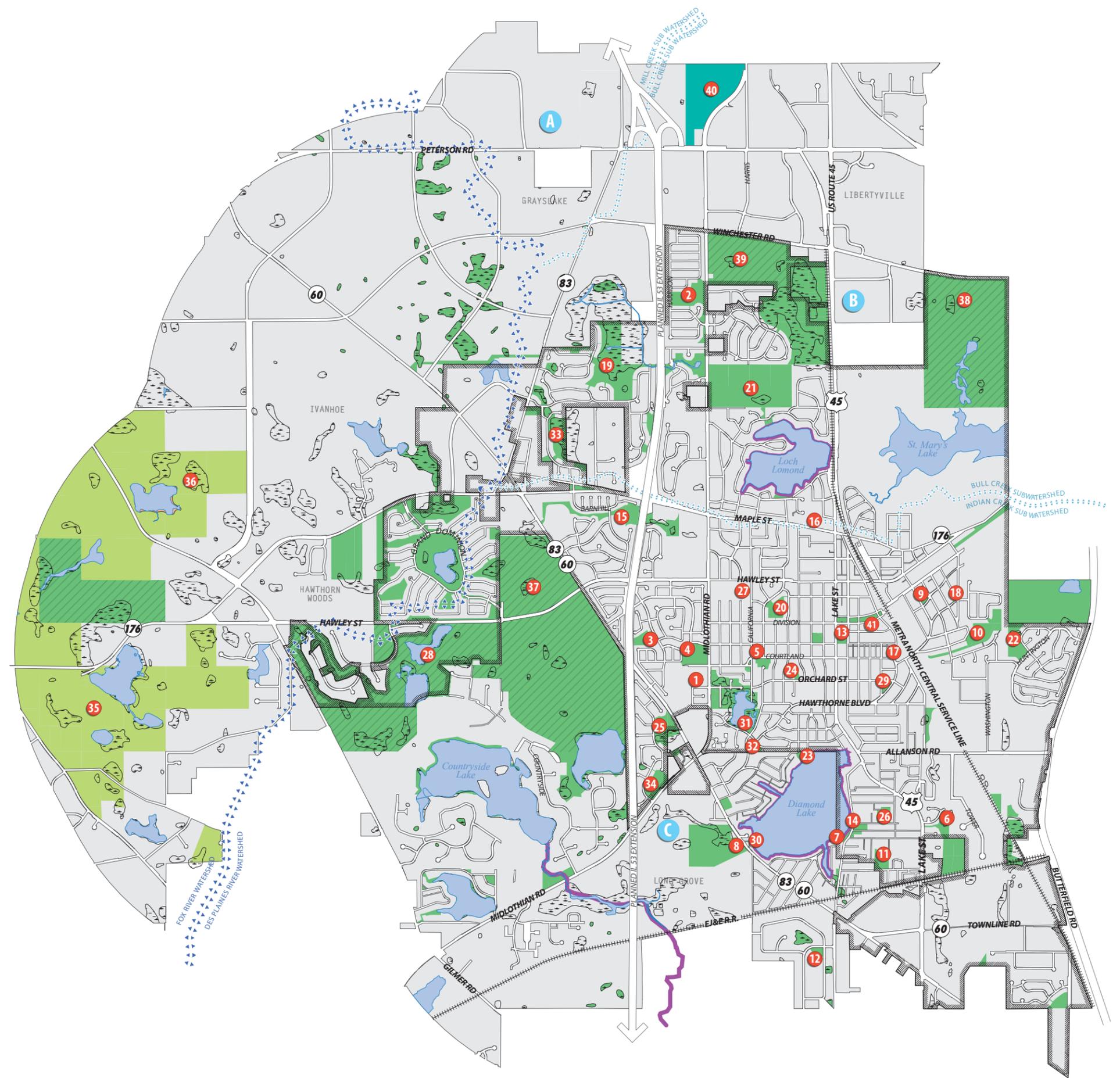
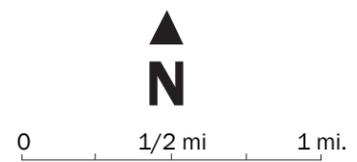
- 38 Pine Meadows Golf Course
- 39 Village Green Golf Course (owned by School District 120)

Other

- 40 Lake County Fairgrounds
- 41 Village Center Green

Sub-Watersheds in Des Plaines River Watershed

- A Mill Creek Sub-Watershed
- B Bull Creek Sub-Watershed
- C Indian Creek Sub-Watershed



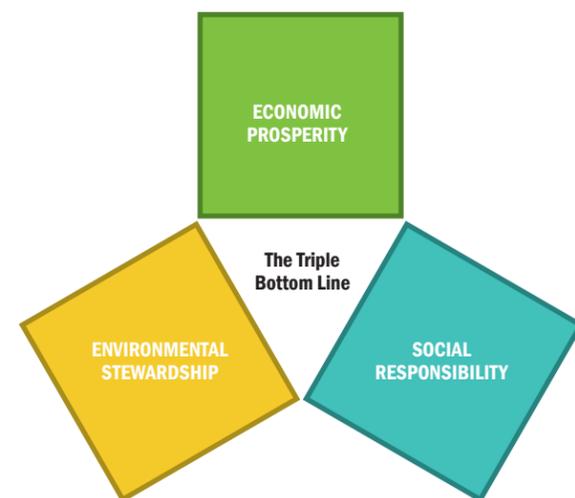


Sustainability Framework Plan

The Sustainability Framework Plan strives to strengthen the Village as a sustainable community by emphasizing the three “pillars” of sustainability:

- ▶ Ecological sustainability
- ▶ Economic sustainability
- ▶ Cultural sustainability

These pillars are not mutually exclusive, but rather mutually reinforcing. As development proposals are brought to the Village for consideration, decision-makers should identify how the proposed project is expected to affect these three pillars. The Village should work with the applicant to ensure that the project is environmentally, socially, and economically sustainable. The Sustainability Plan provides an overall approach for the Village’s sustainability efforts and initiatives.



SOURCE: Green Building and LEED Core Concepts, US Green Building Council

Environmental

Protect Environmental Features

The Village of Mundelein has many significant environmental features, such as lakes, streams, and heavily wooded areas that add significantly to the character of the community. The Village should work to preserve these areas and to improve them through ongoing maintenance programs. New developments along or within these areas should also incorporate the environmental features into their design whenever feasible. As new developments occur in the potential growth areas, future developments should be designed to include any existing environmental features, such as heavily wooded areas, wetlands, and streams into their site design.

Water Conservation/Reuse

The Village should promote development practices or techniques that lessen the amount of water used and wastewater generated by the community. By working with residents, businesses, and public agencies to lessen the amount of water used and wastewater generated through reuse and reduction, the Village can take a leadership role. Programs and policies to encourage reuse and reduction of water use should be promoted by the Village.

Energy

Support Energy Efficiency

The Village should promote increased energy efficiency for both new construction and upgrades to existing structures. The Village should consider the creation of an environmental policy which deals specifically with energy-efficient building design and construction. Such a policy should outline the need to upgrade the energy efficiency of existing buildings. Part of this policy should be to improve programs assuring energy efficiency in new construction.

Use Alternative Energy

The Village should encourage residents and businesses to use alternative energy sources, such as solar, wind, and other renewable energy sources. To encourage alternative energy use, the Village should educate the public regarding the benefits of alternative energy and work with developers to include these energy sources in their projects. The following are examples of how the Village is currently using alternative energy for municipal services and equipment:

Hybrid Vehicles

The Village has begun to purchase hybrid and/or electric vehicles for its Public Works Department. Hybrid vehicles have greater fuel economy and generate fewer air pollution emissions than vehicles powered by conventional gas engines. The Village should continue this program and explore upgrading vehicles in other departments.

Solar Powered Traffic Control Signs

The Village is in the process of installing solar powered traffic control signs. Because they burn no fuel and have no moving parts, solar powered systems are clean and silent. The Village should continue to upgrade all traffic control signs to solar power.

LED Signalized Intersections

The Village plans to convert its signalized intersections to LED bulbs. These bulbs are more energy-efficient and have a longer life than traditional bulbs. The Village should continue to convert all signalized intersections to LED bulbs. The Village should be aware that these lights require snow removal since they do not produce as much heat as the traditional bulbs.



Support Public Transportation

The Village of Mundelein should continue to work with Metra and Pace to promote public transit in the community. The Village’s Transit-Oriented Development (TOD) plan centered upon the Metra Station is an example of how the Village continues to support public transit and overall transit ridership.

Monitor and Update Development Practices

Update Ordinances and Development Controls

Village ordinances and development controls are important tools to promote sustainable development practices in the community. As the Village continues to update codes, ordinances and other development controls, it should strive to ensure “green building” techniques are supported. The Village has recently undertaken the following actions:

- ▶ Drafting a new zoning ordinance.
- ▶ Adopting amendments to building codes to allow for more sustainable materials, etc.
- ▶ Drafting a new subdivision ordinance.
- ▶ Allowing subdivisions such as Jacob’s Way to use rain gardens.
- ▶ The Village should continuously monitor its ordinance and development controls to ensure they include and support the most up-to-date “green building” techniques.

Promote Smart Growth

As new development proposals are brought forward, the Village should encourage developers and public agencies to follow the principles of smart growth which are:

- ▶ Create a range of housing opportunities and choices.
- ▶ Create walkable neighborhoods.
- ▶ Encourage community and stakeholder collaboration.
- ▶ Foster distinctive, attractive communities with a strong sense of place.
- ▶ Make development decisions predictable, fair and cost effective.
- ▶ Mix land uses.
- ▶ Preserve open space, farmland, natural beauty and critical environmental areas.
- ▶ Provide a variety of transportation choices.
- ▶ Strengthen and direct development towards existing communities.
- ▶ Take advantage of compact building design.

(Source: Smart Growth Network)

Smart Growth Technologies

The Village should encourage developers to use smart growth technologies and best management practices. These development practices will preserve the watershed area and reduce runoff and soil erosion. The following are smart growth strategies that should be encouraged by the Village as new development occurs. The Village should also “lead by example” and utilize these technologies when renovating, adding to, or constructing new municipal facilities.

Use Best Management Practices

The Village should encourage developers to use Best Management Practices (BMPs). BMPs include the combination of conservation measures and management practices intended to prevent or reduce erosion and the amount of pollution entering the water system. BMPs also minimize negative impacts on surface and groundwater flow and serve to minimize adverse impacts on neighboring land or water systems.

Examples of BMPs are the use of pervious pavers, native plantings, and bioswales in parking areas to reduce the size of stormwater detention areas, to lessen the need for drainage piping, and to improve overall water quality.

Encourage Leadership in Energy and Environmental Design (LEED)

The Village should encourage developers to pursue LEED accreditation for their projects. LEED for Neighborhood Development is a USGBC (United States Green Building Council) rating system that integrates principals from traditional planning practices, new urbanism, smart growth, conservation design, green building technology, and other LEED rating systems into the first national standard for neighborhood design. The basic framework and principals for LEED-ND recognize projects which successfully encourage the following:

- ▶ Reduce Urban Sprawl & Greenfield Development
- ▶ Encourage Overall Healthy Living
- ▶ Protect the Natural Environment
- ▶ Increase Overall Quality of Life
- ▶ Increase Transportation Options

Support Recycling

The Village should work to increase recycling opportunities for residents and businesses to lessen the amount of recyclable materials that go to landfills. Currently, the Village offers curbside recycling. Not only should the Village continue to provide recycling, it should also work with the school system to ensure that the benefits of recycling are taught to students.

The Village should encourage businesses to reduce their overall use of materials while increasing their reliance on recycled materials. Commercial, office and industrial buildings should provide an easily accessible area that serves the entire building and is dedicated to the collection and storage of non-hazardous materials for recycling.

Educate

The Village should take a leadership role in coordinating educational opportunities for the public, as well as elected and appointed officials about the importance of sustainability. The Village is already undertaking this recommendation by providing information about sustainability and links to detailed projects (e.g. how to build a rain garden) on its website.

The Village should also host educational sessions such as training seminars, workshops, and provide educational materials. Keeping the public and officials current on the latest trends and techniques being used to promote sustainability will assist the Village in future decision making.



8 Community Facilities Plan

Village of Mundelein | Comprehensive Plan

8 Community Facilities Plan

The Village of Mundelein has a number of community facilities and services for residents and visitors. These community facilities and services are essential and contribute significantly to the overall quality of life for Mundelein residents. This section highlights key community facilities and illustrates their location in the Village. Community facilities and services include those “public” uses provided by the municipality, other governmental agencies and districts, organizations, and religious institutions. While some recommendations for new facilities and improvements are provided, much of this section reflects existing facilities.

New Community Facilities

Village Hall

A new Village Hall should be part of the Downtown/TOD area redevelopment. The Village has recently purchased land within the TOD area that would create the opportunity for a new Village Hall overlooking the future Village Center Green adjacent to the Mundelein Metra Station. A new Village Hall could serve as an excellent anchor for the new TOD area, as either a standalone development or as part of a larger mixed-use initiative. While either approach is considered appropriate, the location should be adjacent to the Village Center Green.

There is no “single” or “correct” answer as to what form the Village Hall should take – a standalone building or facility, or part of a larger mixed-use development, possibly involving the adaptive reuse of an existing structure. Financing and opportunity will be large determinant in the final decision. In any event, the Village Hall should have a strong presence and be easily identifiable. Even if located primarily on the upper floors of a mixed-use development, the Village Hall should have a prominent presence/entry on the ground floor – easily recognizable as a municipal facility. If coordinated with a building which also houses retail and commercial uses on the ground floor and possibly other office uses on the upper floor, a new Village Hall would likely be less costly to develop, rather than constructing a standalone facility. A standalone facility; however, typically has a more significant physical presence and can help define the area as the “civic heart” of the community. While a standalone Village Hall might “displace” some other retail or commercial ground floor use in one area, its contributions to the mixture of uses and sense of identity for the area far outweigh any negative impact of retail displacement. All things being considered, there is a preference for an attractive standalone Village Hall – easily recognized as a community anchor in the Downtown/TOD area and contributing significantly to the overall character and identity of the Village.

Post Office

The Village should work with the Post Office to relocate the existing Post Office facility into the TOD/Downtown redevelopment area. The opportunity exists for a new Village Hall and a new Post Office to be constructed on the same parcel fronting the planned Village Center Green. According to a representative of the Post Office, three acres would be an appropriate amount of land required for a new Post Office. This is a considerable amount of land for the use and its impact on the Downtown/TOD area is significant. As with other uses in the area, parking should not be planned in a way to dominate the landscape, but rather deemphasized by locating it behind buildings. The issue of fleet vehicle and trucks is also concerning if this function is carried over to a new downtown location. If fleet operations are an issue, any new Post Office facility will need to be located and oriented such that truck traffic is not traveling through the main shopping/mixed-use areas. If the Post Office only needs a “storefront” operation with minimal truck activity, then there is greater flexibility in its location and design. Overall, the Post Office is a very desirable use in the Downtown/TOD area and the Village should work cooperatively to resolve any operational issues to ensure the Post Office is appropriately located in the area.



There is no “single” or “correct” answer as to what form the Village Hall should take. Throughout the Region there are many examples of unique municipal centers, including: reuse of a former ball bearing industrial building (Downers Grove - top); adjacent to a Home Depot in the midst of an active commercial district (Niles - middle); or, as a standalone building across the street from a Metra Station (Hinsdale - bottom)

Public Works

As part of Downtown’s redevelopment, the Village should seek to relocate the Public Works facility to a more appropriate location in the Village. Although the facility is critical to the operation of the Village, the existing location is better suited for high-density residential development and the public works facility would be better located within, or adjacent to, an industrial/business park area. While the precise location is beyond the scope of this Comprehensive Plan and a detailed needs and space assessment is required, the Village should explore other sites conveniently located in the community, with good street access, enough size to accommodate the storage of materials and equipment, and minimal impact on residential areas. Some possible locations for the public works facility could include the vacant land near Biologic Plaza just south of Allanson Road, the vacant land at the northeast corner of Midlothian Road and IL 60/83, or within the area designated “Maintain Flexibility” along the north side of Winchester Road just south of the future Peterson Road/IL 53 interchange.

As an alternative to an infill/centralized location, the Village could also explore a facility northwest of the current Village limits, in Mundelein’s growth areas. While a location within the growth areas would be less efficient in providing Village services, the land could be acquired more cheaply, and public works operations and outdoor storage would have less of an impact on nearby established residential areas.

Fire Department

As the community grows and demands on services increase, the Fire Department has concerns related to future staffing needs, response time requirements, and potential loss of the current ISO rating. The Community Facilities Plan recommends the Fire Department move forward with its plans to purchase land for a third fire station near the intersection of Routes 60/83 and IL Route 176. If necessary in the future, land for a fourth fire station should be explored, east of the rail line. One obvious potential site for a new fire station east of the railroad tracks is the existing Village Hall site on Hawley Street, if the Village Hall relocates to a new facility at a different location; however, given the size and configuration of the site, a viable fire station site might require some property assembly.



A vacant site at Allanson Road and Biologic Plaza is one location that may be well suited to accommodate a relocated and consolidated Village operations and public works facility

Community Facilities

- Proposed or Current Municipal & Government Facilities/Utilities
- Schools
- Religious Institutions
- Parks, Open Space & Recreation
- Growth Areas
- Current Village Limits

Proposed and Current Municipal & Government Facilities

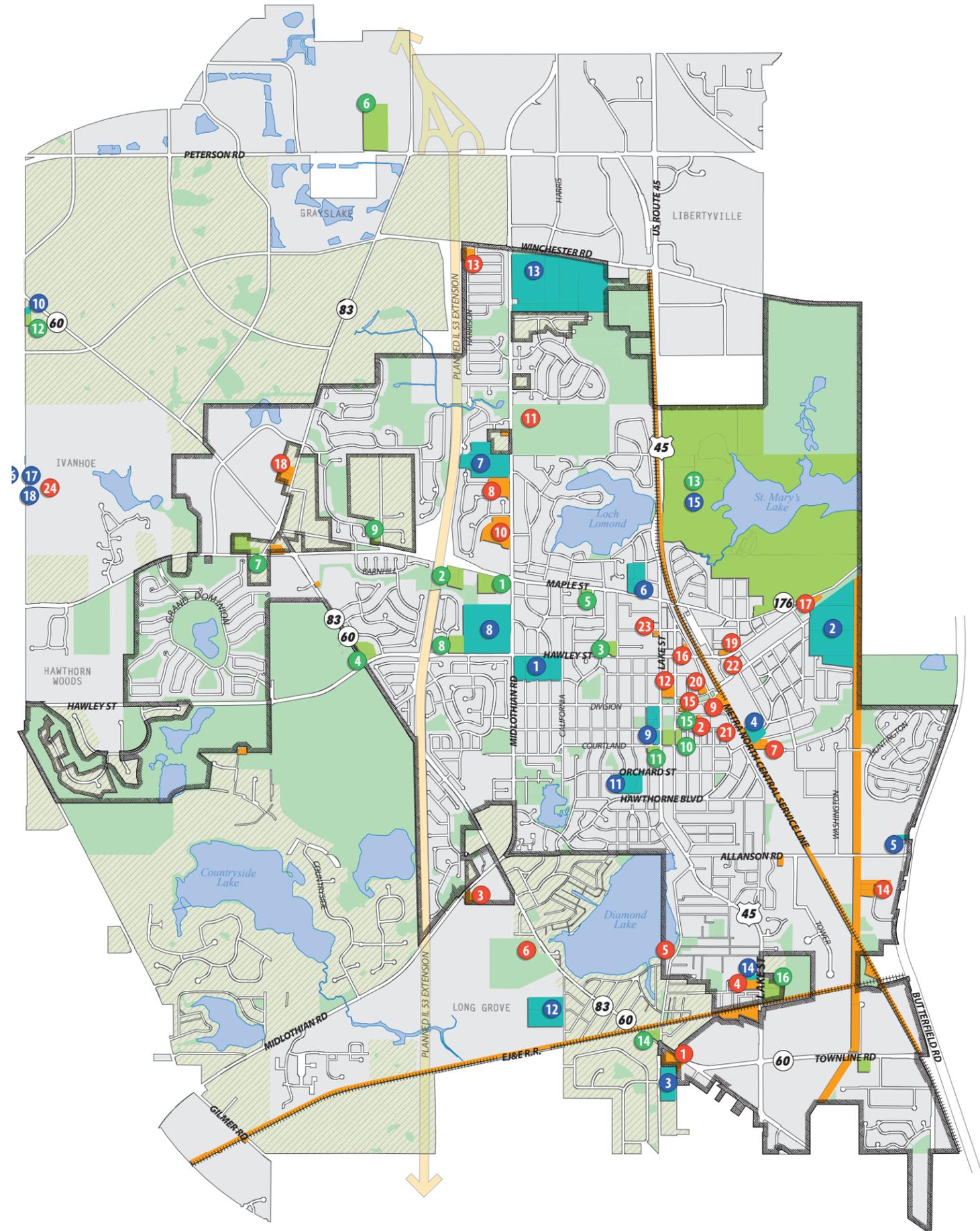
- | | |
|---|--|
| <ul style="list-style-type: none"> 1 19th Judicial Court 2 American Legion Post 867 3 Countryside Fire Protection District 4 Fire Station #2 5 Diamond Lake Recreation Center 6 Diamond Lake Sports Complex 7 Fort Hill Heritage Museum 8 Fremont Public Library 9 Metra Station 10 Mundelein Fire Protection District Station 11 Mundelein Park District Headquarters 12 Mundelein Police Dept. 13 Water Tower & Equipment | <ul style="list-style-type: none"> 14 Water Tower 15 Water Tower & Maintenance Facility, Complex 3 16 Public Works Complex 2 17 Public Works Lake Water Facility 18 Potential Fire Station #3 19 Potential Fire Station #4/Current Village Hall 20 Potential Mundelein Village Hall & Post Office 21 Existing Public Works Facility (may need to be relocated to facilitate Downtown revitalization) 22 Existing Post Office 23 School District 75 24 School District 79 |
|---|--|

Existing School Facilities

- | | |
|--|---|
| <ul style="list-style-type: none"> 1 Carl Sandburg Middle School 2 Carmel High School 3 Diamond Lake School 4 Fairhaven Elementary School 5 Libertyville Montessori Elementary School 6 Lincoln Elementary School 7 Mechanics Grove Elementary School 8 Mundelein High School 9 Santa Maria del Popolo Elementary School 10 Saint Mary's Elementary School | <ul style="list-style-type: none"> 11 Washington Elementary School 12 West Oak Middle School 13 School-owned Facility 14 Montessori & Music Daycare Center 15 University of Saint Mary of the Lake/ Mundelein Seminary 16 Fremont Elementary School 17 Fremont Middle School 18 Fremont Intermediate School |
|--|---|

Existing Religious Institutions

- | | |
|---|--|
| <ul style="list-style-type: none"> 1 Gracepointe Church 2 Church of the Nazarene 3 Community Protestant Church 4 The Chapel 5 First Baptist Church 6 Hindu Mandir of Lake County 7 Ivanhoe Congregational Church 8 Kirk of the Lakes Presbyterian | <ul style="list-style-type: none"> 9 Northwest Community Church 10 Santa Maria del Popolo Church 11 Saint Andrew's Lutheran Church 12 Saint Mary of the Annunciation Catholic Church 13 Saint Mary of the Lake Catholic Church 14 Vision Church 15 La Vina Comunidad Cristiana 16 New Hope Christian Fellowship Church |
|---|--|



0 1/2 mi 1 mi.

Potential Improved Community Facilities

Police Department

According to the Police Department there are no new police stations planned in the community. The current police station, located within the Downtown area, is positioned along the western boundary of the proposed TOD area. The attractive architecture and site design of the station should be an example for future municipal buildings. There is a desire to enlarge the parking area by expanding the parking lot.

School Districts

Although no new schools are identified in the Community Facilities and Infrastructure Plan, the Village should continue to work with the School Districts as growth occurs to ensure that land can be acquired and properly serviced if the School Districts determines that new school sites are necessary.

School District 120 purchased the golf course property at the southeast corner of Winchester Road and Midlothian Road years ago for a second high school. Since that time, the residential numbers have become stagnant and the need for a school is not foreseen anytime in the near future. They currently lease the property for golf course use and recently extended their golf course use lease. The property is designated in the Plan as open space, reflective of the current golf course use, but the school district may use it for school facilities in the future as needed.

University of Saint Mary of the Lake

According to University of Saint Mary of the Lake, the Catholic seminary is the largest major seminary in the country, serving 45 dioceses in eight different countries. The seminary is located in the northeastern portion of Mundelein on over 600 acres. The seminary is characterized by beautiful woods, rolling topography, and a large lake. The setting is tranquil, natural, and picturesque and adds to the image, identity, culture and heritage of the community. The Village should continue to work with the seminary to ensure their continued presence in the community.

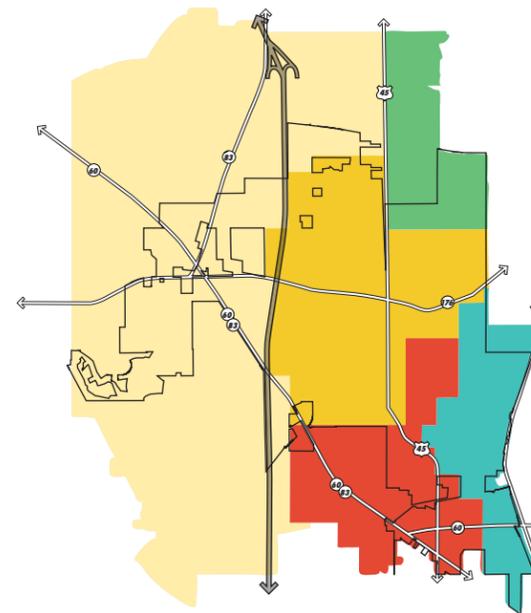
If the property, or a portion of it, becomes available for development, residential development is considered most appropriate. Any development should be respectful and sensitive to the existing beauty and character of the property, and generally be a low density development “nestled” into the natural setting.

Mundelein Park and Recreation District

The District owns and maintains 34 park sites located throughout the Village with a variety of programs and recreational opportunities for Village residents. The large numbers of park sites are a tremendous asset for the community. As growth occurs in the community, the Village should work with the District to identify if future neighborhood, or larger community parks are needed to serve the growing population. Future neighborhood parks should be centrally located within residential developments and new parks should incorporate the existing wetland and environmental areas, expanding the open space adjacent to these features. The exact size, location, and ownership of the parks will be determined as projects are brought forward to the Village. For instance, future parks may be owned and operated by homeowners associations in some instances and by the Park and Recreation District in other cases. The Park and Recreation District is currently updating its Master Plan. Although the Park and Recreation District has not annexed any new property in the past year or so, it is important to note the District’s boundaries extend beyond the Village corporate limits. Because of this, the Park and Recreation District is responsible for providing facilities and services within areas beyond the corporate limits of Mundelein for a population that includes people who are not Mundelein residents. Consequently, it may annex areas in the future that are not annexed into the Village.

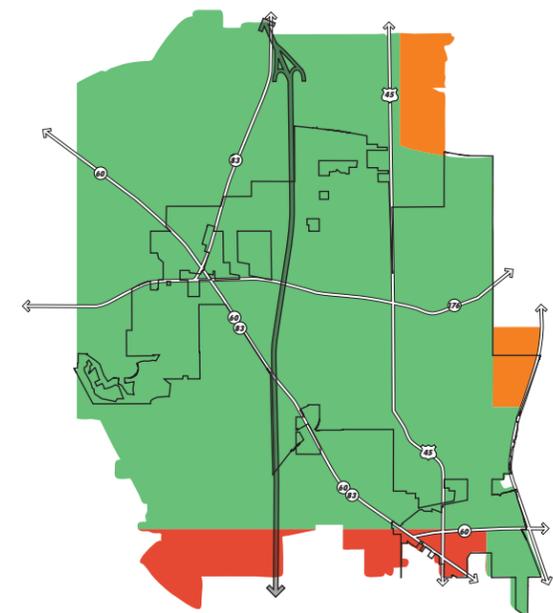
Religious Institutions

There are numerous religious institutions and denominations located throughout the Village of Mundelein. These religious institutions continue to add to the community’s character. The Village should work with new or existing institutions to ensure that any proposals or expansion plans are appropriate. Issues, such as parking concerns, can arise if located in residential neighborhoods. The Village should work with institutions to minimize potential negative impacts.



Elementary School Districts

- Mundelein District 75
- Fremont District 79
- Diamond Lake District 76
- Hawthorn Community District 73
- Libertyville School District 70



High School Districts

- High School District 120
- Community High School District 128
- Adlai Stevenson School High School District 125

Infrastructure

Although specific parcels for future infrastructure are not shown on the Community Facilities Plan, all Village services and infrastructure should be monitored and evaluated to ensure that they are meeting the needs of residents and businesses. As new areas are annexed into the Village of Mundelein, providing Village infrastructure and services will be an important and expensive undertaking; the costs of such should be considered with potential annexation agreements. It is also important that the Village continue to budget for maintenance of its existing infrastructure, and replace as needed so that the existing residents and businesses continue to receive high-quality municipal services.

The Village should continue to work with property owners, developers and utility providers to ensure that appropriate infrastructure and other utilities are planned for and provided whenever necessary. Infrastructure and utilities include roads, water and sewer, cellular towers, etc.

Cellular Towers

The 1996 Federal Telecommunications Act establishes that no State or local government may prohibit any entity from providing interstate or intrastate telecommunications services, but exactly how that is accommodated is left up to each community. Increasingly, telecommunications facilities are accommodated by placing individual or groups of antennae on existing structures. Often painted to match the color and texture of the building to which they are to be mounted, the antenna should be placed in a manner that best hides their existence and blends with the overall architecture and appearance of the structure. When cellular towers or antenna are needed, they should be placed on Village owned property whenever possible to provide a revenue source for the Village. Ideally, cellular towers should be placed in locations that accommodate coverage for multiple service providers and placed in areas with minimal visual impact to residential neighborhoods. Overall, the Village must ensure adequate telecommunications infrastructure is provided, but should seek to minimize the visual impact of such facilities on the community, while seeking ways to increase Village revenue by strategically locating facilities on Village property.

Wind Turbines and Solar Power Applications

Like telecommunications 10 to 15 years ago, the wind and solar systems applications are in a more infant stage with regard to municipal consideration and regulations. As their technologies begin to emerge, the Village should explore regulatory options that appropriately accommodate the technology while protecting the character of the community and mitigating any potential negative impacts on adjacent properties. As opposed to large “wind farms” and “solar panel farms”, the Village is likely to face use of these technologies for applications on individual buildings and sites. As these requests are made, the Village must take into consideration the visual impact of such facilities and seek to mitigate any negative impacts to the extent possible while accommodating the appropriate utilization of these emerging technologies.

Water and Wastewater Service

As the Village continues to grow, providing adequate water and wastewater service will be increasingly important. The Village should continue to work through the Public Works Department to plan for long-term water system and wastewater facilities. As part of long-term planning, the Village should identify potential locations for new water towers and other public utilities required to maintain Mundelein’s current level of water service. Ultimately, locating this infrastructure will depend on the type, size, and location of each development on a case by case basis

The Village should incorporate preliminary/schematic engineering of the sewer, water, and stormwater systems in any large-scale development project or related infrastructure initiative. The more clearly the Village can define the ideal locations for various infrastructure components, the better the Village will be able to ensure it has the appropriate right-of-way, easements, or property reservations to meet the infrastructure and capacity needs of the community.

Three primary water and wastewater service components are identified below and addressed in greater detail. These include: lift stations, stormwater management facilities, and water treatment plants.

Lift Station Locations Lift stations are commonly utilized and often required given development conditions. Typically, lift stations are required at the end of a run of sanitary sewer where sewer lines do not have sufficient cover to be extended further up the watershed. The most likely locations for installing these facilities are areas where there is little elevation difference (flat areas) between the end of the sanitary line and the trunk sewer. Ultimately; however, the need for sewer lift stations are determined at the time the land plan for a development takes shape. Because of this, need and location determination must be made on a case-by-case basis, rather than as a component of long-range community planning.

Regional Stormwater Management Facilities The Village should also give consideration to the potential for regional or neighborhood stormwater management facilities. Consolidated and appropriately sited detention facilities are typically more efficient from a land use perspective than distributed facilities installed as individual projects are developed. A community-wide study should be undertaken to assess the need, possible location, and potential benefit of such a facility as a means of better managing stormwater in areas prone to flooding.

Waste Water Treatment Plant (WWTP) Locations These are typically located in the lowest point of a drainage basin and usually require a stream in which to discharge. As part of a targeted study, the Village should assess the capacity of its existing WWTP to determine if a new or expanded facility may be needed in the future. And if so, where such a facility may need to be located, so appropriate land planning, infrastructure planning, and land acquisition can take place to accommodate the needed infrastructure.



BOTTOM: Within the Village, alternative energy systems are likely to develop on individual sites and buildings. Consideration should be given to the visual impact of these systems, which should be deployed for environmental responsibility, and not as “attention getting” devices. TOP: When placing antennae on structures, they should be painted to match the color and texture of the building/structure to which they are to be mounted to blend in.



9 Transportation Plan

Village of Mundelein | Comprehensive Plan

9 Transportation Plan

The existing street system within the Village is well established, but system recommendations can improve overall circulation. The Transportation and Mobility Plan focuses on the coordination and optimization of all modes of travel within the Village, including vehicular, bicycle, walking and transit services. The Transportation and Mobility Plan includes specific recommendations for motorized and non-motorized travel, parking, circulation and linkages between key areas of the Village.

There are many opportunities to improve Mundelein's transportation infrastructure in the coming decade with careful investments in roadway, railroad, pedestrian and bicycle facilities. Many of the Village's roadways are handling greater levels of traffic than they were designed for, but are poised to be upgraded to accommodate projected growth in the region.

Traffic congestion occurs during peak travel hours on nearly all of Mundelein's primary roadways – Lake Street (US Route 45), Townline Road (Illinois Route 60), Illinois Route 60/83, and Maple Avenue (Illinois Route 176). Managing this congestion is key to maintaining the quality of life for Village residents and promoting economic development within the Village.

Transportation Policies

The following policies are recommended to improve transportation circulation and mobility within Mundelein:

- ▶ Improve the alignment of the Diamond Lake Road, US Route 45, and Allanson Road intersection.
 - ▶ Monitor traffic at key intersections along existing and planned arterials and collectors and signalize if desired/warranted.
 - ▶ Secure the rights-of-way for new roadways and trail systems prior to or concurrent with future development.
 - ▶ Work with the Illinois Department of Transportation (IDOT) to focus their efforts on improvements to and widening of Illinois 60/83 through the Village.
 - ▶ Support efforts by the State and County to construct the extension of IL Route 53 through the Village.
 - ▶ Investigate the feasibility of grade separating IL Route 60/83 from the former EJ&E railroad track located just south of Diamond Lake Road.
 - ▶ Work with land developers to provide cross-access between businesses to reduce the number of unnecessary and dangerous curb cuts throughout all the commercial corridors.
 - ▶ Establish design standards based on a “complete streets” approach for the various types of new roadways and pathways to be provided within the planning jurisdiction.
- ▶ Establish a wayfinding signage system that directs motorists to key retail, office, industrial and community facility destinations.
 - ▶ Anticipate the long range financial requirements for transportation system improvements and establish basis for funding support and assistance.
 - ▶ Establish additional trails/bike linkages offering alternative transportation access to key destinations within the Village.
 - ▶ Encourage shared parking within mixed-use developments
 - ▶ Encourage non-auto transportation to reduce traffic congestion, delays, and emissions
 - ▶ Phase parking with land banking to maintain green spaces as long as possible.
 - ▶ Consider structured parking when there is demand in the Downtown/TOD area.
 - ▶ Work with the County and property owners to include “complete streets” elements into the Hawley Street corridor improvement project.



Functional Classification System

Classifying the various roadways according to their function within the Village is an important element in the planning process. Not all roadways within Mundelein’s planning area are intended to serve the same purpose, and, therefore, should not have the same design characteristics and projected levels of service. The number of lanes a roadway should have, its width, speed and striping are all characteristics that shape a road’s function and functional classification.

Streets within the Village are separated into the following functional classifications:

- ▶ Arterial
- ▶ Collectors (minor and major)
- ▶ Local streets, and
- ▶ Potential interstate (IL Route 53 extension)

Illinois Route 53

Existing traffic volumes of arterial roadways are likely to grow over the long-term with the general population growth of Lake County. Without the addition of an extended IL Route 53, traffic volumes will increase on arterial roadways through the Village. An extension of IL Route 53 has been planned from Lake Cook Road north into Lake County for several decades. The proposed corridor currently runs from Lake Cook Road north to a planned bypass for Illinois Route 120 near Grayslake. The bypass would carry traffic to Interstate I-94 (The Tri-State Tollway) near Gurnee.

The new interstate, to be known as I-594, would complete a second beltway around the northern portion of the Chicago region. Right-of-way acquisition for the project has been undertaken for several decades, and a preferred alignment has been identified. The proposed alignment would travel through the western portion of Mundelein and significantly alter travel and development patterns in the Village. Current plans call for an interchange at Peterson Road, just north of the Village. The currently proposed interchange design is reflected in this Comprehensive Plan.

Preferred Design

The Village of Mundelein should work with the State and County to introduce “complete streets” elements into the design of the future IL Route 53 extension. Designed in this manner, the extension could be developed with additional trees, landscaping, potentially different scaled lighting than most interstates, and possibly accommodate pedestrians or bicyclists in an off-street multi-use trail system. This design would create an attractive appearance that would add not only to the Village’s transportation system, but also to the Village’s overall image and character. It is preferred that the new roadway not be elevated, but instead be at a grade that is as compatible as possible to the adjacent areas, so as not to further “isolate” or visually differentiate the corridor as a physical barrier within the community.

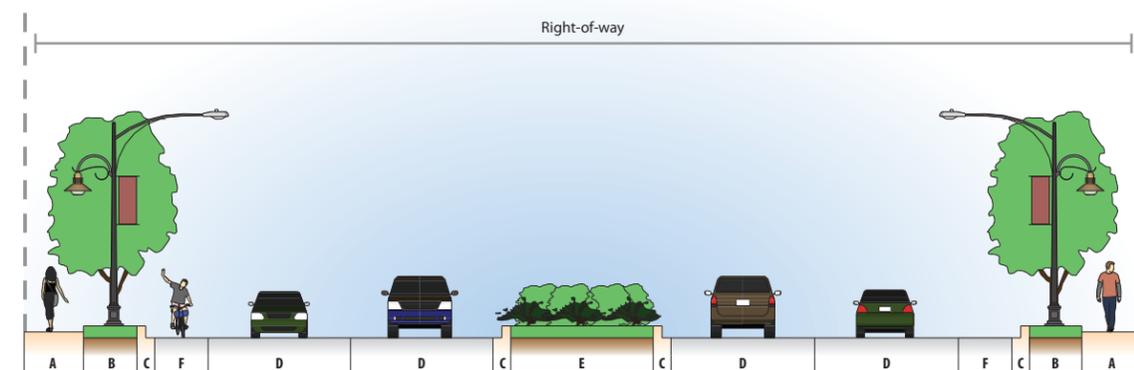
Anticipated Impact

If the IL Route 53 extension is constructed as planned, with access from Peterson Road, the Village will have one interchange in the community. The Village should plan for land uses near the interchange that would capitalize upon the highly-visible location and expected traffic counts. South of Peterson Road, within the Village’s growth areas, recommended land uses include general/regional commercial uses with office/research park uses further to the south along Winchester Road. It is important that the Village remain flexible in what uses it considers for the interchange area. The interchange area has the potential to act as a regional draw if an appropriate mix of commercial and office uses can be established. As a “gateway” project into the community, it is also important that the Village ensure future developments are aesthetically appealing and of high-quality.

Multi-family residential uses are recommended for the areas to the south of Winchester Road. If designed properly, with appropriate setbacks and buffering from the interstate, multi-family residential developments would act as a buffer between the interstate and other residential uses. Other properties located adjacent to the future interstate without proximity to access should be developed much differently. Currently, residential properties are adjacent to the future interstate in the Village. The Village should work with the State and County to ensure appropriate screening or buffering is installed in these locations. The Village should ensure that pedestrian and bicycle circulation is included in the future design of the Peterson Road, Maple Avenue, Hawley Street, IL Routes 83/60, and Midlothian Road crossings.

Cross Section Element	Key	Description
Walkway	A	Pedestrian walkways should be accommodated along both sides of the right-of-way. Width: 6’ to 10’
Boulevard	B	Boulevards should be enhanced with landscaping and attractive lighting at both a vehicular and pedestrian scale. Width: 8’ to 10’
Curb & Gutter	C	Curb and gutter areas should provide sufficient drainage and safe driving conditions. Width: 2’
Travel Lane	D	The number of travels lanes in either direction will vary based on roadway type and location. Width: 11’
Median	E	The roadway median should be landscaped with low level vegetation and shrubs. Tree plantings should be encouraged where appropriate. Landscaped medians separate opposing lanes of traffic and provide opportunities for pedestrian crossing islands, beautification, signage and wayfinding, gateway signage, and branding. Width: 17’ (varies)
Bike Lane	F	Along roadways with slow moving traffic or lower traffic volumes, on-street bike lanes should be accommodated in both directions of travel. On major roadways with higher traffic volumes or fast moving traffic, bike lanes should be accommodated alongside pedestrian walkways. Width: 3.5’

Complete Streets Cross Section



Complete Streets

Complete streets are designed to enable safe access for all users including pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities. Complete streets are also designed and operated to allow safe movement along and across its right-of-way.

There is no one design prescription for complete streets. Ingredients that may be found on a complete street include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more. A complete street in a rural area will look quite different from a complete street in a highly urban area. But both are designed to balance safety and convenience for everyone using the road.

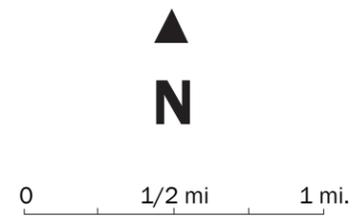
Adoption of a complete streets policy is a formal recognition of a municipality's commitment to incorporating all transportation modes in the development of transportation infrastructure. Regardless of a policy's form, the National Complete Streets Coalition has identified ten elements of a comprehensive complete streets policy.

An Ideal Complete Streets Policy:

1. States a vision for how and why the community wants complete streets.
2. States that "all users" includes all modes of travel including pedestrians, bicyclists, vehicles, public transit users of all ages and abilities.
3. Includes a statement that street connectivity aims to create a comprehensive, integrated network for all modes.
4. Is adoptable by all agencies to cover all roads in the community (i.e. Village, County, State).
5. States that the policy applies to both new and retrofit projects.
6. Makes any exceptions clear and specific and sets a easy to follow procedure for approval of any exceptions.
7. Directs the use of the most current design criteria and guidelines while recognizing the need for flexibility.
8. States that complete streets solutions will complement the context of the community.
9. Establishes performance standards with measurable outcomes.
10. Provides specific steps for implementing the complete streets policy.

Transportation Legend

- | | |
|--------------------------------------|----------------------------|
| ★ Metra Station | ▬ I-53 Extension |
| ● Existing Traffic Signal | ▬ Arterial |
| ○ Recommended Traffic Signal | ▬ Major Collector |
| ● Potential Roundabout | ▬ Minor Collector |
| ● Existing Grade Separated Crossing | ▬ Future Widening |
| ● Potential Grade Separated Crossing | ▬ Connector Street |
| ↔ Pedestrian Crossing | ▬ Growth Areas |
| ↔ Golf Cart Underpass | ▬ Current Village Boundary |



Arterials

Arterial streets are designed to move large volumes of traffic within, and through, the Village and its many destinations. Arterial streets are generally characterized by wider traffic lanes, increased speed limits, and have heavily controlled/limited access points, curb cuts and traffic signals.

Illinois Routes 60/83

Lake County and the Illinois Department of Transportation (IDOT) are collaborating on the widening of Illinois Routes 60/83, which is anticipated to be constructed in the next decade. Anticipated improvements include an additional northbound and southbound thru lane, dedicated turning lanes at major intersections, and improved traffic signal timings. The Village will also have the potential to eliminate redundant access points to the roadway to improve turning sightlines and safety.

It would be beneficial to have signalized access on IL Route 60 that would serve development on both sides near the midpoint of the roadway between IL Route 83 and US Route 45; however, IL Route 60 is classified by IDOT as a Strategic Regional Arterial (SRA) route. On SRA routes, traffic signals should be located at minimum ¼ mile intervals and there is only approximately 1,600 feet along IL Route 60 that separates IL Route 83 from US Route 45. Creating new signalized access at this roadway's midpoint would create two 800 foot segments.

Providing a traffic signal still could be justified and maintain the “spirit” of the SRA program, if an access management agreement were reached with IDOT. There are many existing drives on both sides of IL Route 60 that could be combined, eliminated, and/or access limited. There should also be cross-access provided among compatible parcels to encourage customer traffic to explore other businesses without having to first travel out onto IL Route 60.

Collectors (Minor and Major)

Unlike arterial streets, collector streets are intended to collect traffic from neighborhoods/local streets and distribute traffic efficiently to local and arterial streets within the community. Collector streets are intended to serve the local population and local land uses, and are not intended to be used as traffic routes to move vehicles through the Village or provide direct access to large destinations. Collector streets can be further separated into Minor Collectors and Major Collectors, with Major Collectors designed to carry higher volumes of traffic. Collector streets are an important component of the transportation network and the location and design of future collectors within the Village's growth areas will likely fall upon the Village working in conjunction with private developers.

Local Streets

Local streets comprise all the additional roadways which provide access within neighborhoods, and connect parcels of land to collector streets and other roadways which comprise the road network. All local streets are designed to accommodate local traffic and are narrower than other types of streets to promote safe speeds through areas such as residential neighborhoods.

Proposed Connector Streets

The Transportation and Mobility Plan recommends new “connector” streets to enhance the existing transportation system. These new streets will provide improved linkages between existing streets, and within existing and future developments. The proposed streets running through Mundelein Crossings (Fieldcrest Drive) and through a segment of the South Corridor Commercial Subarea (Oak Creek Plaza) will not only improve circulation, but will improve access to businesses located within the large parcels.

Proposed Signalized Intersection/Roundabouts

The Transportation and Mobility Plan proposed new controlled intersections in the Village and the growth areas. The majority of these are recommended to be signalized intersections. The Village should explore the potential of installing roundabouts at certain locations within the growth areas as identified on the figure. In the growth areas, where two collectors (major or minor) intersect, roundabouts should be considered. Roundabouts would not only slow traffic speed, reduce cut-through traffic, but they would add to the image and identity of the area.

Traffic Calming Techniques

Traffic calming measures should be instituted in existing and new residential areas to reduce or maintain acceptable travel speeds and discourage cut-through traffic in residential neighborhoods. Cut-through traffic on a residential street is typically a symptom of restricted capacity on other roadways, such as arterial roadways like Illinois Routes 60/83.

A variety of traffic calming options should be studied to satisfy the concerns of residents and Village police. Some potential options include:

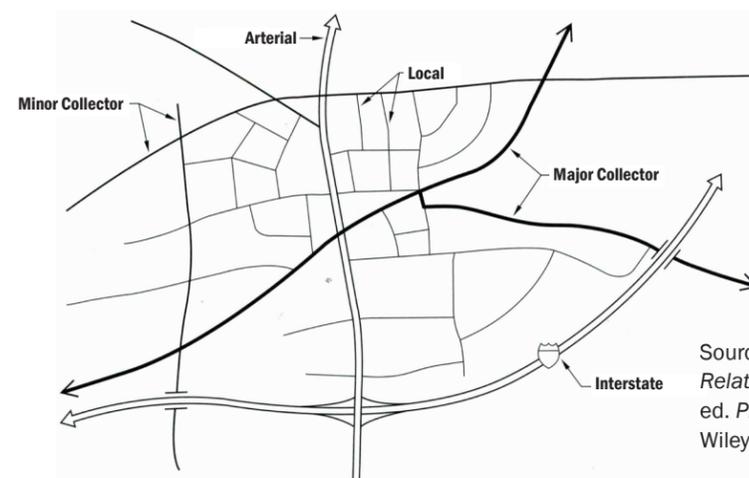
Restriping – Installing pavement marking stripes that narrow the apparent roadway width can reduce travel speeds in new and existing neighborhoods without the addition of expensive traffic calming devices such as speed bumps. In addition, the surplus road space can be used to accommodate a bicycle lane or on-street parking if sufficient roadway width exists.

Roundabouts – Installing roundabouts at the intersections of minor arterials and collector roadways can reduce neighborhood travel speeds in new residential subdivisions, as well as discourage cut through traffic. By placing several roundabouts in new residential areas, drivers must navigate at a lower speed through the subdivision, and drivers who are attempting to cut through the neighborhood may elect to stay on a standard arterial roadway instead of navigating a series of roundabouts.

Sign Replacement – A systematic replacement of signage along a known cut-through route can be utilized as an initial first step towards calming traffic. Replacement of older, deteriorating signage with signage that has a greater retroreflectivity could improve traffic safety and ensure motorists are more aware of Village traffic regulations. As part of the Adoption of the 2009 Manual on Uniform Traffic Devices, all municipal governments are required to update their regulatory signage to comply with the higher retroreflectivity signage.

Enforcement – Targeted enforcement of speeders along existing neighborhood roadways could discourage the use of specific roadways such as Hawley Street, Division Street, Crystal Street and Courtland Street that are susceptible to cut-through traffic. Warning letters to residents of the existing neighborhoods would inform residents of the program in an effort to ensure that vehicles cited are cut-through traffic instead of neighborhood residents.

Speed Trailers – Deployment of speed trailers during summer months when speeding complaints increase has been shown to moderately reduce vehicle speed, calming traffic through residential streets. This method, when combined with targeted enforcement by police staff has been shown to also discourage cut-through traffic over short periods of time.



Source: *Functional Classifications and Their Relationships*. In: American Planning Association - 1st ed. *Planning and Urban Design Standards*. Hoboken, NJ: Wiley & Sons, Inc., 2006, p. 226.



Public Transit

Metra

The Village's TOD Plan will significantly increase the ridership potential of the Metra Station. The addition of new residents, businesses, and entertainment activities within walking distance of the station should provide a boost to Metra ridership. Continued implementation of the Village's TOD Plan will create an amenity for Mundelein to build around and promote continued ridership growth on the existing Metra North Central Service. As development in the area occurs, the Village should work with Metra to ensure appropriate commuter parking spaces are available.

Pace

The existing development pattern and density limits the potential for expanded Pace bus service. Current bus service frequencies and existing zoning regulations (setback requirements and land use divisions) limit the potential for increased density which could promote increased ridership on Pace buses. The lack of concentrated centers of employment within the Village also limits the potential for additional Pace routes within the Village and reverse commute Metra Service.

Currently, the Village is serviced by Pace Bus Route 572. The Village should work with Pace to ensure bus transit remains in the community. The Village's TOD Plan illustrates an extension of the route to provide access to the Mundelein Metra Station as part of the overall redevelopment plan for the area.

EJ&E Rail Line

The addition of freight rail traffic on the EJ&E line is likely to cause additional traffic delays on area roadways. Potential solutions to mitigate the additional train traffic such as grade separated crossings are difficult due to the grade of the rail line, cost, and heavy traffic volumes. The Village's implementation of an automated warning system to reduce train horn disturbances to Village residents should continue to be monitored and updated to be made more effective as technology improves. Although grade separated crossings are difficult to implement, the Village should continue to seek funding to study and construct crossings wherever feasible.



Multi-Use Trails

Mundelein is well served by an existing multi-use trail system in the Village and the region; however, the Village should continue to construct important linkages. The current trail systems in neighboring communities and those being developed by Lake County provide a framework for a comprehensive bicycle system within the Village and throughout central Lake County.

The Transportation and Mobility Plan includes a Trails Plan that identifies existing and proposed regional and local trails. To implement the recommended trail system, the Village should work with the Park and Recreation District and Lake County to plan for, construct, maintain, and seek alternative funding sources for providing a combination of on-street and off-street trails. Linking the local trail system to the regional North Shore Bike Trail will assist the Village in receiving potential grants for trail construction.

Roadways such as IL Routes 60/83, Lake Street (US Route 45) and Maple Avenue (IL Route 176) have high vehicle volumes and posted speed limits that may limit the potential for additional connections to neighboring communities. Projected expansion projects may also eliminate right-of-way that could be utilized for bicycle paths.

Future multi-use trails (both on-street and off-street) should be designed to meet both American Association of State Highway and Transportation Officials (AASHTO) and IDOT standards. These standards recommend a minimum trail width of 10', ideally paved, with 2' fall zones on each side of the trail for a total of 14'. On-street trails can be narrower, but should be designed with a visual separation from vehicular traffic (i.e. striping) and identification signage should be installed to clearly indicate to both bicyclists and motorists where an on-street trail or a trail crossing exists.

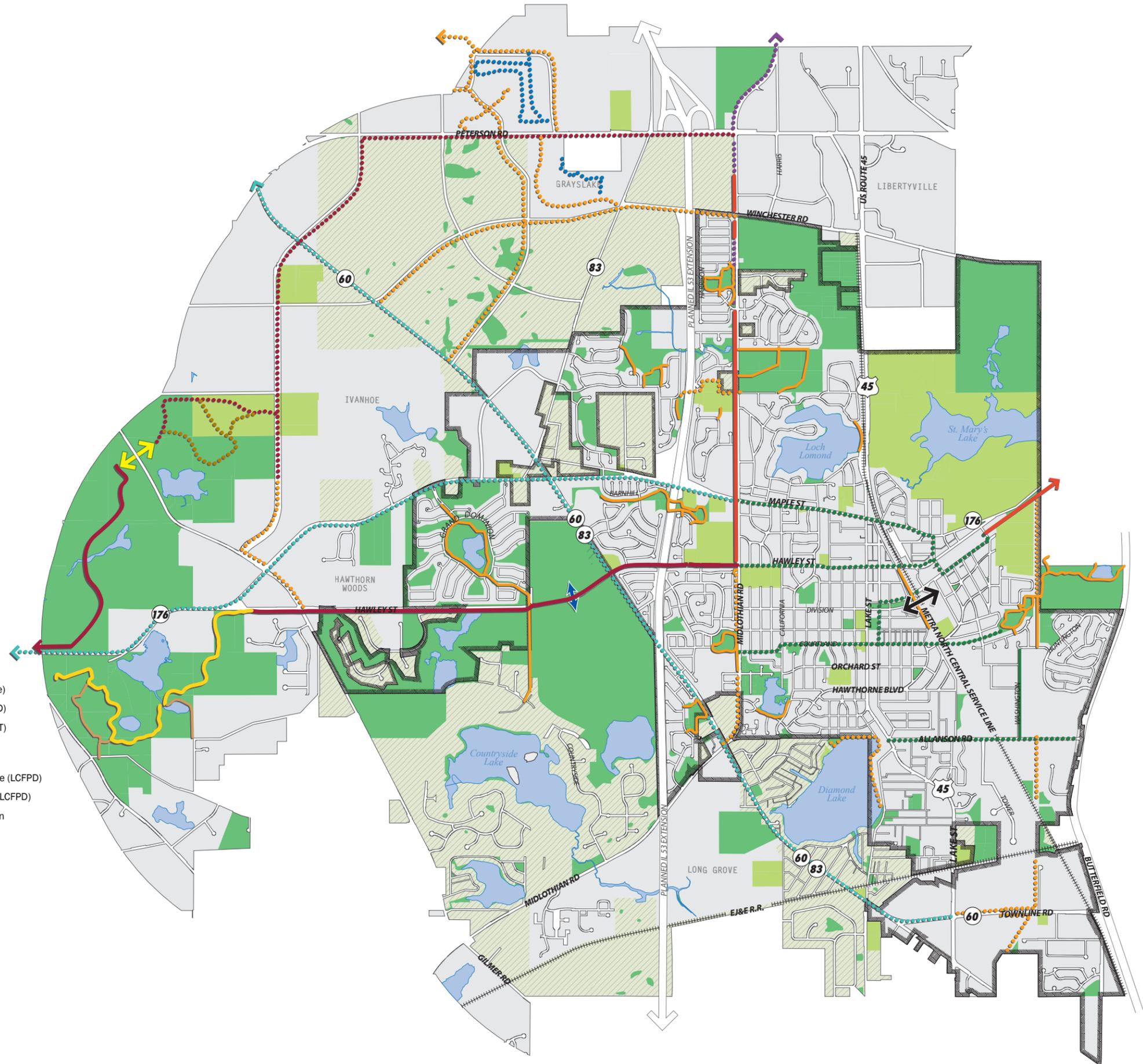
To improve use of the multi-use trail system, Mundelein should create a Village-wide bicycle route/signage plan to establish additional bike lanes on Village roadways such as neighborhood collectors that would connect parks, shopping centers and the Metra Station.

Pedestrian Walkability

Years of auto-oriented retail along roadways such as Lake Street and Hawley Street have created impediments to walkability such as wide curb cuts and narrow sidewalks. In addition, railroad crossings and overpasses without space for sidewalks create physical barriers to extending the sidewalk system north of Hawley Street and Lake Street. Many of the Village's older outlying subdivisions also lack complete sidewalk networks and adequate ADA ramps.

The existing sidewalk framework provides excellent pedestrian movement within neighborhoods and Downtown Mundelein. Access consolidation and redevelopment of key parcels within the Village would provide an opportunity to improve the walkability of the Village. The Village should continue with its current efforts to improve the sidewalk network and overall sidewalk connectivity throughout the Village. Targeted priorities should include residential areas, areas around schools ("safe routes to schools"), and connections to the Downtown and Metra station area.

The Transportation and Mobility Plan supports the Village's efforts to build a safe pedestrian crossing near the Metra Station. Improving pedestrian access in this area will improve commuter access, especially for existing and future residents of the Cardinal Square development.



0 1/2 mi 1 mi.

Trail Legend

- Proposed (Lead Agency)**
The trails and amenities in this category are recommended in planning documents created by agencies other than the Village of Mundelein.
- ↔ Proposed Pedestrian Crossing (Village/Metra)
 - ↔ Proposed Underpass (LCFPD)
 - ↔ Proposed Off-Street Route (LCFPD)
 - ↔ Proposed Preserve Internal Trail (LCFPD)
 - ↔ Proposed Off-Street Route (LCDOT)
 - ↔ Proposed Walking Trail (Developer)
- Plan Recommendation (Lead Agency)**
The trails and amenities in this category are recommended in the Village of Mundelein's Comprehensive Plan.
- ↔ Recommended Off-Street Route (Village)
 - ↔ Recommended On-Street Route (Village)
 - ↔ Recommended Off-Street Route (IDOT/County)

- Existing**
- ↔ Existing Golf Cart Underpass
 - ↔ Existing On-Street Route (Village)
 - ↔ Existing Off-Street Route (LCFPD)
 - ↔ Existing Off-Street Route (LCDOT)
 - ↔ Existing Off-Street Route (Village/Park District/HOA)
 - ↔ Existing Gravel/Limestone Route (LCFPD)
 - ↔ Existing Preserve Internal Trail (LCFPD)
 - Parks, Open Space & Recreation
 - Schools/Religious Institutions
 - Growth Areas
 - Current Village Boundary

LCFPD - Lake County Forest Preserve District
 LCDOT - Lake County Department of Transportation



10 Community Culture & Identity Plan

Village of Mundelein | Comprehensive Plan

10 Community Culture & Identity Plan

The Community Culture and Identity Plan recognizes the importance of arts and cultural components of the community, overall community character and aesthetics, and these different attributes work together to establish an “identity” for Mundelein. This section is essentially divided into two distinct yet connected components: (1) Community Character and Identity, and (2) Community Culture. Together, these two components help shape how Mundelein is perceived by its residents as well as by individuals from throughout the greater region. The Plan provides guidance and recommendations regarding several different components related to community identity and community culture for both the long-term and short-term.

Community Character and Identity

This section of the Plan aims to assist the Village in guiding planning and policy decisions to improve the appearance and image of the community. Throughout the planning process, many residents and business owners indicated a desire to see the Village’s identity and “sense of place” improved. This section presents recommendations for the Village and private property owners/developers on how to improve the community’s identity. The Plan’s overall goal is to improve the image, appearance, character, and overall attractiveness of the Village, through parkway, landscaping, pedestrian amenities, entry features, development design criteria, and signage improvements.

Image and Identity – Establishing the Mundelein “Brand”

In addition to the need to improve the appearance of the Village’s corridors, gateways, public areas, and other destinations, is the need to establish a Village “identity” or “brand”. This is not a simple thing to articulate and an even more challenging task to effectively undertake. Throughout the comprehensive planning process, residents voiced a desire for the Village to better establish an “identity” that could be marketed throughout the Village and the greater region - an identity that would communicate the quality and desirability of Mundelein and help to establish a positive image of the community.

Although the Village has recently developed a new logo, this alone is not enough. As the Village seeks to improve the appearance of the community, thereby improving its image and identity to those residing or visiting here, it must also seek to actively market and brand the community through design themes, use of the new logo, incorporating the Mundelein logo and image into banners, ads, events, signage, advertising, and other marketing efforts. There is no one project, item, or action that will alone establish an identity or brand for the Village. But by incorporating unique local features and assets into a clean, quality, and graphically distinctive marketing effort, both locally and regionally, the Village can and will positively affect how the Village is perceived and experienced. Although many recommendations are provided in this section of the Plan to improve the image and identity of the Village, a more detailed marketing campaign/effort should be undertaken. Such efforts can improve business attraction and retention, help attract new residents and families to the area, and enhance the overall presence of the Village within the region.

Streetscaping

An attractive streetscape can have a tremendous impact on the overall character, image, and identity of a community. As part of the Village’s on-going beautification efforts, the Village should continue to implement its Streetscape Plan along key corridors throughout the Village and along key streets in the Downtown. Although the type and scale of streetscaping will vary throughout different areas of the Village, a unifying design theme or design element should be used for consistency.

Downtown Streetscaping

Downtown streetscape improvements must be focused on a pedestrian scale, while also creating an attractive atmosphere as viewed from a vehicular perspective. In a design that is similar to what has recently been completed along Seymour Avenue, key streets within Downtown should be improved with streetscaping elements that enhance the pedestrian experience and improve the overall appearance and character of the area. As recommended in the Streetscape Plan, public rights-of-way should be improved with street trees, sidewalks, pedestrian and vehicular scaled lighting, cross-walks, banners, plantings, signage, street furniture, and other pedestrian amenities. The streetscaping enhancements installed along Seymour Avenue should be used as the baseline, ensuring consistency and a common appearance throughout Downtown. This approach will help to further establish an identity for the area. Similarly scaled streetscaping should also be incorporated along the mixed-use area at the eastern edge of Diamond Lake.

Commercial Site Streetscaping

To the extent possible, commercial development sites throughout the Village should incorporate similar streetscaping elements as the Downtown. A commercial development site should create a welcoming pedestrian environment from the moment a person gets out of their car. By incorporating elements reflective of and consistent with the Downtown streetscaping program, a commercial development site can significantly improve its appearance for both passersby and those visiting the site. The Village should work with developers to incorporate similar elements (pedestrian scale lighting, landscaping, pavement treatments, pedestrian crossings, plazas, and more) into their projects in other areas of Mundelein, to further contribute to a greater sense of identity for the community.

Corridor Streetscaping

It is important that key corridors leading into and through the Village be improved with streetscaping to better reflect the desired image, character, and appearance of the Village. For many traveling through the community, these corridors may be a person’s only impression of the Village. Enhancements should include “complete streets” elements, such as sidewalks or multi-use trails, vehicular and pedestrian scaled lighting, street trees, wayfinding signage, and landscaped medians wherever feasible. Although streetscapes along major corridors require a scale that is different from streetscaping in pedestrian areas on small streets, similar designs and themed components should be utilized wherever possible. This consistency in design is important and will help achieve a more unified character and identity across all areas of the Village. Working cooperatively with IDOT is essential when considering streetscaping enhancements along IDOT roadways.

Undertake Intersection Improvements

The Village should identify key intersections in the community for streetscaping improvements. Many of these enhancements will require working with IDOT, utility companies, or current property owners and businesses. Potential improvements include additional landscaping, burying of overhead utilities, repositioning/screening utility boxes, creating easily identifiable pedestrian crossings and holding areas, and installing bollard lighting to identify pedestrian areas. Prominent intersections register more easily with motorists as they drive through an area serving as a visual “landmark” as they travel. Capturing these locations as visual enhancement opportunities can significantly improve the image of a community.

Bury/Screen Utilities

The Village should work with utility companies to bury overhead utility lines. Overhead utility lines are common along many of the Village’s corridors and burying these utilities would greatly improve the appearance of the Village. Although burying overhead utilities is an expensive undertaking, the Village should coordinate with utility companies to include the burying of utilities into planned street resurfacing, right-of-way improvements, or other capital improvement projects. The Village should also require developers and utility companies to screen utility boxes from the street either through landscaping, fencing, or more strategic locations at the time of site development.



Examples of Gateway Signage from other communities

Gateways and Wayfinding

Gateway features announce entry into the community and instantly communicate a sense of character and identity. Gateway features should be strategically located throughout the community along key corridors and at key intersections in locations that function as entry points into the Village. Gateway features should include high-quality and attractive signage, landscaping, and decorative lighting. It is important that gateways be of reasonable cost for both construction and ongoing maintenance. Common design elements or “themes” (e.g. Village logo, building materials, landscaping and hardscaping) should be consistently utilized as part of gateway features throughout the community to provide a sense of identity that is easily recognizable as “Mundelein” and that creates a connection to the larger community.

The Village should consider updating its existing gateway signage to include masonry, stone, architectural features, and other elements that create a more pronounced entry into the community.

Similar to, and in coordination with, gateways, the Village should design and install a wayfinding signage program that is attractive and easily recognizable as “Mundelein”. The wayfinding signage must effectively and attractively direct motorists, cyclists, and pedestrian to nearby points of interest throughout the community.

Establishing a Brand

Establishing an identity or “brand” for the Village can be challenging. While Village residents are proud to call Mundelein their home, the community lacks a strong brand or image beyond its borders. Gateway features and signage are powerful tools in helping establish a stronger identity within the region. Gateway features should draw on the history and character of the area and pull visual elements from the Village’s well-known institutions such as the seminary, park on park, significant architecture, natural areas, and popular golf courses. The gateways should announce, to visitors and residents alike, what makes Mundelein, “Mundelein.” As mentioned at the beginning of this section, establishing a “brand” is important for marketing the community and strengthening the Village’s identity. Gateways can be an important component of this “branding” and identity.

Installing New Village Gateways

The Village should work with property owners to acquire necessary easements to install new Village gateway signs in the areas recommended on the Gateways Plan. Gateways should be placed and oriented to be easily visible for both motorists and pedestrians. Durable, high-quality materials are important to ensure an attractive appearance over time. In addition to installing new gateways, the Village should also improve existing gateways to reflect the design and character of the new gateway design and programming.

Downtown Gateways

To address the current lack of an easily identifiable downtown area, specific downtown gateway features are recommended. Gateway features should be designed and installed at key entrances into the Downtown to improve the image and more clearly define the area. Gateway features should have similar elements to the Village gateway features, but should be unique to the downtown’s character and desired image. These gateway features should reflect the architecture, history and culture of Downtown. The Plan identifies locations for seven different Downtown gateway features. These features should announce entry into the Downtown and be easily identifiable. Designing the feature itself will require a downtown identity exercise in which a “brand” for the downtown is identified or created.

Wayfinding Signage

In addition to gateway features that “announce” arrival into the Village and Downtown, wayfinding signage should also be installed to guide motorists and pedestrians to key destinations such as parks, event areas, Village hall, the museum, Metra station, and other municipal facilities. These signs will help improve wayfinding and add to the community’s “sense of place”. Wayfinding signage is an essential component of an effective streetscape program and if incorporated effectively will significantly reinforce “community branding”.



Examples of Wayfinding Signage from other communities



Arts & Culture Plan

The Village recognizes the importance of arts and culture as they help shape the fabric of the Mundelein community for residents, businesses, and visitors. Arts and culture, combined with other community facilities, services, and events, form the identity and image of the Village and help to shape a unique Mundelein experience.

Support Groups and Organizations

Various groups and organizations, along with the Village of Mundelein, provide a variety of arts and cultural opportunities. Together these groups provide many events, activities, classes, and facilities that promote arts and culture. The Village should continue to support the various groups and organizations in their efforts in promoting arts and culture in Mundelein. The following are examples of different groups and organizations currently involved in promoting arts and culture in the Village.

Centennial Committee

In 2009, a Centennial Committee was formed to organize various events to celebrate the Village's 100-year anniversary of its incorporation in 1909. The Mundelein Centennial Committee continues to raise private funds for the construction of the Centennial Plaza and Labyrinth in Kracklauer Park. The project is considered to be a legacy project that is a public-private partnership of the Committee, the Village of Mundelein and the Mundelein Park and Recreation District. Current plans call for a circular labyrinth plaza and a time capsule containing items from 2009. The goal of the plaza is to create a community gathering area that will also act as a southern gateway into the Downtown area.

Mundelein Park and Recreation District

The Park and Recreation District offers hundreds of indoor and outdoor programs and recreational opportunities for residents many of which include arts and culture classes. For example, music, art, and performance classes are offered through the District. The Village should continue to work closely with the District to ensure arts and cultural classes are available within the community.

Mundelein Community Connection

Mundelein Community Connection, a downtown revitalization effort, is a not-for-profit corporation that formed in 1993 to renew interest and investment in Downtown Mundelein. Mundelein Community Connection manages programs intended to increase public awareness and participation in the traditional hometown center. By incorporating elements of design, economic development, membership and promotions, this organization is committed to long-term physical and spiritual revitalization. From an arts and culture perspective, the Village should continue to support this organization in their efforts to revitalize Downtown Mundelein with elements of design.

Kirk Players

The Kirk Players is a not-for-profit corporation of volunteers organized as a "Community Stock Company". The Kirk Players have been performing since 1966, when they provided a benefit performance at the Kirk of the Lakes Presbyterian Church in Mundelein to raise funds to help Vietnamese children with cleft palates. John W. Lynn, founder and director, recognized the opportunity to do something worthwhile while holding performances. The Kirk Players also provide on-going contributions to other non-profit organizations. According to the group, they have donated over \$100,000 to other organizations in Mundelein and the greater Lake County area. Currently, in Mundelein, the Kirk Players hold performances at Mundelein High School. The Village should work with groups and volunteers such as Kirk Players to support their efforts to provide cultural experiences in the community.

Religious Institutions

There are numerous religious institutions within the Village of Mundelein. These institutions add to the overall sense of community. The Village should accommodate the improvement and expansion of these institutions, provided they do not negatively impact residential neighborhoods.

Focus Arts and Cultural Opportunities in the Downtown

Continue to market arts and cultural activities Downtown

The Village should continue to market and support Downtown as the cultural, artistic, and historic core of the community. The Village should partner with other agencies, groups, and business owners involved with arts and culture to create an environment that encourages a thriving artistic and cultural community. Community stakeholders, developers, and designers also play an important role in creating the proper environment, from the types of uses, programs and activities, building architecture, arts/culture business incubators, the creation of plazas, and installing streetscaping.

As redevelopment occurs within the Downtown and TOD area, the Village should work with developers to ensure that public art is included in redevelopment projects wherever feasible. In addition to private improvements, the Village should also ensure that public art is included in open space areas, such as within the planned "Village Center Green" area.

Consider Live/Work Units Downtown

In an effort to support arts and culture, and to attract residential development into the Downtown area, the Village should consider the addition of live/work units. Continuing to attract artisans, sculptors, and others to live and work in the Downtown should be an important goal for the Village to support the success of the area. Increasing the number of residents living in the Downtown will also benefit new and existing businesses and aid in creating an active pedestrian atmosphere.

Attract Family Entertainment/Theater to Downtown

The Village should actively pursue attracting a family entertainment and/or theater use to locate within the Downtown area. As part of the overall redevelopment of the area, family entertainment uses and/or a theater would support arts and culture in the community while providing an additional marketing tool to attract visitors and new residents into the Downtown area. As a downtown "draw", an entertainment use or theater would generate considerable downtown activity, which would benefit other uses and businesses in the downtown/TOD mixed-use area.

Work with the Historical Society of Fort Hill Country's Fort Hill Heritage Museum

The Village should work with the Historical Society to support the Fort Hill Heritage Museum. To improve the museum's visibility and prominence in the area, the Village should work with the Historical Society to install improved wayfinding and directional signage to the museum.

Mundelein Farmers Market

Beginning in June of this year, a farmers market has been established in Mundelein. The market is located on the southwest corner of Park Street and Seymour Avenue. Because Mundelein is located in the middle of Lake County, the market attracts people from well beyond its municipal boundaries.

Support Arts and Culture Village-Wide

Include Public Art in New Developments

Public art and artistic displays should be installed throughout the Village as either stand-alone focal points or as part of new developments. Ideally, public art should be located within public parks and plazas or within public rights-of-way so they are highly visible. To promote the inclusion of public art in larger developments, the Village should encourage developers to install public art as a component of their projects, depending on the size, scope, and location of the development.

Preserve and strengthen arts and culture education opportunities

The Arts and Culture Plan aims to support groups in providing arts and culture education and appreciation, especially for local youth. The Village should work with the School District and the Park and Recreation District to ensure arts and cultural opportunities are provided.

Use arts and culture as a resource for economic development, drawing visitors into the Village

The Village should view arts and culture as a resource for improving economic development. The Arts and Culture Plan recognizes that arts and culture are important to the local and regional economy. Arts and culture related businesses provide direct economic benefits to the Village by creating jobs, attracting investments, providing educational opportunities, supporting tourism, and generating tax revenues.

Community Events

Community events are important to the character and identity of Mundelein. These events should also be seen as an economic development tool for the Village to support local businesses. The Village should continue to work with groups and organizations that organize and volunteer in community events.

Maintain Existing and Promote New Events in the Downtown

As redevelopment occurs in the Downtown, the Village should work with property owners and community organizations to identify space and location needs to ensure that events can remain in the Downtown area. For example, as parking areas are redeveloped, or realigned as part of the TOD plan, the Village should work with Park on Park organizers to identify space suitable of holding the event. Ideally, the event would remain in the Downtown area and continue to serve as a major attraction. To further promote the Downtown and strengthen its economic success, the Village should continue to seek opportunities for new events in the Downtown to draw visitors from throughout the region. For example, the Farmers Market on the southwest corner of Park Street and Seymour Avenue beginning in spring of 2011.



Design Guidelines

The Village should create detailed design guidelines that reflect the community's preferred elements and design features. Guidelines are not intended to dictate architecture or building design, but rather assist the Village in encouraging and guiding high-quality design and construction for all new developments. Coordinated zoning standards, development regulations, and design guidelines should work together to establish and help shape a desired community aesthetic by defining preferred characteristics for building orientation, articulation, scale, massing, material, parking lot layout, landscaping, signage, lighting, and more.

Specific architectural elements should be required in certain areas, such as within the Downtown and TOD area, while other elements should be prohibited. As recommended in the Village's TOD Plan, the appearance and character of the Downtown and TOD area should be unique from the rest of the community. Following the recommended TOD principles will result in a more pedestrian-friendly environment that includes multi-story, mixed-use buildings. For example, a key design guideline (and zoning) requirement within the TOD area should be that new developments create and/or reinforce a physical "street wall" (where buildings are at or near the sidewalk). The Village's new zoning ordinance currently incorporates many of these design and development standards.

Improve the Appearance of Structures/Properties

The Village should work with property owners along primary corridors to improve the appearance of buildings and properties. The overall image and appearance of the community will be elevated by combining public sector improvements within the public right-of-way, with private sector improvements for properties fronting these corridors. Opportunities exist for additional parking lot landscaping, foundation and site landscaping, on-site pedestrian amenities, and dumpster/loading area screening for many commercial and industrial businesses along the corridors. In addition to assisting existing businesses, as new developments are presented to the Village for review, staff should work with petitioners to ensure that projects include high-quality construction materials, and appropriate and attractive landscaping.

Façade Improvement Program

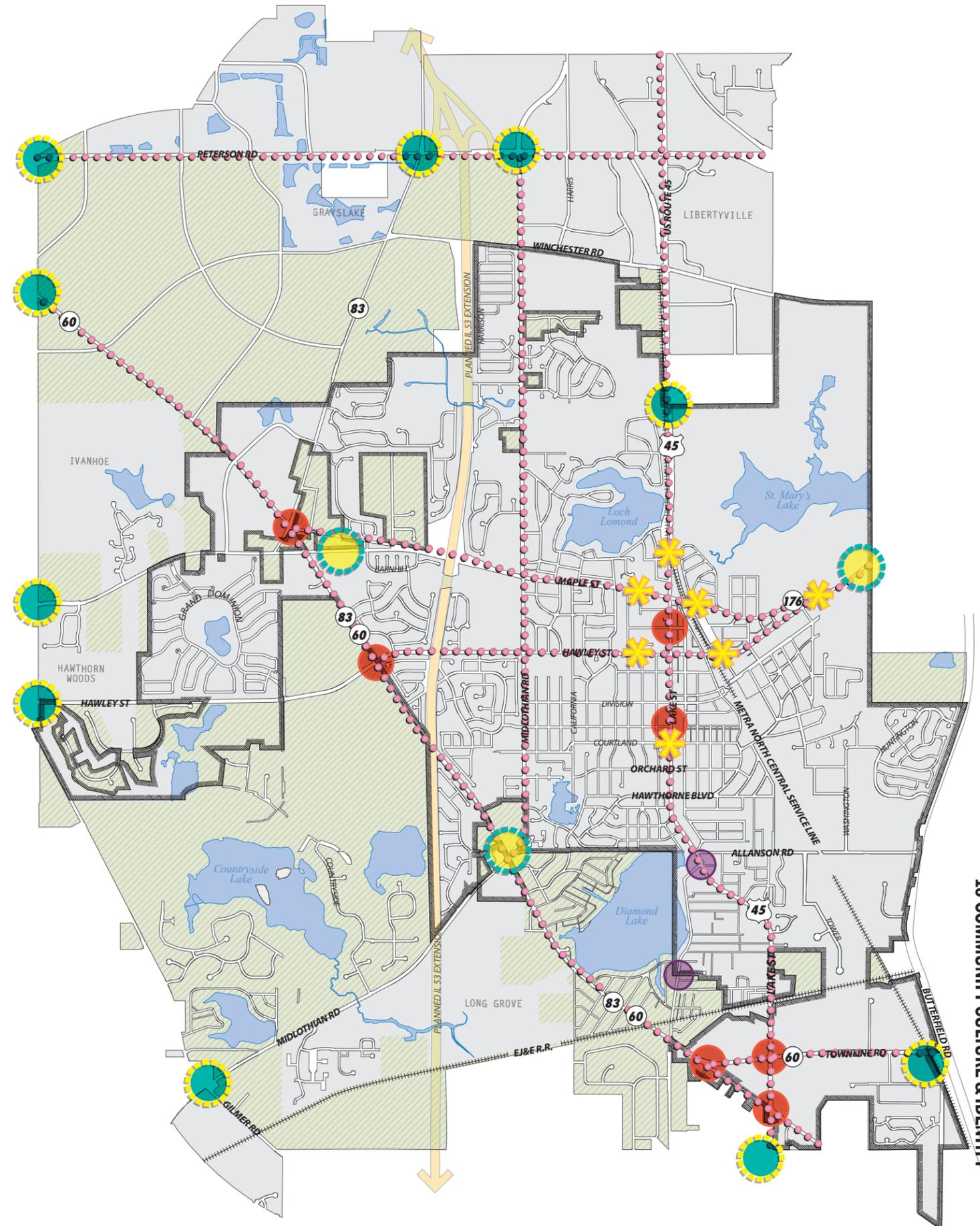
The Village should explore the establishment and implementation of a Façade Improvement Program to assist property owners with building and site improvements. Many existing businesses along the Village's key corridors are suffering from a neglected exterior and are in need of façade improvements. There are several program models for façade improvement assistance including zero interest loans, Village matching funds, and TIF assistance. Different communities utilize different methods and Mundelein should examine different programs that may be locally viable. Improving the appearance of existing buildings would significantly improve the overall appearance and character of the Village.

Map Legend

-  Village Gateway Signage (Existing)
-  Recommended Gateway Signage
-  Downtown Entry Signage
-  Diamond Lake Entry Signage
-  Intersection Improvements
-  Streetscaping Improvements
-  Growth Areas
-  Current Village Boundary



0 1/2 mi 1 mi.





11 Subarea Plans

Village of Mundelein | Comprehensive Plan

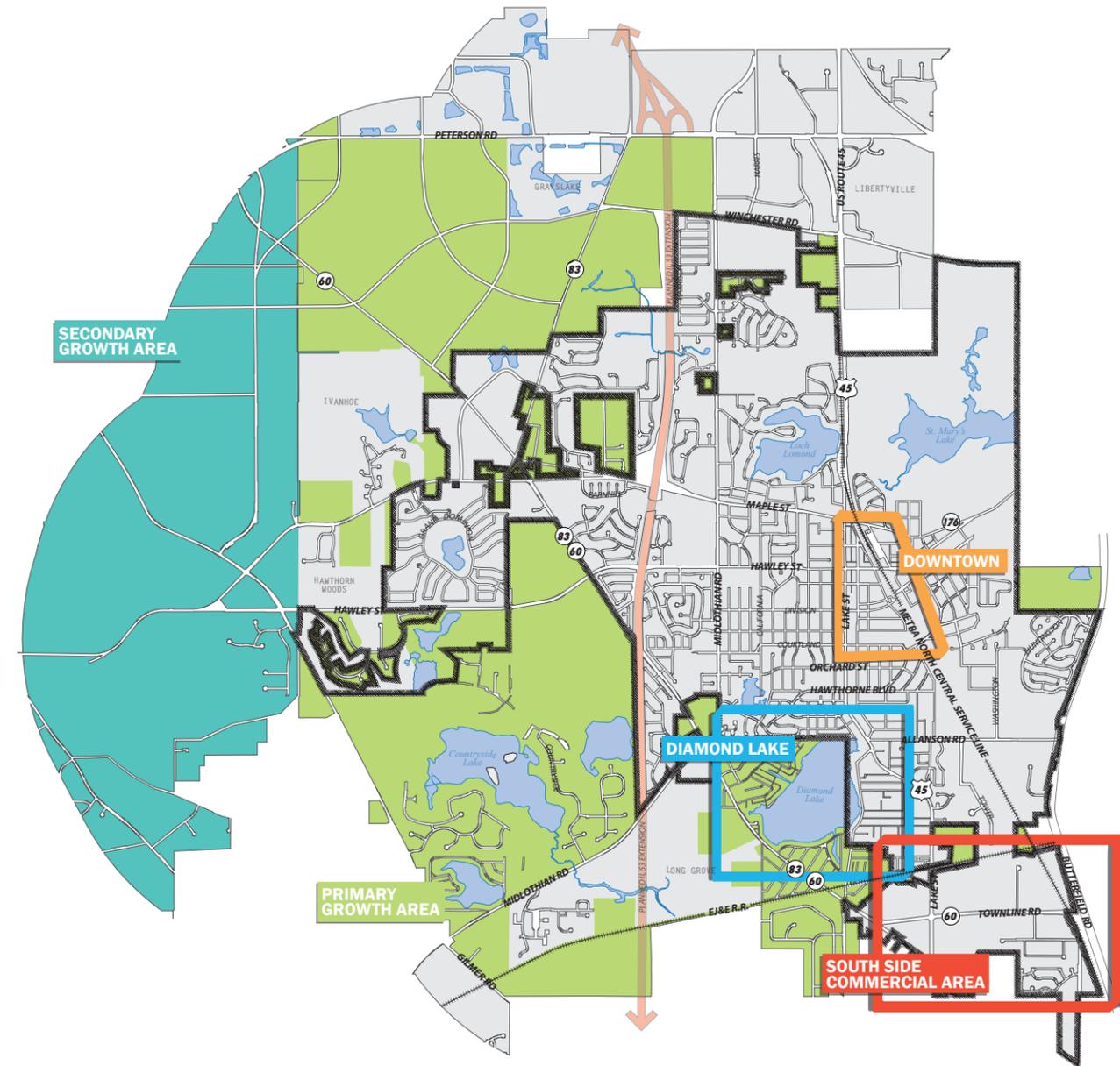
11 Subarea Plans

The purpose of examining targeted subareas is to provide more specific recommendations for areas of the Village that are of most concern to residents, are most likely to change, face increased redevelopment pressure, have significant vacant or underutilized properties, are “tired” and in need of revitalization, or all of the above.

Each Subarea Plan presented in this section provides recommendations for land use and development, transportation and circulation, parking, and other improvements. The Subarea Plans are intended to provide a framework for the improvement, redevelopment, and revitalization of each area, and to establish policies for the Village moving forward. Opportunity redevelopment sites are identified in each subarea and land use designations are established for each parcel. The areas not contained in the Subarea Plans are addressed in different sections throughout the Comprehensive Plan, more specifically within the Village-Wide Plans section.

This section includes the following Subareas:

- ▶ Diamond Lake
- ▶ South Side Commercial Corridor
- ▶ Downtown
- ▶ Growth Areas



Diamond Lake

Diamond Lake is a unique and important asset for the community. Diamond Lake is a valuable natural resource that adds to the character of Mundelein and a quality of life for residents – providing opportunities for fishing, swimming, and boating – which is unique for a community in the Chicago region.

Although only a portion of the Diamond Lake Subarea is located within the Village’s existing municipal boundary, the larger area is within Mundelein’s planning jurisdiction (1 ½ miles from the municipal limits), providing the Village with the authority to develop long-range plans for the area; however, throughout the planning process residents of the unincorporated areas expressed a desire to remain unincorporated and did not share the same vision for Diamond Lake. While the general desire was for public access to the waterfront with a walk or trail around the perimeter of the lake, unincorporated residents desired to maintain the existing character of single-family homes with private access to the water complemented by small areas reserved for public access.

The Diamond Lake Subarea Plan balances these competing desires by proposing that unincorporated areas remain unchanged and proposing a transformation of the incorporated area into a publicly-accessible and exciting waterfront area. The Diamond Lake Subarea Plan envisions a mix of uses, such as restaurants and boutiques with outdoor seating and dining, and strong orientation to the lake, with a lake walk and public access to the waterfront along the east side of the lake. The Diamond Lake Subarea plan promotes appropriate development and redevelopment, improves roads and infrastructure, and supports and strengthens existing residential neighborhoods while improving public access and views to the lake wherever feasible.

Goal

Work cooperatively with existing property owners and future developers to enhance the waterfront as a community amenity by providing public access along the water and developing a mix of uses to create a vibrant lakefront area and improve water quality.



Park District Land Swap Alternative



Land Use & Development Framework Legend

- Single Family
- Single Family Attached
- Multi-Family
- Mixed-Use Lakefront
- Parks, Open Space & Recreation
- Public/Semi-Public/Utilities
- Current Village Limits

Land Use

The Diamond Lake Subarea currently consists of single-family homes surrounding the lake, with some open space and public access points in its periphery. Multi-family development is scattered throughout the area and commercial uses are located along Diamond Lake Road and Lake Street. The Land Use Plan for the Diamond Lake Subarea builds upon existing land uses and promotes a mixed-use lakefront on the east side of the lake with public access to the waterfront for all.

Single-Family Detached

Single-family detached homes should continue to be the primary land use in the subarea. The majority of existing residential uses consist of smaller homes on narrow parcels. While existing residential neighborhoods should remain intact over the short-term, the Village should promote parcel consolidation and development on larger lots to better accommodate homes, parking and building setbacks.

Multi-Family Residential

Multi-family residential should be developed at identified locations along Diamond Lake Road, either as a stand-alone development or as a component of mixed-use development along the lakefront. Multi-family development should not be permitted to occur on small narrow lots and should only be considered if parcels are consolidated to sufficiently accommodate parking demands and appropriate screening and buffering.

Parks and Open Space

Diamond Lake is a natural resource that should be enjoyed by all. The Village should work with the Park and Recreation District to promote the beach as an asset for the community and explore opportunities to expand Lakefront Park. The Village should also work with the District to enhance the appearance of Lakefront Park by improving its parking areas, signage, fencing and landscaping. In addition to Lakefront Park, the other parks and open space areas in this subarea should also be preserved and improved.

Commercial

Commercial uses should continue to be located at key locations along Diamond Lake Road and Lake Street. Commercial uses along Lake Street should be oriented towards Lake Street and consist of neighborhood level commercial uses, providing goods and services to nearby residents and passing motorists. Commercial uses along Diamond Lake Road should have strong orientation to the lake and consist of retail, dining and entertainment uses to assist in transforming the area into a vibrant lakefront.

Park District Land Swap Land Use Alternative

The potential exists for the Village to enhance public access to Diamond Lake. In this land use alternative, the Village would purchase/acquire property along the lakefront (1) and then exchange, or swap, the property with the Park District-owned property located to the east of Diamond Lake Road (2). This exchange would allow for continued public open space along the waterfront, while at the same time providing a mixed-use development opportunity east of Diamond Lake Road.



Appearance and Function

In addition to changes in land use and development and redevelopment, other enhancements can be made to improve the appearance and function of the Diamond Lake area. This section presents recommendations for improving the appearance of the Diamond Lake Subarea along with transportation and other infrastructure improvements to improve its function as it relates to operation and mobility.

Improve Public Access to Diamond Lake

To improve access to the waterfront, the Village should work cooperatively with developers and property owners to acquire public access easements along the waterfront and between buildings and sites. Although a continuous public access easement along the waterfront is a long-term vision that may or may not be fully realized, public access to the waterfront along the east side of Diamond Lake in the incorporated area of the Village should continue to be an objective. A lakewalk or boardwalk, 10 feet in width (or greater) with piers and scenic overlooks, would provide a desirable amenity to the area.

Building Orientation/Views

Future development should have strong orientation to the lake, but also be mindful of the views from nearby properties and public right-of-ways. Rather than a continuous “wall” of buildings along the lakefront, development should have “gaps” or breaks where perpendicular streets intersect with Diamond Lake Road.

Creek Naturalization

A small tributary creek runs parallel to Rays Lane and has created flooding issues for adjacent residential properties. The Village should explore improvements to the creek, including naturalization/restoration, or altering its route to minimize its impact on nearby property.

Improve Pedestrian Mobility & Safety

Sidewalks should be present on both sides of all streets within the Diamond Lake Subarea and sidewalk connections to the lakefront should be encouraged. All crosswalks across Diamond Lake Road should be improved with signage, bollards, and pedestrian-scaled lighting. The Village should also consider using different materials or colors at crosswalks (i.e. bricks/pavers or painted crosswalks) to make them more prominent.

Streetscaping & Beautification

As perceived from public rights-of-way, the Diamond Lake Subarea does not truly reflect the desired image and character of Mundelein. To improve its appearance a streetscape improvement plan should be created to provide recommendations, guidelines, costs and feasibility of a variety of streetscape enhancements including: planting additional street/parkway trees, new streetlights and standards, installation of parking lot landscaping, improved gateways and gateway features, improvements at key intersections, screening of utilities, façade improvements, and improved business signage.

Infrastructure Improvements

Over the last several years, the Village has budgeted for and completed many infrastructure projects in this subarea. The Village should continue to plan for and reinvest in the area’s infrastructure including street surfaces, curbs, gutters, water and sewer, and sidewalks.

Key Circulation Improvements

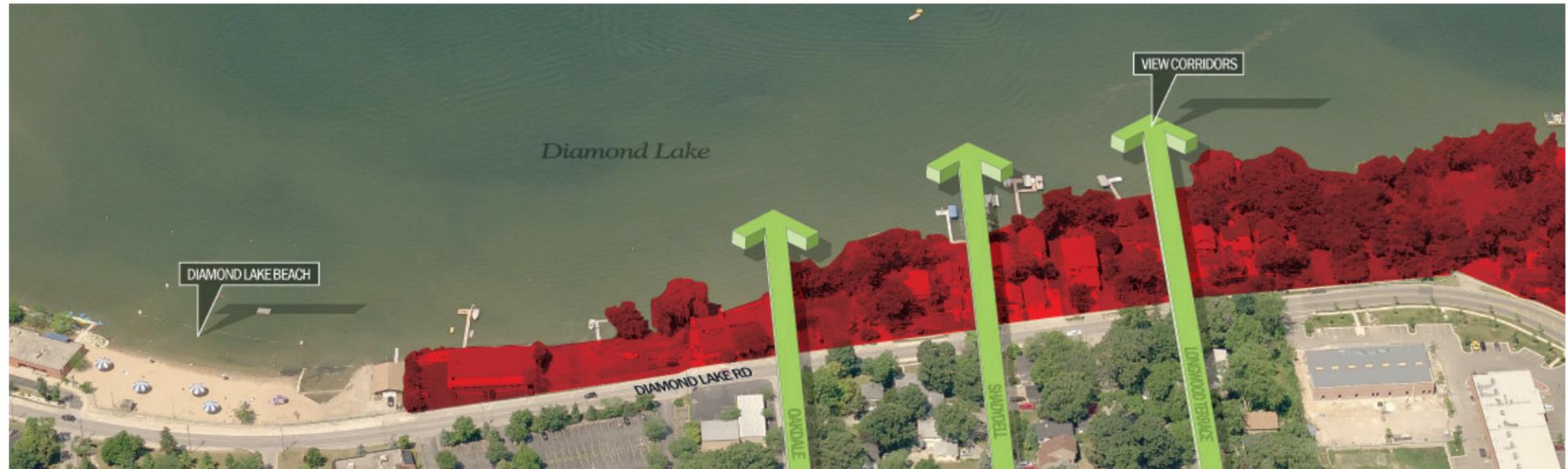
To improve circulation in the subarea, the Village should complete two key transportation improvements: 1) the realignment of Diamond Lake Road east of Lakefront Park, and 2) the realignment of the Lake Street (US Route 45) and Diamond Lake Road intersection. Together, these two projects would improve vehicular, pedestrian and bicycle circulation in the area.



ABOVE: Improving access to the waterfront should entail a walk along, or near the shoreline, either at the rear of parcels or cantilevering over Diamond Lake where adequate space does not exist. The four images above serve to illustrate the many forms that a “boardwalk” can take. It is recommended that the design of the walk be studied in more detail, with additional public input provided from residents. BELOW: Naperville’s Centennial Beach is an excellent local example of a successful Park District run public swimming facility.



Rather than a continuous "wall" of buildings along the lakefront, development should have "gaps" or breaks where perpendicular streets intersect with Diamond Lake Road.



Realignment of the Lake Street/US 45, Allanson Road, and Diamond Lake Road Intersections

The intersections of Diamond Lake Road and Allanson Road with Lake Street are within close proximity of one another (220'), limiting efficient flow of traffic through the Village. Having two collector streets intersect an arterial roadway in such a disjointed fashion creates traffic backups and circulation issues for vehicles traveling along all three routes and impacts access to the adjoining commercial properties.

Alternatives

To alleviate traffic backups and congestion and to improve flow and safety, the Village should consider realigning Allanson Road and/or Diamond Lake Road to create a single intersection at Lake Street and eliminate one of the two existing signalized intersections.

Seymour Cul-de-sac

It is recommended that all alternatives support the continuation of the existing cul-de-sac of Seymour Avenue, north of the Allanson Road and Lake Street intersection. Although existing right-of-way would permit a connection, maintaining a separation would continue to insulate the residential neighborhood from cut-through traffic.



Changes to the West

This alignment would primarily impact the existing businesses located west of Lake Street by removing parking spaces to provide the property necessary to realign Diamond Lake Road. This alignment would also result in the creation of an irregularly shaped property to the south of the intersection that would be difficult to develop. In addition, this alignment would impact the existing commercial center east of Lake Street by eliminating a signalized intersection that provides access to the property. This alternative is the least favorable and should be considered a last resort.



Changes to the East (preferred)

This would focus the amount of land acquisition and its potential impact on properties to the east. This alignment would impact single-family homes while maintaining all of the existing businesses west of Lake Street. Access would be greatly improved for businesses located on the east side, as the existing commercial center located east of Lake Street would maintain access from both Lake Street and a realigned Allanson Road. As a result of the new alignment, new development opportunities with access from the new signalized intersection would also be created.

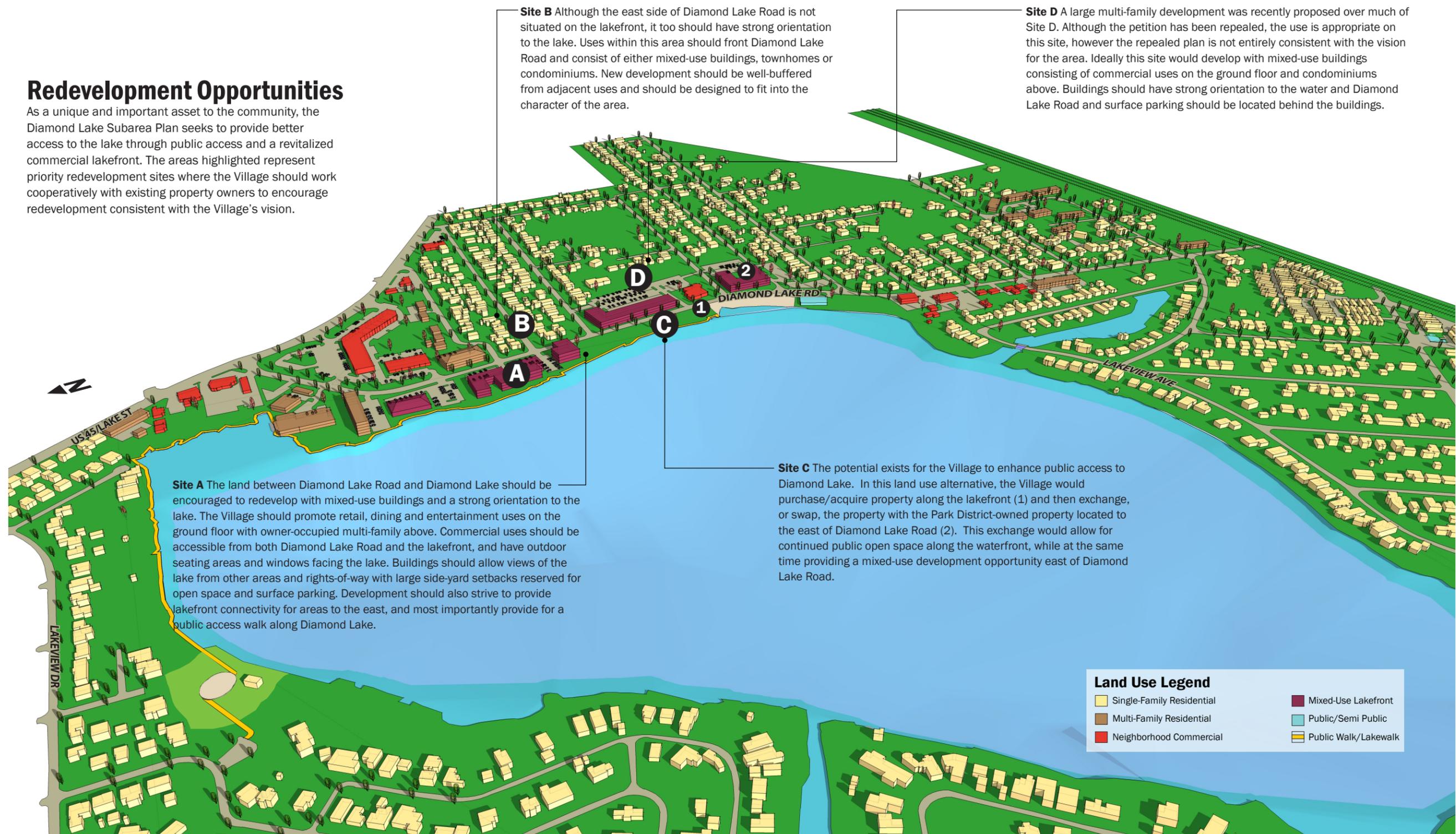


Changes to the East and West

This preferred alignment would equally impact both sides of Lake Street, essentially splitting the amount of acquisition on both the east and west sides. Although the intersection alignment is less than ideal, traffic control devices and signage can ensure both the safety and flow of traffic through the intersection. This alignment would still require acquiring existing parking spaces from Bill's Restaurant which could impact their operations.

Redevelopment Opportunities

As a unique and important asset to the community, the Diamond Lake Subarea Plan seeks to provide better access to the lake through public access and a revitalized commercial lakefront. The areas highlighted represent priority redevelopment sites where the Village should work cooperatively with existing property owners to encourage redevelopment consistent with the Village's vision.

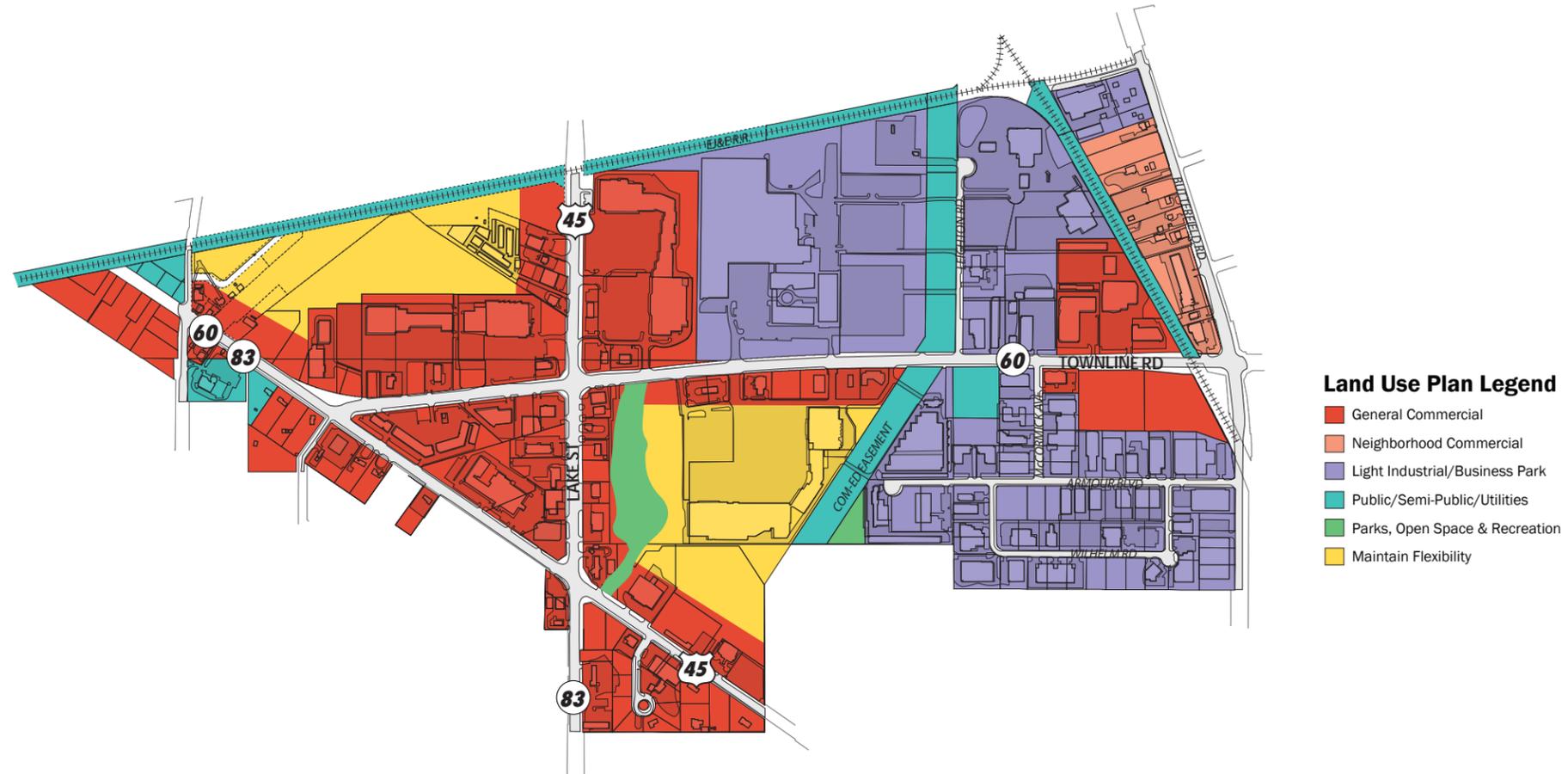


South Side Commercial

The South Side Commercial area is situated in the southeastern section of the Village at the crossroads of three arterial streets – Lake Street (US 45), Townline Road (IL 60), and IL 83. Functioning as a de facto gateway to the Village, the area generally fails to convey an image and character representative of the Village of Mundelein. The area was one of the first commercial areas of the Village, but is now suffering from vacancies and a dated appearance. The Key Focus Subarea Plan for the South Side Commercial Area seeks to capitalize on the area’s strategic location in the community, provides recommendations for improvement and enhancement – both public and private – and promotes the desire of the Village to realize comprehensive redevelopment.

Goal

Revitalize the South Side Commercial Area as a regional shopping destination and community gateway by promoting comprehensive and coordinated development and redevelopment and strengthening existing industrial and business uses.



Land Use

The South Side Commercial Area should be promoted and improved as a regional commercial and employment destination. The area should capitalize on its regional location through comprehensive redevelopment of commercial areas and improvement of existing industrial and businesses areas. Specific land use recommendations for the South Side Commercial Area are below.

Commercial

Situated at the intersection of three arterial streets, this subarea is well positioned to attract consumers from a larger region, extending far beyond the Village of Mundelein. Commercial uses within this subarea should comprise a mix of retailers in larger shopping or lifestyle centers complemented by big-box retailers and restaurants. Smaller scale independent/stand-alone commercial uses are also appropriate when lot size and parcel depth are small; however these uses should be connected and coordinated with adjacent uses.

Open Space

A north-south floodway passes through the subarea. The floodway should be protected from encroachment and enhanced and maintained as open space.

Industrial

Industrial areas should consist of warehousing and distribution, low-intensity manufacturing, and other business park uses. Existing industrial areas should be reserved primarily for business; however recreational and private athletic uses may be appropriate and should be considered on a case-by-case basis.

Residential

While no residential areas are designated within the South Side Commercial Area, multi-family residential developments may be appropriate as part of larger redevelopment projects within the center of large parcels that have limited visibility from arterial streets.

Maintain Flexibility

Two large “super-blocks” in the South Side Commercial Area present challenges for development and redevelopment due to their size and depth. The Village should plan for commercial uses along the frontage, but “Maintain Flexibility” with the interior areas, as other types of land uses may be appropriate and better suited for the limited access and exposure.

Transit Oriented Development (TOD)

In 1999, the Regional Transit Authority initiated a study to provide transit service along the East Joliet and Elgin (EJ&E) Railroad to outer ring suburbs, connecting Lynwood to Waukegan, passing through the Village of Mundelein. Based on a detailed feasibility analysis, the route of the STAR Line (Suburban Transit Access Route, formerly Outer Circumferential Segment) has been shortened, and no longer services Mundelein or Lake County. According to the RTA, the STAR Line will be a 55-mile system connecting the 100 communities between Joliet and O’Hare airport, with the northernmost point being Prairie Stone, an industrial park in Hoffman Estates. While this does not preclude commuter train service from ever servicing Mundelein on the EJ&E, the time horizon is too remote and uncertain to affect present day planning by the Village.

Appearance and Function

In addition to changes in use through development and redevelopment, other steps can be taken to improve the appearance and function of the South Side Commercial Area. This section presents recommendations for improving the appearance of the South Side Commercial Area, along with recommendations for transportation and other infrastructure improvements

Improve Pedestrian Mobility & Safety

Sidewalks should be present on both sides of all streets within the subarea, and sidewalk connections from public right-of-way should be encouraged. Existing crosswalks should be improved with signage, bollards and pedestrian-scaled lighting. The Village should also consider using different materials or colors at crosswalks (i.e. bricks/pavers or painted crosswalks) to make them more prominent.

Improve Pedestrian Realm

As a regional commercial destination, the South Side Commercial Area will have to cater primarily to patrons arriving by automobile; however, it is important that this area not neglect the pedestrian. Throughout the entire South Side Commercial Area sidewalks and/or trails should provide pedestrian connections to all businesses. Benches, seating areas and bicycle racks should be provided to improve the area's overall pedestrian friendliness.

Streetscaping & Beautification

As perceived from public rights-of-way, the South Side Commercial Area does not truly reflect the desired image and character of Mundelein. To improve its appearance, a streetscape improvement plan should be created, providing recommendations, guidelines, costs and feasibility of a variety of streetscape enhancements including: planting additional street/parkway trees, new streetlights and standards, installation of parking lot landscaping, improved gateways and gateway features, improvements at key intersections, screening of utilities, façade improvements, and improved business signage.

Install Gateway Features

As a key entry point into the Village, gateway features and enhancements should be installed in one (or more) locations. Gateway improvements should include an attractive mix of signage, landscaping, and lighting to help beautify the area and announce entry into the Village.

Bury/Screen Utilities

The Village should work with utility companies and developers to bury or relocate overhead utility lines to reduce visual clutter and improve the image of the area. Burying utilities is costly and should be completed as parcels redevelop. While burying is preferred, relocating utilities to the rear of the buildings may be a more cost-effective approach. The high-tension wires running north-south through the South Side Commercial Area are excluded from this recommendation.

Minimize Access Points

The Village should strive to reduce the number of curb cuts and access points within the subarea. Furthermore, as a policy, the Village should seek to minimize access points as part of future redevelopment and promote cross-access between adjacent properties. Opportunities for shared ingress and egress points along the arterials should be explored and property owners should be encouraged to consolidate curb cuts wherever feasible.

Internal Circulation

Sections of the subarea are composed of large "super-blocks" that limit development potential of their interior and hamper circulation and walkability. As a component of redevelopment, new local streets or routes, including sidewalks, should be considered to improve circulation and accessibility.

Future Road Widening

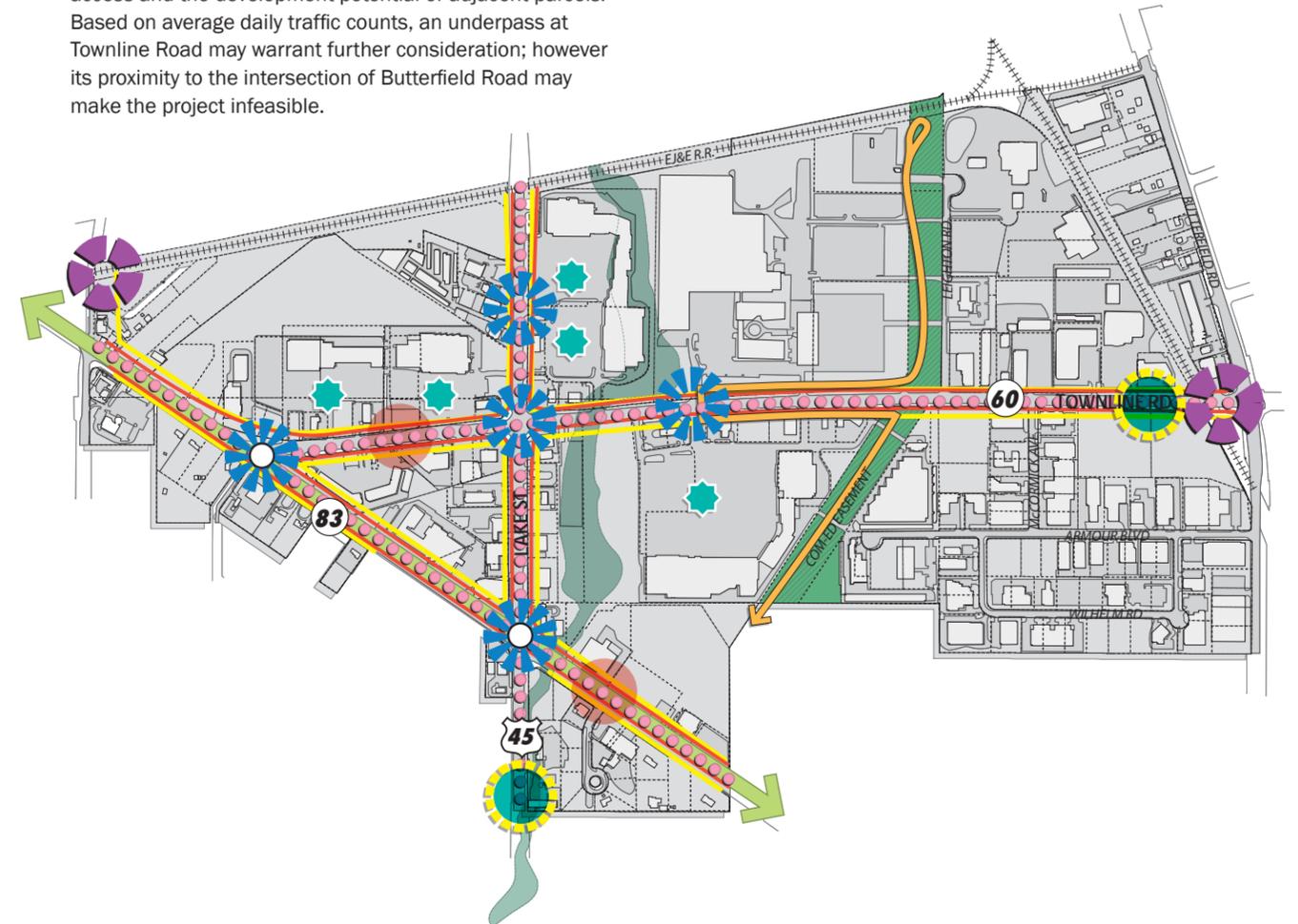
The Village should continue to support and encourage IDOT to improve IL Route 60/83 through this area of the Village. The Village should promote the incorporation of "complete street" improvements, eliminate redundant access points, and utilize landscaped medians to improve appearance and restrict undesirable turning movements.

New Traffic Signals

To ensure safe access and egress to sites within the area, the Village should monitor local traffic conditions and install signalized intersections when warranted. New traffic signals should be integrated into the existing system and synchronized with existing traffic signals for efficient movement of vehicles and pedestrians.

Rail Crossings

Train traffic can impact the efficient movement of vehicles and compromise pedestrian safety. While grade separation can address these issues, it is very costly, and it limits access and the development potential of adjacent parcels. Based on average daily traffic counts, an underpass at Townline Road may warrant further consideration; however its proximity to the intersection of Butterfield Road may make the project infeasible.



Map Legend

- Recommended Gateway Signage
- Existing Traffic Signal
- Future Widening
- Potential Future Traffic Signal
- Potential Grade Separated Crossing
- Parking Lot Screening
- Minimize Curb Cuts
- Streetscaping Improvements
- Future Trail Connections
- Parks/Open Space/Com-Ed
- Pedestrian Linkages
- Existing Floodway
- Intersection Improvements
- Existing Buildings

Redevelopment Opportunities

While existing commercial and retail uses should be supported, the Village recognizes that this portion of the Village fails to maximize its potential as a regional commercial location. As a gateway to Mundelein, this district also shapes initial perceptions of the community and reflects on the community as a whole. As one of the Village's first commercial districts, the South Side Commercial Area is challenged by past planning practices with little, if any coordination and synergy between adjacent uses. These shortcomings are reflected in this district's inability to sustain itself as a vibrant commercial center. This figure presents five priority redevelopment areas which promote comprehensive redevelopment of existing commercial districts to reposition the South Side Commercial Area as a regional commercial center and a better gateway to Mundelein.

SITE E - NWC of Diamond Lake Road & IL Route 83 Site E on the west side of Diamond Lake Road is currently developed with a mixture of commercial service and retail uses. Opportunities for neighborhood commercial retail may be presented if redevelopment occurs in the future. These uses can be accommodated by the shallow lot depths in the area, while benefitting from visibility along IL Route 83. Cross access and parcel consolidation should be promoted and encouraged on these sites.

Site A - NWC of Lake Street/US 45 & Townline Road The vacant and underutilized parcels located north of Townline Road and west of US Route 45 present an opportunity for the creation of a more integrated development. The current mix of uses can be described as new and old and desirable and undesirable. Some sites are active, however some are vacant and overall the development within this area fails to maximize the benefit of its location. Furthermore the existing development and past subdivisions have created irregular parcel sizes that limit the development potential of the entire area. By promoting, encouraging and incentivizing parcel consolidation and coordinated redevelopment, this site has the potential to attract national retailers and big box stores that can draw consumers from the larger region and strengthen the Village's tax base.

SITE D - SEC of IL Route 83 & Lake Street/US 45 This site currently consists of underutilized commercial properties with a mix of commercial and service uses. Redevelopment will be inhibited by the existing floodway and mature trees. Future development should incorporate convenience retail fronting both IL Route 83 and Lake Street/US 45, with a larger destination use situated in the interior of the site. Cross access should be promoted throughout the site, with the main access point being at a signalized intersection along IL Route 83.

MAINTAIN FLEXIBILITY

MAINTAIN FLEXIBILITY

SITE C - SWC of Lake Street/US 45 & Townline Road Site C is bordered by three of the busiest streets in the entire Village presenting both opportunities and challenges. While the visibility and exposure that the surrounding streets provide are advantageous for retailers, access and egress to this area is challenging and the prospect of a signalized intersection is unlikely. Redevelopment of this triangular area should be coordinated and comprehensive, with buildings situated at the street in each of the three corners and reserving the site's interior for parking and circulation with access points to Lake Street, Townline Road and IL Rte 83.

SITE B - SEC of Lake Street/US 45 & Townline Road This site currently consists of large underutilized shopping centers with large surface parking areas accompanied by a mix of commercial and residential uses fronting the arterial streets. Generally, the uses in this area fail to maximize the benefit of having frontage along three arterial streets, all of which with average daily traffic counts of 20,000 or more. While redevelopment is preferred, this concept serves to illustrate how the center can be retrofitted to better compete for tenants and shoppers. Should the site be redeveloped, it will be challenged by large parcel depths and a floodway. It is recommended that the floodway, along with the mature stands of trees, be preserved, and that a north-south road or connection pass through the site to facilitate development of the site's interior. Larger areas to the east should develop for regional commercial uses that can draw from Mundelein and beyond, however office and commercial service uses may also be appropriate in the site's interior.

Downtown

As a key objective of the Comprehensive Plan, the Downtown Subarea Plan strives to support the Village's ongoing efforts to strengthen the Downtown area as the heart of the community. Building on the relevant components of the Village's 2004 *Transit Oriented Development (TOD) Master Plan*, the Downtown Plan promotes cooperatively working with existing property owners, residents, businesses, and developers to revitalize downtown as the vibrant mixed-use area envisioned by the community.

The process for updating the Comprehensive Plan has provided the Village with an opportunity to revisit the Village's 2004 TOD Plan. Throughout the planning process almost all participants conveyed a message that the overall vision that was created for the area in 2004 is still valid today, and it is apparent there is still strong support for this effort.

Although the vision is still relevant, the density of development, timing, sequencing and priority of implementation steps has changed. In 2004 the TOD Plan reflected an era of unprecedented growth and development, and today many recommendations seem overly ambitious in the current and anticipated economic climate. The total square footage of commercial space and number of residential units indicated in the plan may no longer be feasible. The Village should reconcile the recommendations of the TOD plan with current market/economic realities outlined in the recently released *Downtown Development Review* report created by BDI. Although the economy has altered the scale of redevelopment and the timeline and phased approach to the TOD development, the Downtown Subarea Plan continues to support its long-term vision and goals including the land uses and character of development outlined in the TOD Plan.

Goal

Continue to work towards the transformation of the Downtown area into a vibrant, active, attractive, walkable, mixed-use area that provides living and shopping opportunities, connects to transit, provides for civic functions, respects the historic character of the Village and strengthens it as the symbolic heart of the community



Land Use

The Downtown area currently consists of a variety of land uses and a fragmented development pattern that limit the downtown's potential. The current composition of uses lack coordination and generate very little synergy between them. Key sites sit vacant, industrial uses occupy large land areas, and single-family homes fail to provide a sufficient population density to patronize downtown businesses.

Existing land uses in the Downtown create the foundation moving forward for the Village to improve the area. As redevelopment occurs, future development should be designed to fit into the desired character of the area and should also be sensitive to adjacent uses. Existing land uses that do not fit into the vision for the area should be improved or relocated to more suitable locations within the Village.

More specifically, the Land Use Plan for Downtown strives to revitalize the Downtown area with a mix of uses including commercial, office, retail, community facilities, institutional, and residential. It is built on the principles of TOD (Transit-Oriented Development), which suggest higher residential density in a mixed-use, walkable setting that supports transit ridership and reduces dependency on the automobile.

Mixed-Use

The Village should continue to encourage and support mixed-use developments throughout much of Downtown. Mixed-use buildings comprised of commercial retail and service uses on the ground floors with residential and/or office above, are key components of Downtown's revitalization. Mixed-use developments are important since they provide residents and potential shoppers, as additional places to work, shop and do business.

Parks and Open Space

The Village should continue to work with the Parks and Recreation District to preserve and enhance existing parks and open space within the Downtown area, including a new Village Center Green to serve as a key focal point in Downtown. Public gathering areas, including parks, squares and plazas provide additional open space and relief from the built form and should be encouraged as a component of all new development.

Residential

Although the current housing market is depressed, the Village should continue to plan for and support new multi-family housing developments in the Downtown in the mid- and long-term. The first building within Cardinal Square has been built, and the timing of additional phases is still unclear; however, multi-family development remains consistent with the Downtown Plan and should still be included in plans. In addition to multi-family structures, the Village should continue to plan for other residential development, consistent with the land use plan as components of mixed-use developments or single-family residential developments located in the southern area of Downtown along Courtland Street.

Commercial

Key to the revitalization of Downtown will be maintaining support for existing businesses while promoting commercial uses of all types in the downtown area. Local chains, national chains, and independently owned shops, restaurants, offices and services are all appropriate and will all contribute to critical mass of commercial uses that will make downtown successful. Commercial uses in Downtown should have strong pedestrian orientation and be built at, or near, the sidewalk and form a continuous street wall with adjacent buildings. Uses catering to the automobile, such as drive-up banks, strip malls and fast-food restaurants should be limited to Lake Street, but even these uses should provide an attractive and safe environment for pedestrians.

Community Facilities and Institutional

For Downtown to be what is desired and envisioned by the community, it needs to be more than a retail and dining location. To truly be the "heart" of the Village, it is important that Downtown remain the center of civic activities. To this end, the Village should continue to work with other governmental agencies and institutions to ensure their facilities continue to locate in the Downtown area. In addition to providing employment opportunities and drawing visitors to Downtown, they contribute to Downtown's character and sense of place. Desirable facilities include a new Village Hall, a new USPS Post Office, Police Station, Metra Station and Village Center Green.

Improve Surface Parking Areas Surface parking areas should have landscaped islands, perimeter landscaping, and clearly identified pedestrian crossing areas.

Improved Façade/Relocation Uses currently located in the Downtown that do not fit with the Village's long-term vision for the area should be improved or relocated if possible. The Village should work with property owners to identify if relocation is possible. If not, the Village should work with owners to improve the appearance of their buildings and properties.

Existing Village Hall If a new Village Hall is constructed in the TOD area, the existing site would be appropriate for either commercial uses, or a new municipal use such as a fire station.

Existing Post Office If a new post office is developed in the Downtown, the existing site would be appropriate for commercial development.

Cardinal Square Development Although only the first building has been constructed, the Village should continue to plan for the additional buildings to be developed in the future. Implementing a safe pedestrian crossing to the commuter station from this development should be an important objective of the Village.

Metra Station The Village should continue to work with Metra and the railway to support commuter ridership. The Village should continue work with Pace to ensure that bus service operates throughout the Village with connections to Downtown and the Metra station. The Village should also continue to work towards the installation of a pedestrian rail crossing near the station.

Redevelopment West of Lake Street The west side of Lake Street should redevelop as commercial with a residential component. Redevelopment should maintain the Downtown's character while capitalizing on Lake Street's traffic counts.

New Village Hall/Post Office A new Village Hall and potential Post Office should be developed as part of the TOD redevelopment. To establish the civic campus, these buildings should be designed to front the Village Green, near the commuter station.

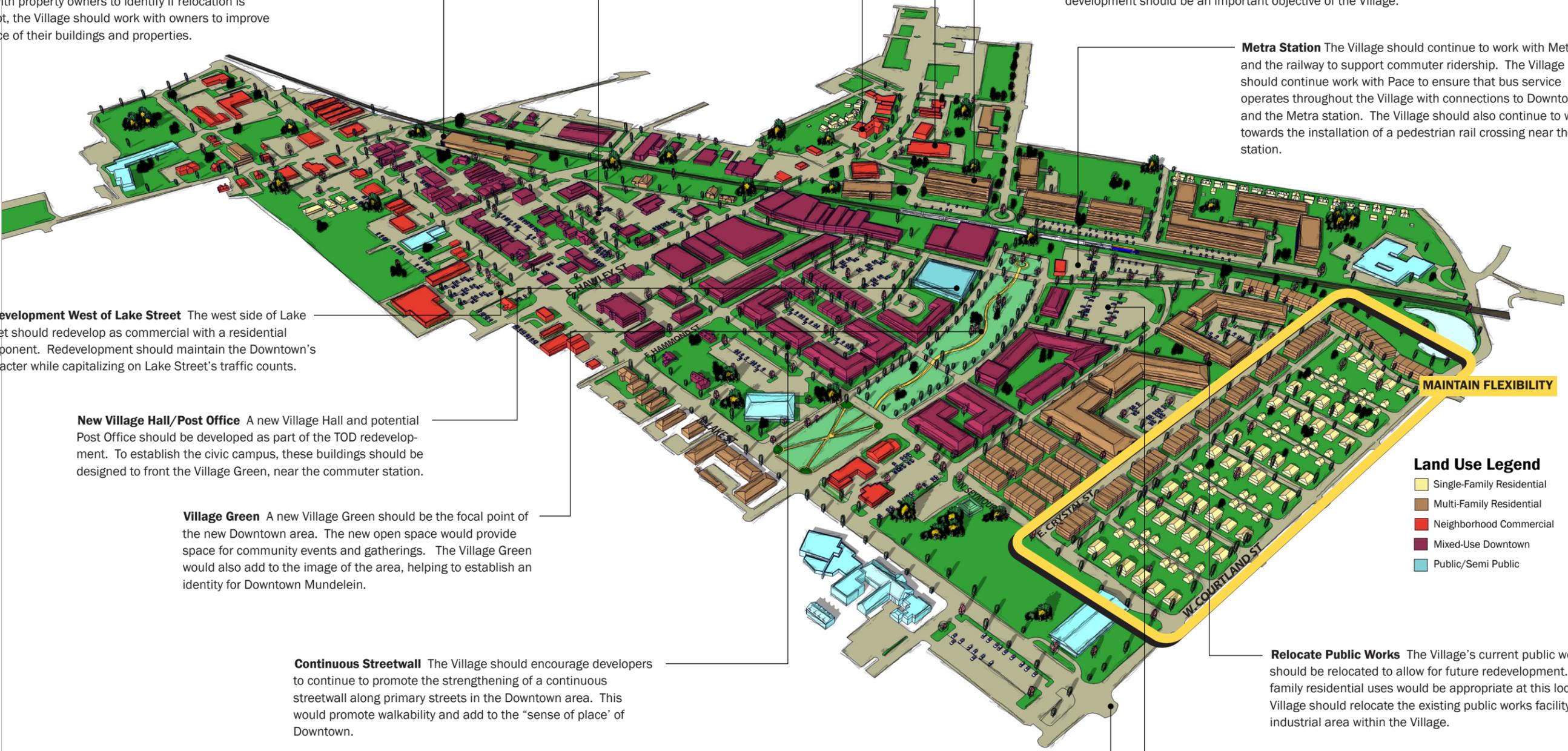
Village Green A new Village Green should be the focal point of the new Downtown area. The new open space would provide space for community events and gatherings. The Village Green would also add to the image of the area, helping to establish an identity for Downtown Mundelein.

Continuous Streetwall The Village should encourage developers to continue to promote the strengthening of a continuous streetwall along primary streets in the Downtown area. This would promote walkability and add to the "sense of place" of Downtown.

Improved Wayfinding and Gateway Signage Wayfinding and directional signage should be installed at key locations throughout the Downtown. Gateway signage at entry points into the Downtown area would create an easily identifiable boundary and help to establish an image for the area.

Relocate Public Works The Village's current public works facility should be relocated to allow for future redevelopment. Multi-family residential uses would be appropriate at this location. The Village should relocate the existing public works facility into a light industrial area within the Village.

Commuter Parking As part of the TOD redevelopment, the current commuter parking area will be converted to the Village Green. New commuter parking should be located south of the existing Metra station.



- Land Use Legend**
- Single-Family Residential
 - Multi-Family Residential
 - Neighborhood Commercial
 - Mixed-Use Downtown
 - Public/Semi Public

Appearance and Function

In addition to changes in land use and development and redevelopment, other steps can be taken to improve the appearance and function of Downtown Mundelein. This section presents recommendations for enhancing the appearance of the Downtown along with transportation and other infrastructure improvements to improve its function as it relates to operation and mobility.

Relocate Incompatible Uses

There are some large and highly visible sites Downtown that are occupied by uses incompatible and inconsistent with the community's vision. These parcels include industrial uses that lack appropriate screening and are unattractive from adjacent streets. As a short-term recommendation, the Village should work with property owners to improve the appearance of their buildings and sites, and promote their relocation and redevelopment in the long-term.

Build the Civic Campus and Village Center Green

The Village should continue to plan for and develop a Civic Campus that includes a Village Center Green and municipal facilities. Potential facilities include a new Village Hall and Post Office. The existing Village Hall is recommended for future commercial use, or as a potential fire station. The Subarea Plan also recommends that the Village work with the Post Office to explore the feasibility of relocating the existing Post Office into the TOD redevelopment. The opportunity may exist for a new Village Hall and a new Post Office to be constructed on the same parcel fronting the planned Village Center Green. The Village Center Green should be the focal point of the TOD redevelopment that would provide a civic area to be used for public gatherings and celebrations, and consideration should be given to extending the Village Center Green to US 45/Lake Street to improve the area's exposure to motorists travelling through the Village.

Fort Hill Museum

The Fort Hill Heritage Museum is situated on the southern edge of Downtown. The museum, located in Lion's Field and operated by the Mundelein Park and Recreation District, provides a unique amenity to the downtown. The Village should work with the Museum to better promote the amenity and improve wayfinding signage to the site.

Relocate the Public Works Facility

As part of Downtown's redevelopment, the Village should seek to relocate the Public Works facility to a more appropriate location in the Village. Although the facility is critical to the operation of the Village, the existing location is better suited for high-density residential development and the public works facility would be better located within, or adjacent to, an industrial/business park area. While the precise location is beyond the scope of this Comprehensive Plan and a detailed needs and space assessment is required, the Village should explore other sites centrally located in the community, with good street access and minimal impact on residential areas.

Grade Separated Pedestrian Crossing

A substantial amount of density will be located to the east of the railroad, requiring commuters to cross the tracks daily. To provide better connectivity and improve pedestrian safety, the Village should continue to work with Metra to construct a safe rail crossing near the Metra Station. A pedestrian crossing near the station would improve walkability and pedestrian mobility throughout the Downtown, especially for commuters living in the Cardinal Square development. The Village should work with Metra to obtain funding to design, engineer and construct the crossing.

Support Community Events

To reinforce the Downtown role and place within the community, it should be the venue of a variety of special events. The Village should promote special events in the Downtown to enliven it with activity throughout the year. The Village should work with property owners, the GLMV Area Chamber of Commerce, Mundelein Community Connection and other community organizations, to identify space and location needs to ensure that events remain Downtown such as Park on Park, classic car shows, sidewalk sales, art shows and other festivals.

Streetscaping and Urban Design Improvements

As a key destination and a source of community pride, it is important that Downtown reflect positively on the Village. To improve its appearance a streetscape improvement plan should be created to provide a consistent palette or theme throughout the entire Downtown. A detailed streetscape improvement plan should evaluate the appropriateness of some of the streetscaping that exist and provide recommendations, guidelines, costs and feasibility of applying a theme to a variety of streetscape enhancements including: planting additional street/parkway trees, new streetlights and standards, installation of parking lot landscaping, improved gateways and gateway features, improvements at key intersections, screening of utilities, façade improvements, and improved business signage

Parking Lot Landscaping

Surface parking lots can detract from the desired pedestrian friendly downtown character. They are; however, necessary, as visitors and commuters will arrive by car. Currently, many of the existing surface parking areas are unsightly, and lack appropriate interior and perimeter landscaping. The Village should require all parking lots to include perimeter landscaping consisting of a continuous wall or hedge to maintain a street wall and screen parking from view. In addition to perimeter screening, shade trees, landscape islands, decorative groundcover, and other landscape elements should be required for the interior areas of all parking lots to break up the unsightly appearance of large spans of pavement.

Design and Development Guidelines

To guide redevelopment and foster an aesthetically pleasing built form consistent with the community's image for Downtown, the Village should develop design and development guidelines. Design and development guidelines can effectively guide the appearance of new development, as well as issues pertaining to orientation, setbacks and building positioning, height, bulk and architecture.



As a key destination and a source of community pride, it is important that Downtown reflect positively on the Village. Improved streetscaping, outdoor cafes, seating areas, and wayfinding signage are just some techniques that can improve Downtown's appearance, charm and function.

Provide Adequate Parking

Although there are currently no significant parking issues for residents, businesses, shoppers, or commuters, the Downtown Subarea Plan recommends that the Village continue to monitor parking availability and ensure new developments meet parking requirements, and that parking remains adequate and available.

Review Existing On-Street Parking Spaces

On-street parking is provided along several of the streets within Downtown. These parking spaces are mostly parallel spaces generally located on both sides of the street. Should the Village need or desire to increase parking downtown, converting these spaces to angled parking, similar to what exists on portions of Seymour Avenue, could increase the parking supply by as much as 20%. While off-street parking lots and structures are preferred, reorienting on-street parking may be more cost-effective solution to providing parking; however, angled parking is not recommended along Lake Street (US Route 45) due to the higher traffic volumes.

Review Existing Surface Parking Lots

Currently, a number of surface parking lots exist in the Downtown area and, as part of the TOD Plan, additional surface parking lots (and reconfigurations of existing lots) are recommended. The Village should undertake an analysis of the parking and circulation alignments within each parking area to ensure that they are designed efficiently. Furthermore, parking should be constructed only as needed or in conjunction with new development.

Require Parking for New Developments

As new development occurs in the Downtown area, the Village should continue to work with property owners and developers to ensure that parking requirements are being met. The Village's Draft Zoning Ordinance (Section 14.14B) provides the requirements for off-street parking spaces in the Downtown area (District C-5). Calculations are provided for providing parking requirements based upon their use (commercial, mixed-use and multi-family). A review of the Draft Zoning Ordinance shows that the requirements are appropriate; however, the Village should consider cash-in-lieu of parking spaces, allowing new development to "buy" parking spaces in municipal lots and structures downtown to foster a traditional and dense downtown development pattern where parking is provided off-site and FAR (floor-area ratio) is maximized.

Phased Development of Parking Areas

The Village should consistently monitor parking conditions downtown and evaluate the need for additional parking as new development occurs. The Downtown Subarea Plan designates areas for both surface parking and multi-level parking structures. Cash-in-lieu of parking, a special service area, and public/private partnerships could assist the Village in constructing, maintaining and operating parking facilities downtown. To avoid unnecessary and premature expenditures, surface parking should be constructed first, as it can be done cheaply. As parking demand rises and downtown land becomes a premium, the Village should consider surface lots for parking structures.

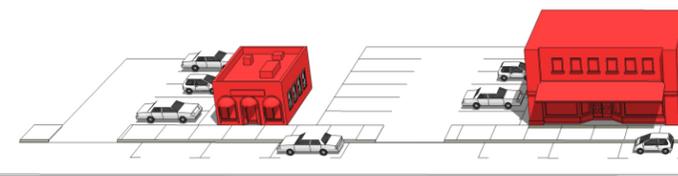
Parking Structures

Any parking structure that is constructed Downtown should be designed to fit into the desired character of the area, and could be "skinned" with retail or residential uses. Parking structures should be centrally located to serve both shoppers and commuters, and can be situated on top of stormwater detention vaults to maximize the use of land.

New Local Street System

Key to the development of the downtown area is a new street grid that will break up the large existing blocks and provides shorter block lengths, improve walkability, and increase the number of development opportunities. Implementation of the new street grid should occur incrementally as properties redevelop and maintain linkages and connections to the surrounding local street system to maintain circulation and accessibility.

Parking in Downtown should be coordinated and provided for by the Village, and not each individual business, as this would result in a fragmented development pattern. Allowing for businesses to "buy in" via cash-in-lieu of parking, requires the Village to provide parking in centralized lots throughout the Downtown, but is financed by developer donations, TIFs, SSA or some other mechanism.



Each business provides their own parking



Village provides parking business can "buy" in to



Growth Areas

Outside of the Village’s municipal boundaries, to the north and west of Mundelein, are potential areas for growth and development. As undeveloped agricultural areas, these areas present excellent opportunities for new growth; however, the Village should be mindful of the potential costs associated with annexations in this area. The costs of servicing new annexations with infrastructure and other municipal facilities should be carefully studied before land is annexed and developments are approved.

The Growth Areas Plan provides additional considerations and recommendations and promotes a long-range plan for orderly growth and development. The Plan builds upon existing land uses and development, community input, and proposed developments in adjacent communities, including Cornerstone, a 640-acre mixed-use project primarily located in Grayslake.

Goal

Slowly and methodically promote appropriate growth and development within Mundelein’s growth areas as the Village grows outwards discouraging leap-frog development and the premature conversion of farmland, being mindful of the cost of extending utilities and providing necessary community services.

Growth Strategy

As growth and development occurs, it should be well controlled and occur in an orderly fashion, growing into areas where adequate public facilities and services already exist, or can be provided in the most cost effective manner. This growth strategy provides policy recommendations that should be used as a general guide to assist the Village in planning and directing future growth and negotiating potential annexations and development proposals. Mundelein’s growth strategy can be characterized by three types or locations each described below.

Infill

Before growth occurs in the agricultural areas in Mundelein’s periphery, new growth should be focused within vacant and underutilized parcels within the Village’s current municipal limits. The majority of infill development will consist of redevelopment of older underutilized properties. Infill development should be encouraged in specific areas such as Downtown and the Village’s commercial corridors. Infill development should be less of a burden on community services and benefit from proximity to existing development and municipal infrastructure.

Primary Growth Area

Within areas identified as Mundelein’s Primary Growth Area, the Village should encourage and promote adjacency and concurrency – meaning that the Village should grow outward from its existing corporate limits, and discourage “leap-frog” development. Leap frog development occurs when development jumps to outlying and isolated areas, bypassing areas adjacent to public facilities and services. Typically this occurs because the land is less expensive; however the infrastructure costs (i.e. more streets and arterials, more pipe for sewer and water, etc.) and social costs (i.e. commuting times, school services, etc.) are much greater to serve the disconnected development.

Annexations will be necessary for the Village to expand into the primary growth area. The Village should carefully consider each annexation, being mindful of costs associated with servicing the development. An analysis and understanding of expected infrastructure costs, impact on municipal services and taxing districts, and location and proximity to adjacent communities.

The Growth Areas Plan strives to support balanced growth that incorporates a variety of land uses within the Primary Growth Area. Although single-family detached residential uses are recommended as the predominant use, other land uses are appropriate in the growth areas, including townhouses, neighborhood commercial, parks and open space, and community services and facilities such as schools, water towers, pumping stations, fire stations, etc.

As the Village grows outward, the character of the growth areas should become more rural, residential lot sizes should be bigger, and residential density should be low. Although the single-family residential uses are preferred over much of the area, single-family attached development, such as townhomes and rowhouses should be considered appropriate as a transitional land use between single-family neighborhoods and non-residential uses.

Community Facilities

Community facilities include a range of land uses that provide residents and visitors with a variety of services such as schools, Village facilities, and utilities including cellular towers. Although it is difficult to identify specific locations where utilities and public infrastructure will be needed the Village should continue to work with other agencies and utility companies to ensure that necessary services can be provided in the community’s growth areas.

A vital component of establishing community facilities such as schools, parks and emergency response facilities will be ensuring that land for future facilities is acquired and/or dedicated. Future community facilities should be located along arterials and collector streets. Wherever possible, pedestrian connections (sidewalks and/or trails) should connect residential areas with community facilities.

Parks and Environmental Features

The Village should work with the Park and Recreation District and Lake County to plan for and acquire parks and open space within the growth areas. New parks and open space should be acquired through developer dedications and developed as needed. Ideally neighborhood parks should be centrally located and within a half-mile walk of all homes. If needed, larger community parks should be located along arterials and collectors with pedestrian linkages. In addition to public parks and open space, existing environmental features should be preserved. Large wooded areas, creeks, and properties within floodplains should be preserved wherever feasible.

Secondary Growth Area

The secondary growth area consists of the area located within the Village's full one and a half-mile planning jurisdiction, but beyond the primary growth area. Much of this area is currently agricultural in use and the community has expressed difficulties in envisioning long-term development for this area. Given the area's remote location relative to near term development opportunities, development in the secondary growth area should be encouraged only after the infill and primary growth areas are substantially developed. This will discourage leap-frog development and reduce unnecessary Village infrastructure and service costs.

The secondary growth area should be developed similar to the primary growth area and include primarily single-family detached homes with commercial uses and community facilities that are necessary to support the area. As recommended in the primary growth area, careful analysis will also need to be undertaken to determine the costs and benefits of annexation. Growth in the secondary growth area may also be subject to potential annexation boundary agreements with neighboring municipalities. The precise locations of collectors and arterial streets within this area are somewhat flexible; however, as development projects are presented, Village staff should ensure that an interconnected street system is constructed. In addition to vehicular improvements, future multi-use trails should be planned for and constructed throughout this area.

Boundary Agreements

The Village currently has no formal boundary agreements with neighboring communities. Boundary and annexation agreements are important for municipal planning purposes and they inform private development entities of the local controls. When not in place, developers can create "bidding" wars between communities, souring relationships and often resulting in lower quality and higher density development. The Village should begin discussions with neighboring municipalities to establish mutually beneficial boundary agreements.

Transportation Plan

The Growth Areas Plan promotes a well-balanced transportation system that connects to existing roads which provide the key framework. The Village should improve its growth areas with a hierarchical system of arterials, collectors, and local roads that organizes the Village's transportation system. A logical and organized system of roadways will ensure that traffic is balanced among multiple streets instead of a few key roadways that receive a larger percentage of area traffic. The combination of several types of streets will encourage the separation of thru traffic from local roadways and minimize the need for large multi-lane intersections that divide neighborhoods.

Local Street Systems

Future development should also encourage neighborhood design that allows for a higher number of access points to the transportation network. A more grid-like roadway framework, as opposed to more conventional subdivision design will organize land uses more efficiently, minimize the use of cul-de-sacs, and promote cross-access and pedestrian activity between commercial developments and residential neighborhoods.

IL Route 53 Extension

Existing traffic volumes on arterial roadways are likely to grow over the long-term with the general population growth of Lake County. Without the addition of an extended IL Route 53, traffic volumes will increase on arterial roadways through the Village. An extension of IL Route 53 has been planned from Lake Cook Road north to a planned bypass for Illinois Route 120 near Grayslake for several decades. The state route would complete a second beltway, to be known as I-594, around the northern portion of the Chicago region. Right-of-way acquisition for the project has been undertaken for several decades, and a preferred alignment has been identified. The proposed alignment travels through the Village of Mundelein and would significantly alter travel and development patterns in the Village. Current plans call for an interchange at Peterson Road, just north of the Village. In addition, as part of the extension, a new alignment of IL Route 83, near Peterson Road, is proposed by the County. This new alignment is illustrated on the Plan.

Road Widening

The biggest transportation project on the horizon that can improve congestion through the community is the widening of IL Route 60/83 through the Village. The corridor, which travels from Townline Road on the south to IL 176 to the north, is designated as an SRA route. As IDOT continues to plan for the widening, the Village can anticipate their desire to add as much capacity as possible. Although the widening is important to the Village as it grows to the west, it should include as many "complete street" improvements as possible to ensure the corridor is friendly for all modes of travel.

Multi-Use Trails

As residential development occurs in Mundelein's growth areas, the Village should work with the developers to create an interconnected regional and local trails network that connects to existing trails. When segments cannot be provided by residential developers, the Village should work with the Park and Recreation District and Lake County to plan for, construct, maintain, and seek alternative funding sources to provide desired routes.

Proposed Signalized Intersection/Roundabouts

As development occurs in Mundelein's growth areas, new controlled intersections will be required and most of these will be signalized. The Village should explore the utilization of roundabouts at certain locations within the growth areas as identified on the Plan. Roundabouts are not only safer, they do a better job of slowing traffic, reducing cut-through traffic, and add to the image and identity of the area and the community.

Signal Spacing

Traffic signals should be located at all new intersections where traffic volumes warrant installation. Generally speaking, most combinations of arterial, minor arterial, and collector roadways will warrant signal installation. In Mundelein's suburban location, half-mile intervals between traffic signals is preferred, with quarter-mile spacing if traffic volumes and pedestrian activity is sufficient. Pedestrian amenities, such as sidewalks, countdown timers and wide crosswalks should be provided at all new signals. Impediments to pedestrian crossings, such as wide road widths, dual left turn lanes and free flowing turn lanes, should be avoided.

Corridor Streetscaping

As development extends into the growth areas, arterial streets connecting the Village to neighboring communities should include a higher level of streetscaping than what currently exists. To improve the appearance of these key corridors, streetscape elements consistent with other areas of the Village should be installed, including: street/parkway trees, new streetlights and standards, installation of parking lot landscaping, improved gateways and gateway features, improvements at key intersections, and screening of utilities.

Bury/Screen Utilities

As development occurs in the Mundelein's growth areas, the Village should work with utility companies and developers to bury or relocate overhead utility lines to reduce visual clutter and the appearance and image of the area. Burying utilities is costly and should be completed as parcels develop or redevelop.

Install Gateway Features

As a key entry point into the Village, gateway features and enhancements should be installed in one (or more) locations. Gateway improvements should include an attractive mix of signage, landscaping, and lighting to help beautify the area and announce entry into the Village.

Interchange Area of the IL Route 53 Extension

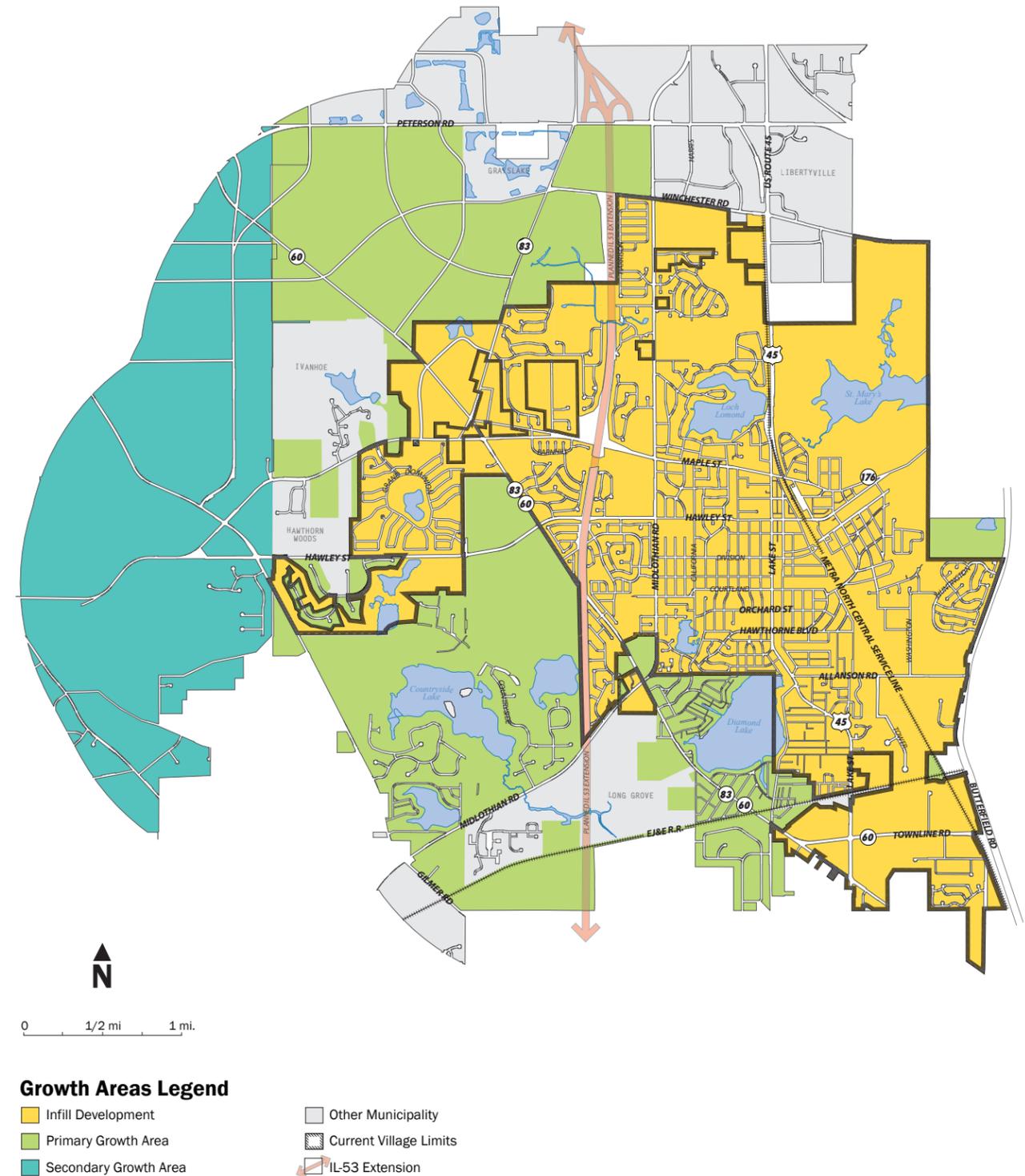
Should the IL Route 53 extension ever be built, the interchange area at Peterson Road will be one of the key entry points into the Village. The Village should ensure that areas are reserved or dedicated by future development to construct community gateways and that private developments are attractive and high-quality. Since this area will be highly-visible, and function as a de facto gateway, there should be heightened scrutiny of the appearance so as to create a positive and welcoming image for Mundelein.

Wayfinding Signage

In addition to gateway features that announce arrival into the Village, wayfinding signage should be installed to guide motorists and pedestrians to key Village destinations, including Downtown, parks, schools and other public facilities. Wayfinding signs will also help establish Mundelein's identity, and locations in the growth areas will strengthen connectivity to the rest of the community.

Design & Development Guidelines

The Village should create design and development guidelines that reflect the community's preferred elements and design features as it pertains to new residential development. Coupled with a newly revised zoning ordinance, design guidelines will assist the Village in fostering attractive, high-quality neighborhoods that are appropriate and desired by the community. Design and development guidelines should provide recommendations for architecture, monotony, building placement and orientation, size and bulk, and other considerations that affect the appearance, form and function of new development.





12 Implementation

Village of Mundelein | Comprehensive Plan

12 Implementation

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

For the Comprehensive Plan to be successful, it must be based on support and participation between the Village, other public agencies, various neighborhood groups and organizations, the local business community, property owners, developers, and residents. The Village should be the leader in promoting cooperation and collaboration with these and other community stakeholders to implement the Comprehensive Plan.

This section briefly highlights several steps that should be undertaken to initiate and sustain the plan implementation process. These include:

1. Adopt and use the updated Comprehensive Plan on a day-to-day basis;
2. Review and update the Zoning Ordinance and other development controls;
3. Review and update the Capital Improvement Program (CIP);
4. Annually, prepare a 5-year action plan to prioritize objectives for the future and list accomplishments of preceding years;
5. Promote cooperation and participation among various agencies, organizations, community groups and individuals;
6. Enhance public communication;
7. Update the Comprehensive Plan on a regular basis; and,
8. Explore possible funding sources and implementation techniques.

At the end of this section is a recommendations summary table, which identifies and categorizes many of the “actionable” recommendations of the Comprehensive Plan.

1. Adopt and Use the Plan on a Day-to-Day Basis

The Comprehensive Plan should become the Village’s official policy guide for land use, development, and community improvement. It is essential that the Plan be adopted by the Village Board and then be used on a regular basis by Village staff, boards and commissions to review and evaluate all proposals for improvement and development within the community in the years ahead.

Planning and Development staff should provide copies of the plan, and/or links to the plan on the Village’s website. Staff should also meet with Department heads to explain the purpose and benefits of the Comprehensive Plan.

Utilizing the Plan Commission as the steering committee throughout the creation of the Plan was beneficial because of the familiarity the Commission now has with the Plan. To further educate the community about the Plan, the Village should:

- ▶ Make copies of the Plan available online for free, provide hard copies at Village Hall for purchase, and have a copy on file at the public library for reference;
- ▶ Provide assistance to the public in explaining the Plan and its relationship to private and public development projects and other proposals, as appropriate;
- ▶ Assist the Village Board in the day-to-day administration, interpretation and application of the Plan;
- ▶ Maintain a list of current possible amendments, issues or needs which may be a subject of change, addition or deletion from the Comprehensive Plan; and
- ▶ Coordinate with, and assist the Plan Commission and Village Board in the Plan amendment process.

2. Review of Zoning and Development Controls

Zoning is an important tool in implementing planning policy. It establishes the types of uses allowed on specific properties, and prescribes the overall character and intensity of development to be permitted.

Adoption of the new Comprehensive Plan should be followed by a review and update of the Village’s various development controls including the zoning ordinance, the subdivision ordinance, and other related codes and ordinances. It is essential that all development controls be consistent with and complement the new Comprehensive Plan.

At this time, the Village is in the process of updating its zoning ordinance. As part of finalizing the ordinance, the Village should consider reviewing the updated zoning ordinance to identify any differences and potential updates based upon the land use plan and other Comprehensive Plan recommendations.

3. CIP - Capital Improvement Program

Another tool for implementing the Comprehensive Plan is a Capital Improvement Plan (CIP). The CIP addresses the procurement, construction, and maintenance of capital assets, including buildings, infrastructure, technology, and major equipment. The CIP is critical to water, sewer, transportation, and other essential public services. The CIP establishes schedules, priorities, cost projections and funding options for public improvement projects within a five-year period.

The CIP typically schedules the implementation of a range of specific projects related to the Comprehensive Plan, particularly the restoration and upgrading of existing utilities and infrastructure facilities, expansion of infrastructure into developing areas, construction and development of new facilities (i.e. Village Hall, fire stations, public works facilities, etc.), and can include such items as the water system, sanitary sewers, stormwater facilities, the street system, and streetscape enhancements.

The CIP aims to reflect and help implement the Village Board’s goals, of which the recommendations of the Comprehensive Plan should be a part.

As financial resources in Mundelein will always be limited and public dollars must be spent wisely, the Village should continue to use the CIP to provide the most desirable public improvements and stay within budget constraints.

4. Implementation Table/ Action Agenda

In conjunction with annual updates to the Capital Improvement Plan, the Village should utilize, and update regularly the Implementation Table or action agenda presented on Pages 105-110. The Implementation Table identifies projects and activities to be undertaken; the priority of each project or activity; the role of the Village and other participants; and potential funding sources and assistance programs that might be available or utilized.

5. Cooperation

The Village of Mundelein should assume the leadership role in implementing the new Comprehensive Plan. In addition to carrying out the administrative actions and many of the public improvement projects called for in the Plan, the Village may choose to administer a variety of programs available to local residents, businesses and property owners.

However, for the Comprehensive Plan to be successful, it must be based on a strong partnership between the Village, other public agencies, various neighborhood groups and organizations, the local business community, and the private sector.

The Village should be the leader in promoting the cooperation and collaboration needed to implement the new Comprehensive Plan. The Village's partners should include:

- ▶ Other governmental and service districts, such as the school districts, the fire protection district, Fremont Township, Lake County, private utility companies, the Illinois Department of Transportation (IDOT), the Forest Preserve District of Lake County, etc;
- ▶ Builders and developers, who should be encouraged to undertake improvements and new construction that conform to the Plan and enhance the overall quality and character of the community; and,
- ▶ The Mundelein community, since all residents and neighborhood groups should be encouraged to participate in the on-going planning process, and all should be given the opportunity to voice their opinions on improvement and development decisions within the community.

6. Public Communication

Implementing the recommendations of the Comprehensive Plan will require the support and extensive participation of the community. Successfully communicating with local residents, businesses, and property owners should be a priority of the Village.

The Village should prepare a brief summary version of the new Comprehensive Plan and distribute it widely throughout the community. It is important that all local residents, businesses, and property owners be familiar with the Plan's major recommendations and its "vision" for the future.

The Village should also consider additional techniques for responding quickly to public questions and concerns regarding planning and development. For example, the Village might consider a special newsletter or website feature that focus on frequently-raised questions and concerns regarding planning and development or new Village projects.

7. Regular Updates

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

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

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

8. Potential Funding Sources

A description of potential funding sources currently available is summarized below. It is important to note, that the Village should continue to research and monitor grants, funding agencies and programs to identify new opportunities as they become available.

GENERAL FUNDING SOURCES

American Recovery and Reinvestment Act of 2009

The purpose of the American Recovery and Reinvestment Act is to create and save jobs, jump-start the economy, and build the foundation for long-term economic growth. The Act includes measures to modernize infrastructure, enhance energy independence, expand educational opportunities and increase access to health care and many other things. The Recovery Act specifies appropriations for a wide range of Federal programs, including infrastructure, roads, and public services.

The Recovery Act allows for municipalities to declare all or portions of the community, a "Recovery Zone". Declaring an area a "Recovery Zone" authorizes a local government to issue Build America Bonds to finance capital expenditures. Cities receive a direct federal subsidy payment for a portion of their borrowing costs on Build America Bonds. The criteria for declaring an area a "Recovery Zone" is fairly simple and straight forward. An area can be designated by a municipality for a number of reasons including "general economic distress". Virtually every community in the country meets this criteria which includes: an increase in unemployment, an increase in foreclosures, a decrease in home prices, and an overall slowdown in economic conditions. The criteria is purposefully open to provide a mechanism for stimulating economic development. Designation of an area or the Village as a "Recovery Zone" would require such action by the Village Board.

Community Development Block Grant Program (CDBG)

The Community Development Block Grant (CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development needs. The CDBG program provides annual grants on a formula basis to 1,225 general units of local government and States. A grantee must develop and follow a detailed plan that provides for and encourages citizen participation. This integral process emphasizes participation by persons of low or moderate income, particularly residents of predominantly low- and moderate-income neighborhoods, blighted areas, and areas in which the grantee proposes to use CDBG funds. Over a one-, two- or three-year period, as selected by the grantee, not less than 70 % of the funds must be used for activities that benefit low-and moderate-income persons.

Tax Increment Financing (TIF)

Tax Increment Finance (TIF) is a powerful tool that the Village has utilized within the Downtown area. The Village should continue to use the provision of TIF funding to incentivize and attract desired development within Downtown. TIF funds can typically be used for infrastructure, public improvements, land assemblage and in offsetting the cost of development – including, but not limited to engineering, stormwater and other site related issues.

TIF utilizes future property tax revenues generated within a designated area or district to pay for improvements and incentivize further reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established is reinvested in the area. Local officials may then issue bonds or undertake other financial obligations based on the growth in new tax revenue within the district. The maximum life of a TIF district in the State of Illinois is 23 years although the TIF district can be extended via approval from the Illinois state legislature. Over the life of a TIF district, the taxing bodies present within the district, such as school or park districts, receive the same amount of tax revenue that was generated in the base year in which the TIF was established. There are provisions that allow for schools to receive additional revenue.

Façade and Site Improvement Programs

Façade and site improvement programs can be used to help improve and retain existing business by offering low interest loans or grants earmarked for improving the exterior appearance of designated properties. In addition to existing businesses within the Village's downtown area, this program should also be considered for businesses in other areas of the Village including the commercial corridors and aging commercial centers.

Special Service Area (SSA)

SSAs can be used to fund improvements and programs within a designated service area. An SSA is essentially added to the property tax of the properties within the identified service area and the revenue received is channeled back into projects and programs benefiting those properties. An SSA can be rejected if 51% of the property owners and electors within a designated area object. SSA funds can be used for such things as streetscape improvements, extra trash pickup or the subsidizing of staff to market a commercial area.

Incubator Programs

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

Payment in Lieu of Taxes (PILOT)

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

In addition, PILOT can also be a means of reducing the fiscal impact on the Village, of a nonprofit, institutional use or other non taxpaying entity locating to a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services. Provisions can be made to offset that negative impact by allowing the Village to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

Foundation and Specialized Grants

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

Business District Designation

Business district development and redevelopment is authorized by Division 74.3 of the Municipal Code of the State of Illinois. A municipality may designate, after public hearings, an area of the municipality as a Business District.

While business district designation does not provide a funding source, it empowers a municipality to carry out a business district development or redevelopment plan through the following actions:

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

Community Development Corporations

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

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

TRANSPORTATION FUNDING SOURCES

SAFETEA-LU

On August 10, 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was passed. SAFETEA-LU addresses the many challenges facing our transportation system today including improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

Safe Routes to School

SAFETEA-LU specifies that eligible infrastructure-related projects include the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including

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

Illinois Transportation Enhancement Program (ITEP)

This funding source is administered by the Illinois Department of Transportation and is a set-aside fund from the SAFETEA-LU. Among the projects that are eligible for this funding include bicycle/pedestrian facilities, streetscaping, landscaping, historic preservation and projects that control or remove outdoor advertising. Federal reimbursement is available for up to 50 percent of the cost of right-of-way and easement acquisition and 80 percent of the cost for preliminary engineering, utility relocations, construction engineering and construction costs.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program is also part of SAFETEA-LU focuses on projects that provide solutions to regional congestion and air quality problems. Eligible project types include transit improvements, commuter parking lots, traffic flow improvements, bicycle/pedestrian projects and projects that result in emissions reductions. These projects are also federally funded at 80 percent of project costs.

Surface Transportation Program (STP)

These funds are allocated to coordinating regional councils to be used for all roadway and roadway related items. Projects in this funding category must have a local sponsor and are selected based, among other factors, on a ranking scale that takes into account the regional benefits provided by the project among other factors. STP funds are allocated among the following programs: demonstration projects; enhancement; hazard elimination; and urban funds.

PARKS AND OPEN SPACE FUNDING SOURCES

Illinois Department of Natural Resources

The Village should work with the Park and Recreation District to identify projects where a cooperative pursuit of parks and open space grants may be beneficial. The Illinois Department of Natural Resources (IDNR) administers seven grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreation areas and facilities. The programs operate on a cost reimbursement basis to local agencies (government or not-for-profit organization) and are awarded on an annual basis. Local governments can receive one grant per program per year, with no restrictions on the number of local governments that can be funded for a given location. IDNR grants are organized into three major categories: Open Space Lands Acquisition and Development (OSLAD); Boat Access Area Development (BAAD); and Illinois Trails Grant Programs.

OSLAD

The OSLAD program awards up to fifty percent of project costs up to a maximum of \$400,000 for acquisition and \$200,000 for development/renovation of such recreation facilities as playgrounds, outdoor nature interpretive areas, campgrounds and fishing piers, park roads and paths, and beaches. IDNR administers five grant programs to provide financial assistance for the acquisition, development, and maintenance of trails that are used for public recreation uses (bike paths, snowmobile, off-highway vehicles, motorized and non-motorized recreational trails, etc.).

Land and Water Conservation Fund (LWCF)

Land and Water Conservation Fund grants are available to cities, counties and school districts to be used for outdoor recreation projects. Projects require a 55 percent match. All funded projects are taken under perpetuity by the National Park Service and must only be used for outdoor recreational purposes. Development and renovation projects must be maintained for a period of 25 years or the life of the manufactured goods.

Recreational Trails Program (RTP)

The Recreational Trails Program is a federally funded grant program for trail-related land acquisition, development or restoration. The grants are awarded based on the results of a competitive scoring process and the application's suitability under funding provisions included in Safe, Accountable, Flexible, Efficient, Transportation Equity Act: a Legacy for Users (SAFETEA-LU). A minimum 20 percent match is required by the applicant. A funding requirement targets 30 percent of the funding for motorized trails, 30 percent for non-motorized trails and 40 percent for diversified trail use. Recreational Trails Program grants are to be used for motorized or non-motorized trail development or renovation and preservation. Projects require a minimum match of 20 percent. All projects must be maintained for a period of 25 years. Eligible applicants include cities and counties, schools, and private, non-profit and for-profit businesses.

Parks, Open Space and Environmental Features

Strategy	Priority	Role of the Village	Other Possible Participants	Tools, Techniques & Resources
Protect, preserve, and improve valuable natural features, including wooded areas, streams, lakes, and water bodies that contribute to Mundelein's character and community setting.	1	Work with property owners adjacent to, and near lakes and streams to ensure that high-water quality is maintained.	Property owners, developers, Illinois Department of Natural Resources (IDNR), Lake County, Park and Recreation District.	Administrative Actions, Policy Decisions, Grants (Open Space Lands Acquisition and Development Program (OSLAD), Land and Water Conservation Fund), Consultant Assistance
	1	Establish policies and adequate infrastructure that prevents water degradation and improves the efficiency of water consumption.		
	1	Encourage developers to incorporate existing environmental features into their developments and subdivisions such as heavily wooded areas, wetland, and streams.		
	1	Continue to work cooperatively with Lake County and State agencies, and consider the effect of future planning and policy decisions on the watershed.		
	1	Encourage the use of pervious paving materials and encourage developers and property owners to minimize impervious surface areas wherever feasible.		
	1	Encourage the use of best management practices for all new development requiring stormwater management.		
	1	Continue to educate about, and promote the use of, rain gardens and bioswales as components of development or with existing home owners to improve water quality.		
	2	Acquire, or ensure the protection of, the floodway area located within the South Side Commercial area.		
	2	Explore naturalizing the tributary creek located near Rays Lane, within the Diamond Lake area.		
Support the Park and Recreation District in their mission to provide parks and recreation to the community.	1	Continue to require developers to dedicate park land as a component of new development.	Park and Recreation District	Policy Decisions, Grants (Open Space Lands Acquisition and Development Program (OSLAD), Land and Water Conservation Fund)
	1	Support the Park and Recreation District in the acquisition of new park sites considered necessary to provide adequate parks and recreation to the community.		
Promote sustainable development, green buildings, and the use of green building technology.	1	"Lead by example" by utilizing green technologies when renovating, adding to, or constructing new municipal facilities.	Property owners, developers, other civic/governmental organizations, US Green Building Council (USGBC), Park and Recreation District, Chamber of Commerce	Administrative Actions, Consultant Assistance.
	1	Explore a "green building ordinance", or revise the Village's development review process, to encourage or require green building techniques.		
	1	Promote and encourage the use of green rooftops, solar energy, bioswales, and green paver parking lots to reduce stormwater runoff and improve stormwater quality.		
	1	Create a Village of Mundelein "Green Awards" program that recognizes innovative green building projects.		
	1	Encourage developers and public agencies to support and adhere to the principles of smart growth.		
	1	The Village should take a leadership role in coordinating educational opportunities for the public, as well as elected and appointed officials about the importance of environmental sustainability.		
	1	Educate developers, builders and residents about the benefits and cost-savings associated with "green building" and energy-efficient housing.		
	2	Explore creating an environmental policy to address energy-efficient building design and construction.		
	2	Audit codes and ordinances to ensure they permit the use of green building materials and allow for best management practices.		
	2	Work with developers and property owners, especially commercial and industrial businesses to incorporate green building technologies including LEED certification, smart growth codes and best management practices.		
Promote energy efficiency and support and encourage alternative energy sources.	1	Educate the public regarding the benefits of alternative energy.	Developers, property owners, Lake County, IDOT, School Districts, Park and Recreation District	Administrative Actions
	1	Promote and encourage developers to include these energy sources in their projects.		
	1	Continue to install solar powered traffic control signs.		
	1	Promote increased energy efficiency for both new construction and upgrades to existing structures.		
	1	Encourage residents and businesses to use alternative energy sources, such as solar, wind, and other renewable energy sources.		
	1	Educate the public regarding the benefits of alternative energy.		
	1	Work with developers to include these energy sources in their projects.		
	2	Continue to purchase hybrid and/or electric vehicles for the Public Works Department.		
Promote local recycling programs to divert waste from area landfills.	1	Continue to offer recycling programs, and monitor the recycling programs offered to ensure they are effective and easily accessible.	School Districts, Chamber of Commerce, Developers, property owners	Administrative Actions
	1	Work with the school system to ensure that the benefits of recycling are taught to students.		
	1	Encourage businesses to reduce the use of materials and increase their use of recycled materials.		
	1	Require all commercial, office and industrial buildings to provide easily accessible area(s) that serve the entire building dedicated to the collection and storage of non-hazardous materials for recycling.		
Improve local water quality and reduce impact on water systems and supplies.	1	Work with residents, businesses, and public agencies to reduce water consumption and wastewater generated.	Property owners, Park and Recreation District, Lake County, Illinois Department of Natural Resources, other public agencies, private utility companies	Administrative Actions, Policy Decisions, Grants (Open Space Lands Acquisition and Development Program (OSLAD), Land and Water Conservation Fund)
	1	Create and promote programs and policies to encourage reuse and reduction of water.		
	1	Establish polices and adequate infrastructure that prevents water degradation and improves the efficiency of water consumption.		
	1	Encourage wastewater reuse.		
	2	Convert existing detention basins with manicured shorelines to native landscaping.		
	2	Using the Village's 2007 Water Study, the Village should continue to plan for and construct necessary water facilities and infrastructure.		

Priority Key - 1 Immediate (1-2 Years), 2 Short-Term (3-5 Years), 3 Long-Term (5-10 Years)

Community Facilities and Infrastructure

Strategy	Priority	Role of the Village	Other Possible Participants	Tools, Techniques & Resources
Continue to provide community services and accommodate and construct community facilities necessary to maintain a high-quality of life for Mundelein residents.	3	Work towards the creation of the civic campus and Village Center Green within the Downtown/TOD Area.	Fire Department, Police Department, Public Works Department, developers	Administrative Actions, Policy Decisions, Tax Increment Financing (TIF), Special Service Area (SSA), Consultant Assistance
	3	Acquire property and develop a new Village Hall within the Downtown to anchor a new Civic Campus consistent with the vision for the Downtown and TOD area.		
	3	Support the relocation of the U.S. Post Office to a new facility as a component of the new Civic Campus.		
	2	Update, modernize and adaptively reuse the existing Village Hall building recognizing its future use is limited by the existing TIF district.		
	2	Work with the Fire Department site and construct a potential third and fourth fire station within the future growth areas to maintain high-quality fire protection services throughout the community.		
	2	Explore the relocation of the existing Crystal Street public works facility to an area designated for light industrial/business park area or other location that will have minimal impact on nearby residential areas.		
Ensure the community is adequately serviced by water and wastewater.	2	Continue to implement the recommendations of the Village's 2007 Interim and Long-Term Water System Facility Plan.	Developers	
	2	Continue to plan for new water tower locations, wastewater systems, and other public utilities required to maintain Mundelein's current level of water service.		

Priority Key - 1 Immediate (1-2 Years), 2 Short-Term (3-5 Years), 3 Long-Term (5-10 Years)

Transportation and Circulation

Strategy	Priority	Role of the Village	Other Possible Participants	Tools, Techniques & Resources
Embrace and implement a Complete Streets policy and approach to the Village's street network, seeking to accommodate vehicles, pedestrians, and cyclists.	1	Adopt Complete Streets policy and implementation strategies ranging from non-physical measures (e.g. targeted speed enforcement, lane striping) to vertical deflections (e.g. speed humps/bumps) to horizontal deflections (e.g. roundabouts).	Public Works, IDOT, Lake County, developers	Policy Decisions, Administrative Actions, Consultant Assistance, Grants (Safe Routes to School Grant, Congestion Mitigation and Air Quality Improvement Program (CMAQ), Recreational Trails Program (RTP))
	1	Consider other physical measures including landscaped medians and other constructed devices that integrate all modes in a safe and efficient manner.		
	1	Coordinate with IDOT to identify future road improvements where complete street principles can be implemented.		
	1	Incorporate the following into the design of new streets whenever feasible: sidewalks, bike lanes (or wide paved shoulders), comfortable and accessible transit stops, frequent pedestrian crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more.		
Support the widening and improvements of Illinois Routes 60, 83 & 176 to alleviate existing problems and accommodate future traffic.	1	Work with IDOT to incorporate the Village's Complete Streets policies along the State Routes in the Village.	IDOT, property owners, developers	Administrative Actions, Policy Decisions, Special Service Area (SSA), Grants (Congestion Mitigation and Air Quality Improvement Program (CMAQ))
	1	Eliminate redundant access points to State Routes and other arterial streets to improve turning, sightlines and safety.		
	1	Promote cross-access among compatible parcels to provide a secondary circulation network to accommodate short-trips between adjacent businesses.		
	2	Explore intersection improvements, including signalization, as identified in the transportation plan when warranted or to address a documented safety issue.		
Support Pedestrian and Bicycle Circulation.	1	Work with the Park and Recreation District and the County to plan for, construct, maintain, and seek alternative funding sources for providing a combination of on-street and off-street trails.	Park and Recreation District, IDOT, Lake County, developers, property owners, Metra, RTA, railroads	Grants (Safe Routes to School Grant, Illinois Transportation Enhancement Program (ITEP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Open Space Lands Acquisition and Development Program (OSLAD), Recreational Trails Program (RTP))
	1	Link the Village trail system to the regional North Shore Bike Trail.		
	1	Advocate Complete Streets principles that support pedestrian and bicycle circulation.		
	1	Create a Village-Wide Sidewalk Improvement Plan.		
	1	Construct a safe pedestrian rail crossing near the Metra Station.		
Continue to support public transit service in the Village.	1	Continue to implement the recommendations of the TOD Plan, including ensuring an appropriate amount of conveniently located commuter parking.	Metra, RTA, Pace, property owners, developers,	Tax Increment Financing (TIF), Grants (Congestion Mitigation and Air Quality Improvement Program (CMAQ))
	1	Work with Pace to ensure effective and efficient bus transit service, possibly including new/expanded routes to better serve Mundelein residents.		
	1	Continue to work with Metra to provide efficient rail service for commuters.		
Continue to Connect the Street System.	1	Work with developers to ensure new development is appropriately connected into the existing street network and new right-of-way is adequate to accommodate planned streets.	Developers	Grants (Congestion Mitigation and Air Quality Improvement Program (CMAQ))
	2	Plan for and budget for street and intersection improvements, construction and maintenance.		
	2	Maximize connectivity of new streets to the existing street network by minimizing the use of cul-de-sacs and dead ends.		

Priority Key - 1 Immediate (1-2 Years), 2 Short-Term (3-5 Years), 3 Long-Term (5-10 Years)

Image, Identity and Appearance

Strategy	Priority	Role of the Village	Other Possible Participants	Tools, Techniques & Resources
Establish a distinct identity and brand for the Village reflective of Mundelein's unique character and community assets.	1	Establish a brand and identity for the Village of Mundelein to be marketed throughout the Village and greater region.	Chamber of Commerce, Mundelein Community Connection	Policy Decisions, Administrative Actions, Consultant Assistance
	1	Incorporate the new logo and "brand" into banners, ads, streetscaping, signage, events, marketing and other promotional efforts.		
Implement streetscaping along key corridors to improve the appearance of the main roadways and strengthen the community's identity.	1	Identify key intersections, corridors and areas in the community to prioritize streetscaping improvements.	Developers, property owners, utility companies, Lake County, IDOT	Façade and Site Improvement Program, Special Service Area (SSA), Grants (Congestion Mitigation and Air Quality Improvement Program (CMAQ))
	1	Design and construct streetscaping elements along key streets and corridors, prioritizing Downtown and key arterials/corridors.		
	1	Building on the commercial/arterial streetscaping improvements, work with developers to incorporate similar elements into their projects.		
	1	In addition to the improvements recommended at key locations within the community, key corridors leading into the Village are recommended to include a higher level of landscaping and streetscaping than that which currently exists.		
	2	Coordinate with utility companies to include the burying of utilities into planned street resurfacing or right-of-way improvements.		
	2	Require developers and utility companies to screen utility boxes from the street either through landscaping, fencing, and/or by more appropriately locating utility boxes in less visible areas to the extent possible.		
Improve community gateways and directional signage	1	Design and implement new gateway signage, and associated lighting, landscaping, and streetscaping elements and install new gateways as recommended in the Plan.	Property owners	Consultant Assistance, Special Service Area (SSA)
	1	Improve existing gateway areas to be consistent with any new gateway program.		
	2	Acquire property or necessary easements needed to accommodate new gateway features.		
	2	Install directional/wayfinding signage consistent with the appearance of the gateway features to better direct motorists, cyclists, and pedestrian to various points of interest.		
Improve the overall appearance of the Village's key corridors, recognizing their role in how Mundelein is perceived by visitors and those passing through the community.	1	Implement a façade improvement program that assists existing businesses in improving the façades of their buildings and properties.	Property owners, businesses	Façade and Site Improvement Program, Special Service Area (SSA)
	1	Implement a Streetscape Plan along all key arterial streets to beautify and strengthen the image of the community.		
	1	Create design and development guidelines that reflect the community's preferred elements and design features.		
	1	Work with petitioners to ensure that new projects will include high-quality construction and materials, and include appropriate landscaping.		
	1	Require specific architectural elements within Downtown and the TOD area.		
	1	Improve the appearance of surface parking lots throughout the community by requiring all parking lots include perimeter landscaping that consists of a continuous shrub hedge that is maintained at a height of 24"-36". Where a landscaped perimeter cannot be provided, a low masonry wall or decorative wrought iron fencing may be utilized.		
	1	Require shade trees, landscape islands, decorative groundcover, and other landscape elements for the interior areas of all parking lots.		
	2	Incorporate Best Management Practices (BMPs) into an updated parking ordinance, promoting the inclusion of trees, native plantings, bioswales, and pervious paver surfaces in parking areas.		
2	Relocate, or better screen, incompatible uses from highly-visible sites.			

Priority Key - 1 Immediate (1-2 Years), 2 Short-Term (3-5 Years), 3 Long-Term (5-10 Years)

Arts and Culture

Strategy	Priority	Role of the Village	Other Possible Participants	Tools, Techniques & Resources
Recognize and celebrate the rich history of the Mundelein community by supporting arts and culture programs and facilities.	1	Continue to market and support Downtown as the cultural, artistic, and historical core of the community.	Local artisans, Historical Society, Chamber of Commerce, the Kirk Players, Mundelein Community Connection, developers, property owners, School District, Park and Recreation District and other groups and community organizations	Façade and Site Improvement Program, Special Service Area (SSA)
	1	Partner with other agencies, groups, and businesses involved with arts and culture to create an environment that encourages a thriving artistic and cultural community.		
	1	Pursue family entertainment and cultural uses in the Downtown area.		
	1	Work with the Historical Society to improve directional and wayfinding signage to the museum and other historic points of interest.		
	1	Install public art and artistic displays throughout the Village as either stand-alone focal points or as part of new development.		
	1	Require developers to install public art as a component of their larger projects depending on the size, scope, and location of the proposed development.		
	1	Ensure that public art is included in open space areas, such as within the planned Village Center Green.		
	1	Work with the School District and the Park and Recreation District to ensure arts and cultural opportunities are provided.		
	1	Continue to work with groups and organizations to support community events, especially within the Downtown area.		
	1	As redevelopment occurs in the Downtown, the Village should work with property owners and community organizations to identify space and location needs to ensure that events can remain in the community.		

Priority Key - 1 Immediate (1-2 Years), 2 Short-Term (3-5 Years), 3 Long-Term (5-10 Years)

Diamond Lake Subarea

Strategy	Priority	Role of the Village	Other Possible Participants	Tools, Techniques & Resources
Promote and encourage redevelopment within the Diamond Lake Area working to achieve the community's desired vision for the area.	1	Ensure the Diamond Lake Area is adequately served by municipal infrastructure, continuing to plan for and reinvest in the area's infrastructure.	Property owners, developers, IDNR, Park and Recreation District	Administrative Actions, Policy Decisions, Special Service Area (SSA), Tax Increment Financing (TIF), Consultant Assistance, Grants (Safe Routes to School Grant, Community Development Block Grant, IKE-Disaster Recovery Program, Neighborhood Stabilization Program, Illinois Transportation Enhancement Program (ITEP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Open Space Lands Acquisition and Development Program (OSLAD), Recreational Trails Program)
	1	Work with developers to orient future structures along the waterfront to allow for adequate views of the lake from Diamond Lake Road.		
	1	Ensure large side yard setbacks between new structures, ideally located at the end of local east-west streets, to provide a viewshed from adjacent residential neighborhoods.		
	1	Create design guidelines to foster appropriate and desired development consistent with the goals of the Diamond Lake Area Plan.		
	1	Ensure the zoning ordinance and other regulatory controls can foster the desired development for the area.		
	1	Minimize any negative impacts to adjacent land uses through enforcement and detailed development review.		
	2	Acquire and assemble key properties for redevelopment.		
	2	Explore a land swap with the Park and Recreation District as illustrated in the alternative land use scenario in the subarea plan.		
Improve public access to Diamond Lake allowing more to enjoy this community amenity.	3	Prepare developer Request for Proposals (RFPs) for Village-owned sites as appropriate.	Property owners, developers	Policy Decisions, Administrative Actions.
	1	Work with current and future property owners and potential developers to acquire easements or property along the waterfront.		
	2	Acquire easements or property from Diamond Lake Road extending to the waterfront to allow public access ways.		
Realign/reconfigure the intersections of US Route 45/ Diamond Lake Road and US Route 45/Allanson Road.	3	Acquire easements or necessary property within the Diamond Lake Road right-of-way to install a public sidewalk to improve walkability through the area.	IDOT, property owners, developers, consultant	Grants (Congestion Mitigation and Air Quality Improvement Program (CMAQ))
	1	Cooperate and communicate with IDOT ensuring the agency is willing to explore the realignment.		
	2	Conduct necessary engineering and analysis to determine the feasibility and cost/benefit of realigning the intersections.		
	3	Acquire and assemble key properties to facilitate the realignment.		

Priority Key - 1 Immediate (1-2 Years), 2 Short-Term (3-5 Years), 3 Long-Term (5-10 Years)

South Side Commercial Subarea

Strategy	Priority	Role of the Village	Other Possible Participants	Tools, Techniques & Resources
Maximize the area's access and exposure by promoting regional commercial development at the intersection of US Route 45, IL Route 83 and Townline Road (IL Route 60).	1	Improve and build upon the existing businesses in the area and strengthen the area as a regional destination.	Property owners, developers, IDOT, Property owners, developers, realtors, Chamber of Commerce	Administrative Actions, Tax Increment Financing (TIF), Special Service Area (SSA), Façade and Site Improvement Program
	1	Work with property owners to redevelop and/or update existing, outdated commercial shopping centers.		
	1	Assist and encourage parcel assembly by private developers.		
	1	Ensure the zoning ordinance and other regulatory controls can foster the desired development for the area.		
	2	Acquire and assemble key properties for development.		
	2	Prepare developer Request for Proposals (RFPs) for Village-owned sites as appropriate.		
	2	Establish a Façade and Site Improvement Program to providing funding mechanisms for site and building improvements.		
Accommodate a variety of supporting land uses within the subarea, recognizing the limited ability of the market to support only retail.	1	Support existing industrial and business park uses, support appropriate expansion, and attract new businesses to fill vacancies.	Property owners, developers, IDNR, Lake County, RTA, Metra	Administrative Actions.
	1	Accommodate a small amount of neighborhood retail and convenience commercial uses.		
	1	Ensure the zoning ordinance and other regulatory controls can foster the desired development for the area.		
	1	Protect floodway areas from development encroachment to improve stormwater management in the area.		
	3	Remain receptive and supportive of long range plans for the STAR transit line to develop a station in the area.		
Improve access and connectivity without compromising the flow of traffic along major arterial streets by promoting cross-access and new streets or internal roads.	1	Improve transportation and circulation for vehicles, pedestrians and bicyclists throughout the area.	Property owners, developers, IDOT	Grants (Illinois Transportation Enhancement Program (ITEP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Recreational Trails Program (RTP))
	1	Promote internal cross-access of adjacent properties.		
	1	Work cooperatively with developers and property owners to provide an internal street network that provides better internal circulation and connectivity to the existing Village street network, breaking up the existing "superblock".		

Priority Key - 1 Immediate (1-2 Years), 2 Short-Term (3-5 Years), 3 Long-Term (5-10 Years)

Downtown Subarea

Strategy	Priority	Role of the Village	Other Possible Participants	Tools, Techniques & Resources
Promote development and redevelopment within the Downtown, working towards implementation of the Downtown and TOD Plan.	1	Develop a unique “brand” for Downtown complementary to the Village’s brand and identity to market Downtown with a clear and consistent image.	Chamber of Commerce, Mundelein Community Connection, business owners, property owners, developers, residents, RTA, Pace, IDOT, CN Rail, and other downtown groups	Administrative Actions, Policy Decisions, Tax Increment Financing (TIF), Special Service Area (SSA), Grants (Congestion Mitigation and Air Quality Improvement Program (CMAQ)), Consultant Assistance
	1	Promote development that is consistent with, and compatible to, the desired character and density for Downtown Mundelein.		
	1	Promote new infill development on vacant sites consistent with the Downtown Plan.		
	1	Promote redevelopment of underutilized/catalyst sites within the Downtown.		
	1	Encourage the consolidation of smaller parcels to facilitate contemporary and more coordinated development.		
	1	Create design guidelines to foster appropriate and desired development consistent with the goals of the Downtown and TOD Plan.		
	1	Ensure the zoning ordinance and other regulatory controls can foster the desired development for the area.		
	1	Prepare developer Request for Proposals (RFPs) for Village-owned sites as appropriate.		
	1	Minimize any negative impacts to adjacent land uses through enforcement and detailed development review.		
	1	Undertake marketing opportunities to advertise available sites and opportunities.		
	2	Acquire and assemble key properties for redevelopment.		
	Support the Development of a Civic Campus and Village Center Green.	1		
3		Work towards the creation of the civic campus and Village Center Green.		
3		Acquire property and develop a new Village Hall within the Downtown to anchor a new Civic Campus consistent with the vision for the Downtown and TOD area.		
3		Support the relocation of the U.S. Post Office to a new facility as a component of the new Civic Campus.		
3		Create the Village Center Green as a key focal point and civic area to be used for public gatherings and celebrations.		
Ensure Downtown parking is adequate and appropriate.	1	Review existing zoning requirements and development regulations to ensure that they yield the appropriate amount, type and location for parking.	Property owners, business owners, developers, RTA, Metra	Administrative Actions, Consultant Assistance, Grants (Congestion Mitigation and Air Quality Improvement Program (CMAQ))
	1	Continue to monitor parking availability and ensure new developments meet parking requirements.		
	1	Conduct a detailed parking study, review existing on-street parking and off-street parking, to anticipate future parking needs of Downtown to appropriately serve residents, commuters and visitors.		
	2	Explore providing Village-owned parking lots within the Downtown and TOD area.		
	3	As parking demand rises and the amount of developable land within Downtown lessens, a parking structure should be considered.		
Provide a comfortable and pleasing pedestrian environment within the Downtown.	1	Maintain/create a continuous streetwall comprised of buildings at (or near) the front property line to foster a comfortable pedestrian environment.	Property owners, developers, IDOT, Metra, CN Rail, RTA	Federal Funding, Grants (Illinois Transportation Enhancement Program (ITEP), Congestion Mitigation and Air Quality Improvement Program (CMAQ))
	1	Evaluate US 45/Lake Street parking, exploring opportunities to widen sidewalks and provide bump-outs.		
	2	Work with property owners to improve connectivity between surface parking lots.		
	3	Explore the construction of a grade-separated pedestrian crossing near the Metra station.		
Improve the appearance and function of Downtown, relocating incompatible uses to more appropriate areas in the community.	1	Enforce all codes and maintenance requirements to ensure neglected and deteriorating parcels do not detract from Downtown.	Property owners, developers, realtors, Chamber of Commerce	Policy Decisions, Tax Increment Financing (TIF), Façade and Site Improvement Program
	1	Provide technical assistance to industrial properties and other incompatible uses who are willing to relocate to more appropriate sites within the Village.		
	2	Establish a Façade and Site Improvement Program to providing funding mechanisms for site and building improvements.		

Priority Key - 1 Immediate (1-2 Years), 2 Short-Term (3-5 Years), 3 Long-Term (5-10 Years)

Growth Areas

Strategy	Priority	Role of the Village	Other Possible Participants	Tools, Techniques & Resources
Continue to plan for appropriate and well-designed growth and development.	1	Prioritize and encourage infill development, redevelopment and reinvestment over outward growth into Mundelein's growth areas.	Property owners, developers, School District, Park and Recreation District, Lake County, adjacent communities, IDOT	Grants (Open Space Lands Acquisition and Development Program (OSLAD), Land and Water Conservation Fund)
	1	Continue to require developers to dedicate park land as a component of new development.		
	1	Support the Park and Recreation District in the acquisition of new park sites considered necessary to provide adequate parks and recreation to the community.		
	1	Limit the amount of multi-family development within the Growth Areas, reserving market demand/potential for new multi-family to the Downtown/TOD Area.		
	2	Coordinate the growth of the Village with the level of municipal services required while limiting the Village's share (if any) of the financial cost of providing those services.		
	2	Coordinate the sizing and locations of new sewer and water extensions with the Village's long-range plans for new growth and development, allowing for incremental or phased improvements.		
	2	Work with and support the School District in planning for new school sites in this area if required.		
	2	Work with adjacent communities and Lake County to plan for larger regional issues such as the creation of shared transportation plans and complementary land use plans.		
Enter into formal boundary agreements with adjacent communities.	1	Establish a formal boundary agreement with adjacent communities.	Adjacent communities, property owners, developers	Administrative Actions
	1	Coordinate and collectively address with the appropriate neighboring community issues that arise as a result of development that is proposed at or near the "edge" of the planning boundaries.		
Continue to support, and plan for, the I-53 extension.	1	Plan for appropriate land uses near the future interchange that will maximize the revenue benefit for the community (i.e. commercial, industrial).	Property owners, developers, IDOT	Grants (Congestion Mitigation and Air Quality Improvement Program (CMAQ), Recreational Trails Program (RTP))
	3	Ensure that future developments along the right-of-way, and the right-of-way itself, are attractive, well designed, and use high-quality materials.		

Priority Key - 1 Immediate (1-2 Years), 2 Short-Term (3-5 Years), 3 Long-Term (5-10 Years)