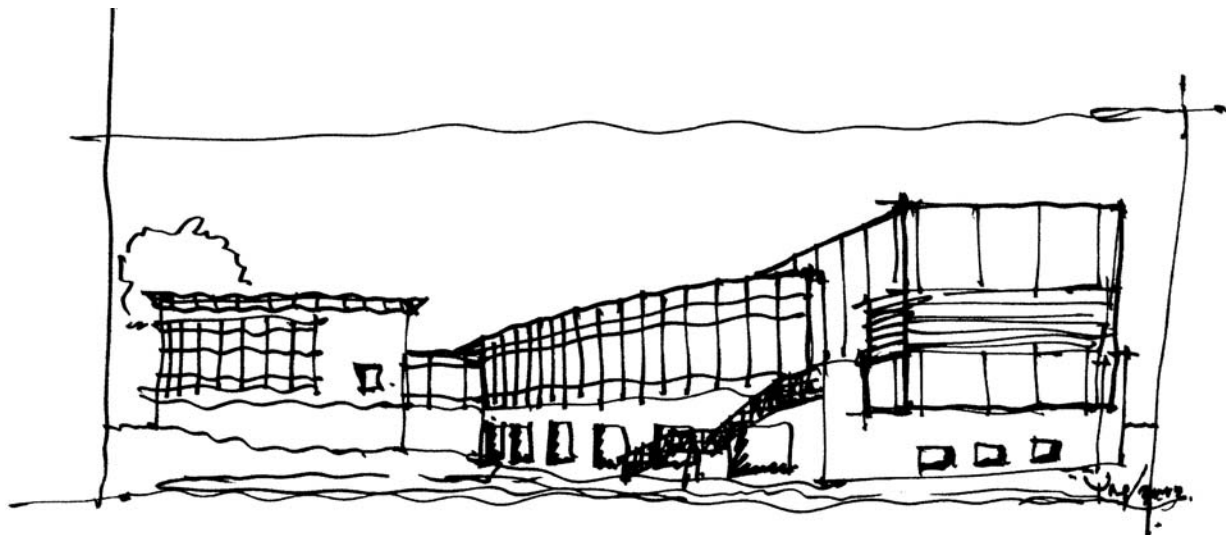


# ***Village of Vernon Hills***

## **Comprehensive Land Use Plan 2012**



VERNON HILLS VILLAGE HALL

**Village of Vernon Hills**  
Lake County, Illinois  
**COMPREHENSIVE LAND USE PLAN**  
**Adopted May 15, 2012**  
**Ordinance 2012-032**

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## INTRODUCTION

This 2012 update to the Village of Vernon Hills Comprehensive Land Use Plan (CLUP) builds on the strong foundation of the first Village of Vernon Hills Comprehensive Land Use Plan adopted in 1974 and its updates in 1983, 1988, 1992, 1998, and 2003. The 1974 Plan and each update addressed both long and short range challenges for planning at their respective times within the Village and the unincorporated areas of the Village's jurisdictional planning area. The 2012 Comprehensive Land Use Plan must address the challenges presented by the



current economic conditions of the regional economy and the impacts that are being experienced locally, as well as looking to the longer range land use planning challenges facing the Village. The following presents a summary of some of the major challenges that were present at the time the Village prepared the initial 1974 CLUP as well as the major challenges addressed with the Plan's various updates.

In 1974 the Village of Vernon Hills adopted its first Comprehensive Plan. That Plan served as a technical resource and policy guide for development during a period of rapid growth in the Village. In 1982, recognizing that substantial changes had occurred since the 1974 Plan was adopted; the Village Board authorized and completed an update of the Plan which was adopted in June of 1983.

In 1987, the Board concluded that the 1983 Plan had given guidance to the densities and intensities of planned unit developments which were about to expire and which provided for more multiple family development and more intensive commercial development than was deemed desirable for the Village. The Village Board had also approved annexation agreements for land uses which were to some degree at variance with the 1983 Plan. It thereafter approved an updated Plan on November 8, 1988.



The Plan was again updated in 1992 to further reflect the substantial growth experienced since the 1988 Plan update. This update helped to further define the ultimate build out of the Village in light of the ongoing work with the Cuneo property. The Land Use and Transportation Map was further updated in 1995 to more accurately reflect the Gregg's Landing Land Management Agreement for the Cuneo Property.

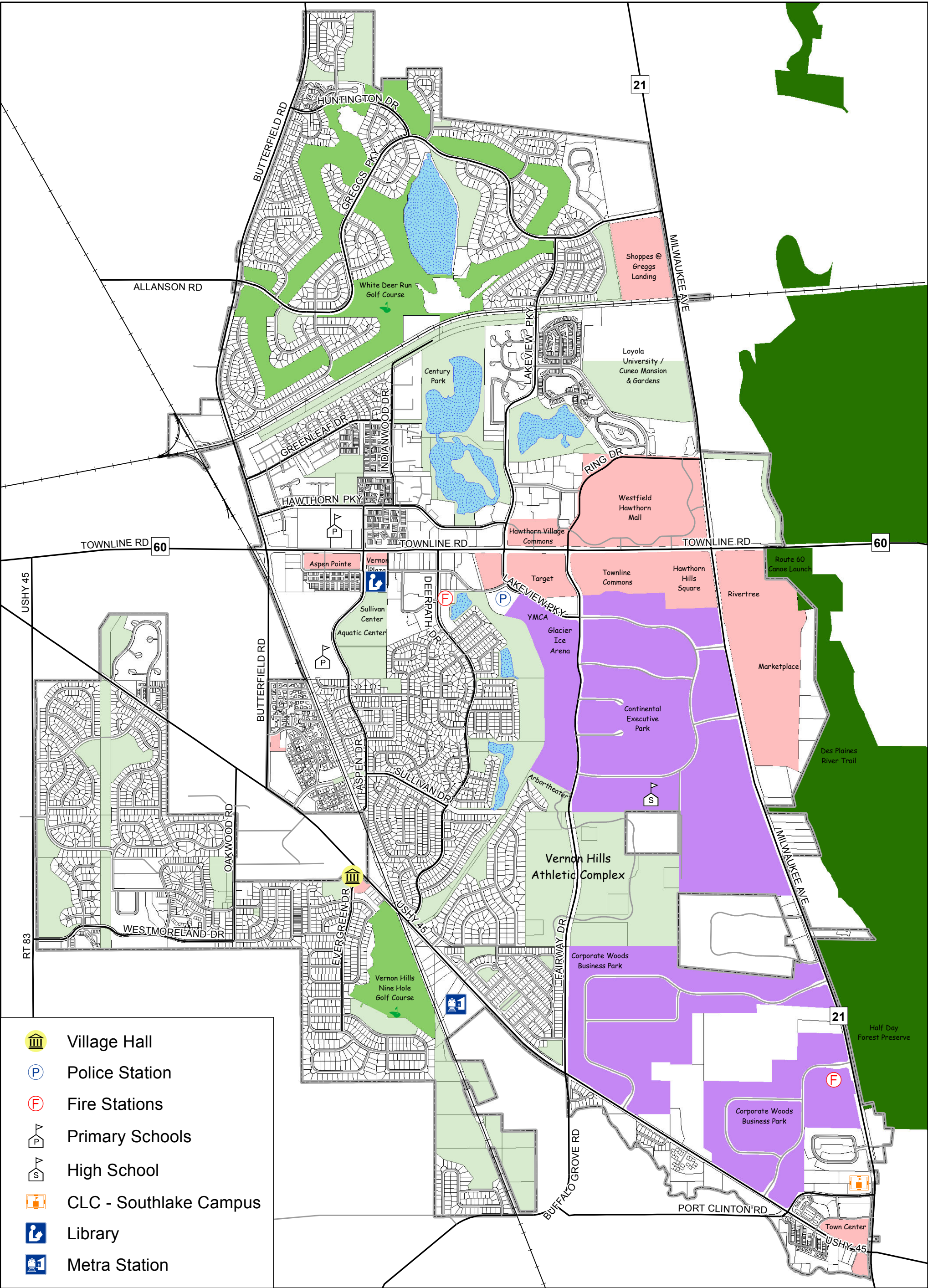


The Plan was again updated in 2003 to address the build-out of the Cuneo Property (Gregg's Landing), development of the Vernon Hills Athletic Complex (VHAC), and expansion of the Canadian National (former Wisconsin Central) Railroad.

This current Plan update, including the Land Use and Transportation Plan element of the Comprehensive Plan, serves as a basic guide for future development of the Village and its jurisdictional planning area. The Official Comprehensive Plan is advisory and is intended to provide guidance for future development decisions within the existing boundaries of the Village and within its unincorporated planning area. This Plan is also supplemented by Addendum 1: Bicycle and Pedestrian Path Plan (2004) and Addendum 2: Design Concepts & Guidelines – Potential Commercial Development Alternatives Gregg's Parkway and Milwaukee Avenue (2007).







- Village Boundary
- Parks / Open Space
- Golf Course
- Forest Preserve
- Shopping Centers
- Business Parks

Village of Vernon Hills  
Lake County, IL  
**Comprehensive Plan 2012**  
**Landmarks Map**  
May 2012

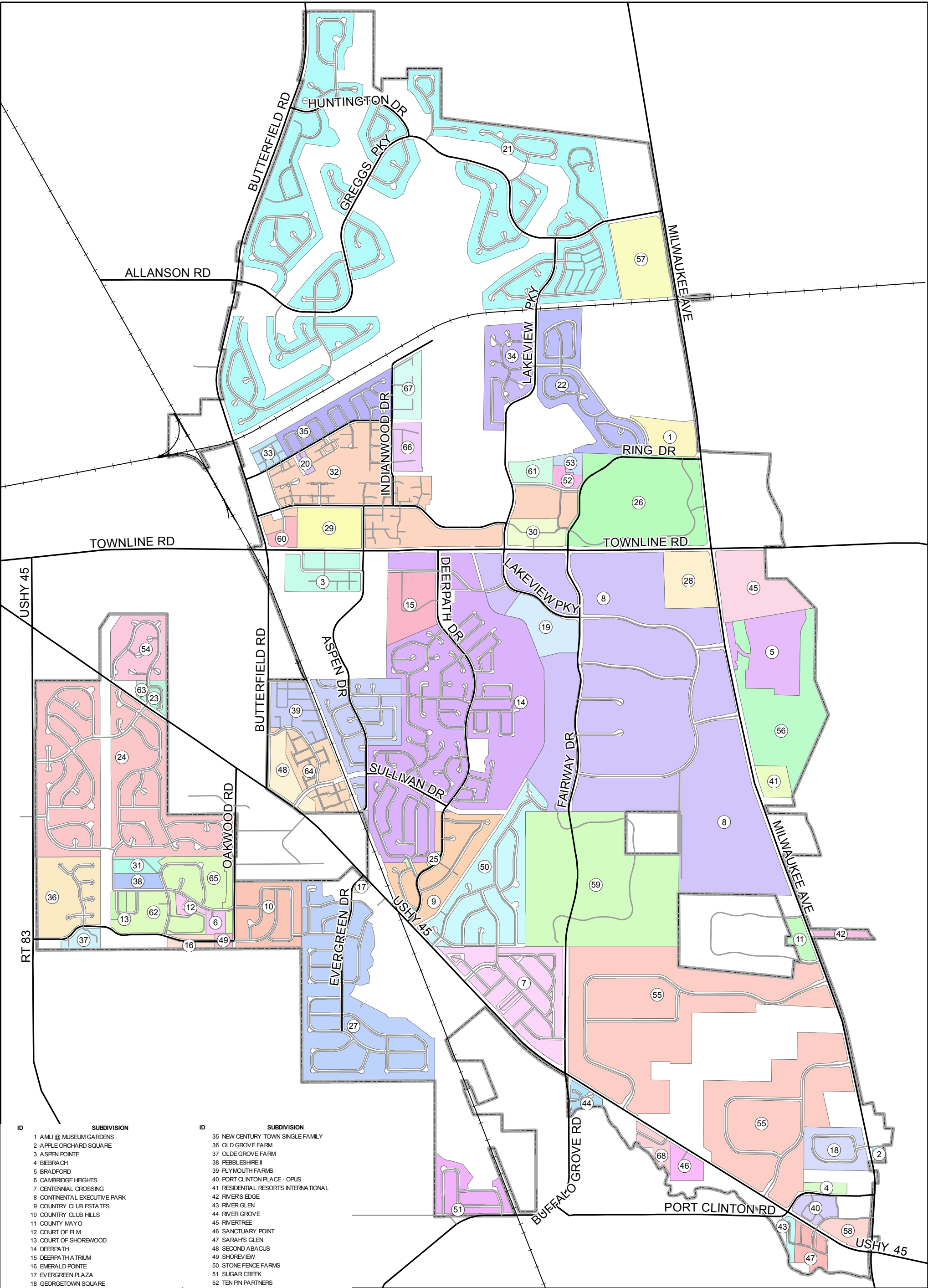
0 1,500 3,000 Feet

Village of Vernon Hills

Exhibit 1

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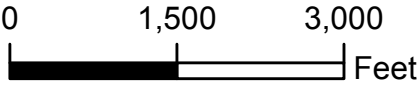


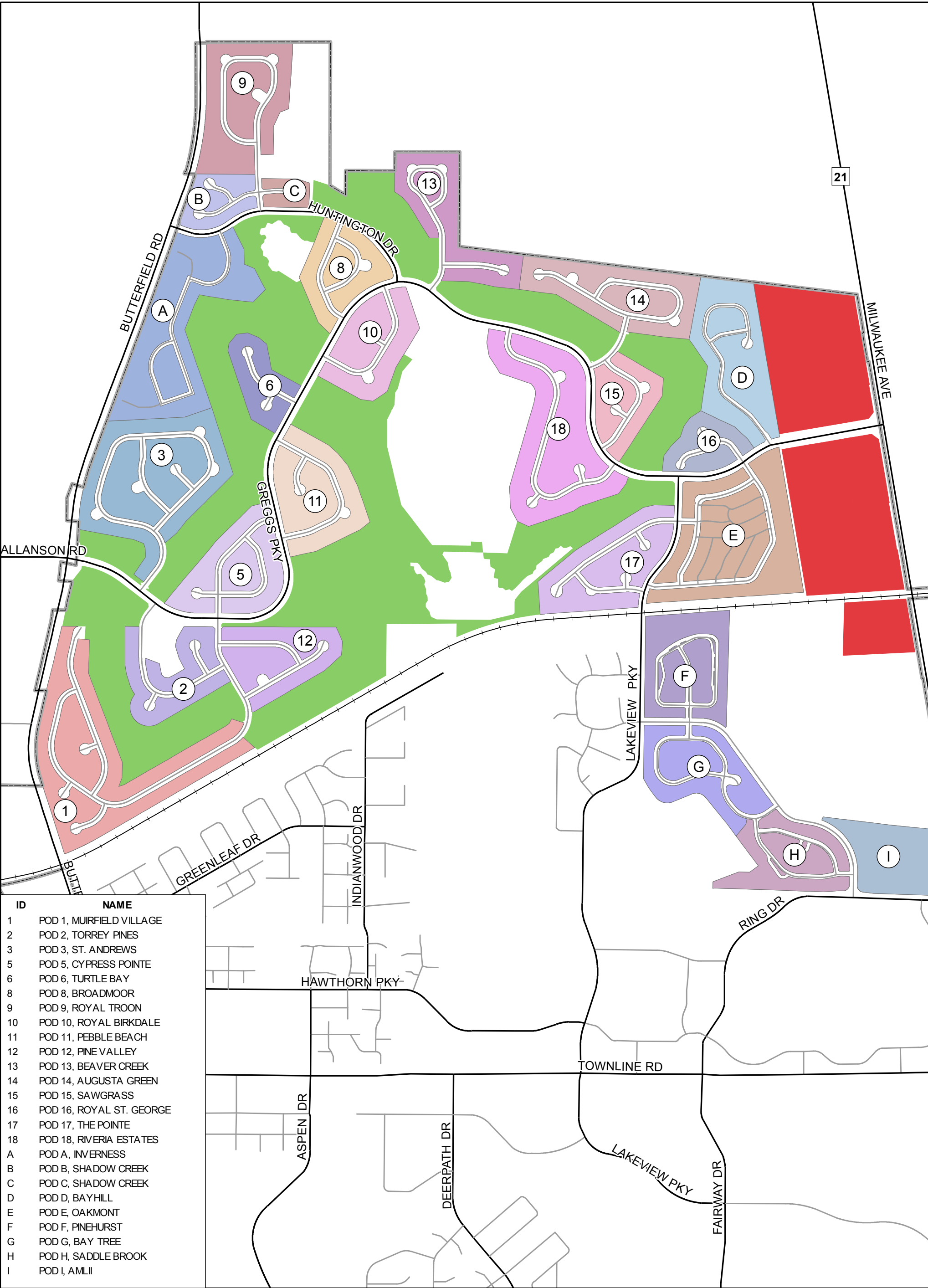


- | ID | SUBDIVISION                              |
|----|------------------------------------------|
| 1  | AMLI @ MUSEUM GARDENS                    |
| 2  | APPLE ORCHARD SQUARE                     |
| 3  | ASPEN POINTE                             |
| 4  | BIEBRACH                                 |
| 5  | BRADFORD                                 |
| 6  | CAMBRIDGE HEIGHTS                        |
| 7  | CENTENNIAL CROSSING                      |
| 8  | CONTINENTAL EXECUTIVE PARK               |
| 9  | COUNTRY CLUB ESTATES                     |
| 10 | COUNTRY CLUB HILLS                       |
| 11 | COUNTY MAYO                              |
| 12 | COURT OF ELM                             |
| 13 | COURT OF SHOREWOOD                       |
| 14 | DEERPATH                                 |
| 15 | DEERPATH ATRIUM                          |
| 16 | EMERALD POINTE                           |
| 17 | EVERGREEN PLAZA                          |
| 18 | GEORGETOWN SQUARE                        |
| 19 | GLACIER YMCA RESUBDIVISION               |
| 20 | GREENLEAF TOWNHOMES                      |
| 21 | GREGGS LANDING NORTH                     |
| 22 | GREGGS LANDING SOUTH                     |
| 23 | GROSSE POINTE CIRCLE                     |
| 24 | GROSSE POINTE VILLAGE                    |
| 25 | HARVEST HILLS                            |
| 26 | HAWTHORN CENTER                          |
| 27 | HAWTHORN CLUB                            |
| 28 | HAWTHORN HILLS SQUARE                    |
| 29 | HAWTHORN SCHOOL DISTRICT 73 NORTH CAMPUS |
| 30 | HAWTHORN VILLAGE COMMONS                 |
| 31 | LAKEWOOD VILLAS                          |
| 32 | NEW CENTURY TOWN                         |
| 33 | NEW CENTURY TOWN CONDOS #4               |
| 34 | NEW CENTURY TOWN MANOR HOMES             |

- | ID | SUBDIVISION                            |
|----|----------------------------------------|
| 35 | NEW CENTURY TOWN SINGLE FAMILY         |
| 36 | OLD GROVE FARM                         |
| 37 | OLDE GROVE FARM                        |
| 38 | PEBBLESHIRE II                         |
| 39 | PLYMOUTH FARMS                         |
| 40 | PORT CLINTON PLACE - OPUS              |
| 41 | RESIDENTIAL RESORTS INTERNATIONAL      |
| 42 | RIVERS EDGE                            |
| 43 | RIVER GLEN                             |
| 44 | RIVER GROVE                            |
| 45 | RIVERTREE                              |
| 46 | SANCTUARY POINT                        |
| 47 | SARAH'S GLEN                           |
| 48 | SECOND ABACUS                          |
| 49 | SHOREVIEW                              |
| 50 | STONE FENCE FARMS                      |
| 51 | SUGAR CREEK                            |
| 52 | TEN PIN PARTNERS                       |
| 53 | TEN PIN PARTNERS, LTD. II              |
| 54 | THE CARRIAGES AT GROSSE POINTE VILLAGE |
| 55 | THE CORPORATE WOODS                    |
| 56 | THE MARKETPLACE AT VERNON HILLS        |
| 57 | THE SHOPPES AT GREGG'S LANDING         |
| 58 | TOWN CENTER                            |
| 59 | VERNON HILLS ATHLETIC CENTER           |
| 60 | VERNON HILLS BUSINESS PARK             |
| 61 | VERNON SQUARE                          |
| 62 | VILLAS BY THE LAKE                     |
| 63 | WEST POINTE                            |
| 64 | WESTWOOD                               |
| 65 | WHISPERING PINES                       |
| 66 | WILLOWS                                |
| 67 | WILLOWS CENTURY PARK                   |
| 68 | WRITER ESTATES                         |

Village of Vernon Hills  
Lake County, IL  
**Comprehensive Plan 2012**  
**Subdivisions Map**  
May 2012

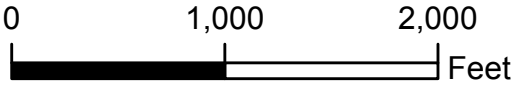




**Legend**

- Village Boundary
- Golf Course
- Commercial Areas

Village of Vernon Hills  
Lake County, IL  
**Comprehensive Plan 2012**  
**Gregg's Landing Map**  
May 2012



**Exhibit 3**



## COMMUNITY GOALS AND OBJECTIVES

### Land Use

The land use pattern has both economic and social overtones. Economically, areas developed in accordance with sound use objectives will function more efficiently, permit a higher degree of both public and private benefits and maintain more lasting values. Social benefits may include pride in community and desirable neighborhood activity, bringing residents together to achieve other objectives. Therefore, the land use goal is to achieve the most effective, desirable and lasting relationship between people and land. The land use pattern should:



1. Arrange the development of land uses to produce an efficient, convenient and harmonious pattern without undue mixtures of incompatible uses.
2. Locate and maintain development in accordance with the usability and adaptability of land to further the goals of the Village.
3. Provide an adequate, but not excessive, amount of land for each use which contributes to a complete, self-sustaining community.
4. Relate the intensity of land use to

the capability of providing adequate service.

5. Recognize the need for a concentration of facilities and activities in strategic locations with access to open space, appropriate infrastructure, and other such conditions.
6. Encourage the development of new growth areas and redevelopment of existing areas that are energy-efficient, including consideration of methods such as clustered land development, proper building orientation, and provision for pedestrian facilities.
7. Assure to the greatest extent possible that all proposals for the redevelopment of property conform to the policies and recommendations of the Land Use Plan and the standards set forth in the Comprehensive Plan.
8. Assure to the greatest extent possible that all future development or redevelopment enhances the quality of living within the community
9. Preserve publicly or privately owned open space where development of such land might detract from the community's character and need for open space.
10. Encourage the buffering of potentially incompatible uses with landscaping and berming.
11. Encourage the most intensive development at the Milwaukee Avenue/Route 60 intersection, which





may include some residential uses when part of an overall mixed use development. Encourage less intensive development in the western portions of the Village in a manner



compatible with the residential development, which characterizes the bulk of existing development in the area.

12. Milwaukee Avenue/Route 60: Encourage high quality retail commercial development surrounding the Milwaukee Avenue/Route 60 intersection which may include some mixed use

development at the northeast corner of this intersection.

13. Milwaukee Avenue Corridor: Encourage high quality office and business park development at locations with limited direct access to Milwaukee Avenue.
14. Route 60 Corridor (West): Encourage high quality office and retail uses with landscaped setbacks, which will be compatible with the residential and school properties adjacent to the corridor.
15. Route 45 Corridor: Encourage high quality uses as shown on the Land Use Plan, generally consistent with the Route 45/21 Corridor Study adopted in 2001.
16. Route 45 Corridor: Limit further residential development west of the intersection of U.S. 45 Route and Port Clinton Road and north of Port Clinton Road and encourage preservation of open space with focus on environmentally sensitive property containing flood plain, wetlands and heavily forested areas. Creation of corridors linking these elements is encouraged.
17. Explore the possibility of establishing boundary agreements with the Villages of Buffalo Grove and Lincolnshire concerning the southern limits of the Village and the appropriate land uses for the area.
18. In new future development or redevelopment of office/research properties, encourage technology upgrades that will maintain the attractiveness and competitive advantage of the area as a premier corporate center in Lake County and the entire Chicago metropolitan region.
19. Non-municipal services to residents are currently provided by numerous and distinct taxing bodies, including multiple elementary and high school



districts, fire and library districts. Despite such competing and somewhat contrary community interests, care should be taken in planning so as to maintain and emphasize a sense of community.

20. Actively encourage reinvestment in existing commercial properties to maintain the overall appearance, structural quality and marketability of the properties within the commercial corridors.

## Housing

The community goal for housing is to create and maintain a superior residential environment which reflects the total needs of residents related to location, type, and price of housing, including:

1. Decent, safe and sanitary housing for all inhabitants of the Village.
2. Residential areas, which are conveniently located in relation to employment, cultural and shopping opportunities.



3. A balanced distribution of housing types throughout the community, approximating 50% single family and 50% two family and multiple-family, insuring that a variety of housing types and price ranges are available in the community as a whole.
4. Harmonious residential areas and neighborhoods with minimal intrusion and interference from nonresidential land uses and

traffic.

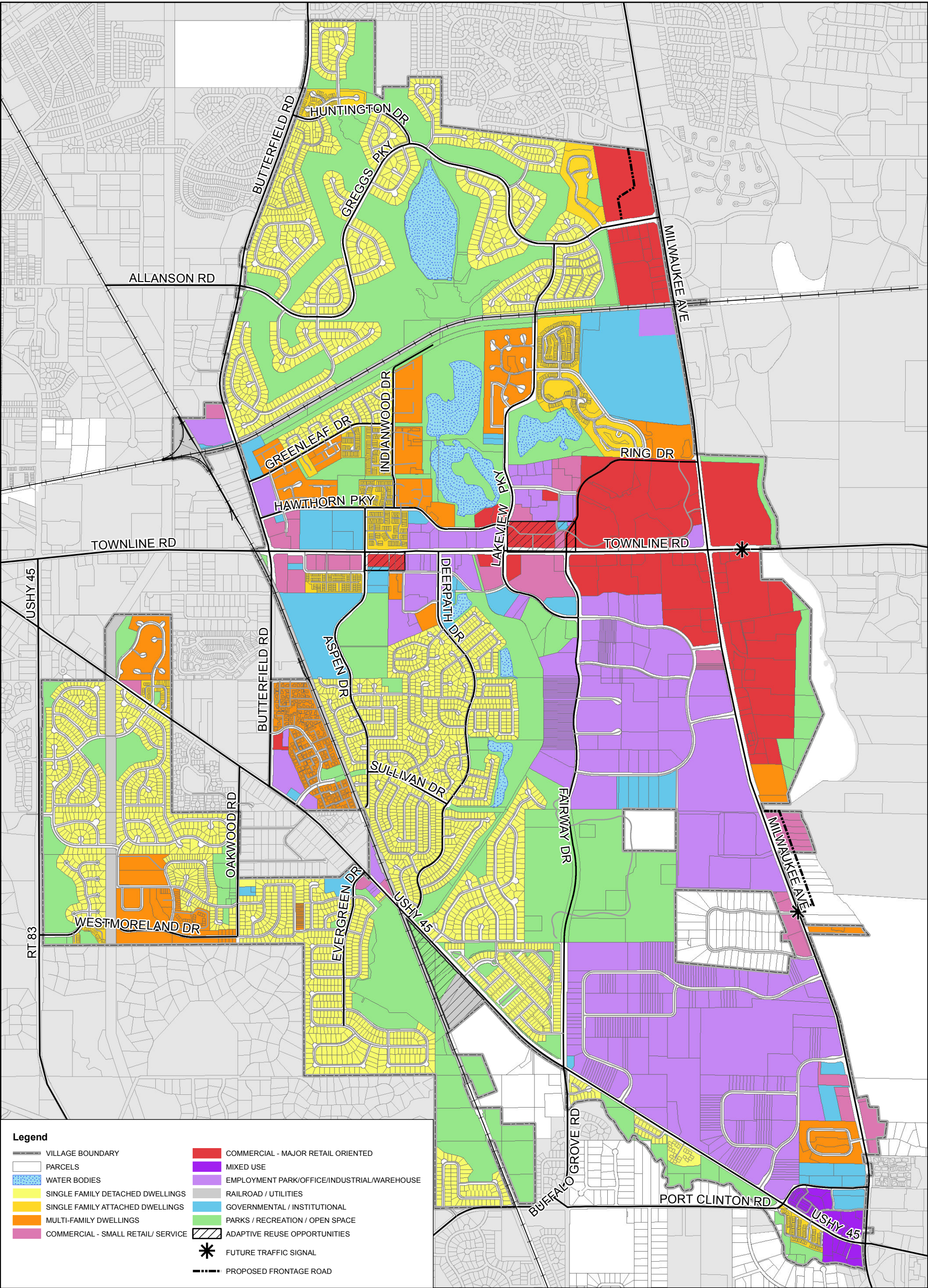
5. Housing units and neighborhoods, which have individuality, character, and are aesthetically pleasing.
6. Maintenance and improvement of existing residential structures and neighborhoods in order to provide a range of choice in housing and living environments.
7. Actively encourage reinvestment in existing single-family neighborhoods through providing for standards that allow for the redevelopment of individual lots while still maintaining the character of the surrounding neighborhood.
8. Assure that all housing units conform to minimum standards of maintenance and repair through aggressive enforcement of Village maintenance codes.
9. Encourage future development densities consistent with existing development and the regulations set forth in the zoning ordinance.
10. Encourage the development of new single-family homes on larger lots to complement the existing single-family lots and multiple-family developments.
11. Provide for multiple-family developments only in those areas, which are located in higher intensity of use areas.
12. Encourage open space and other neighborhood amenities in multiple-family neighborhoods.



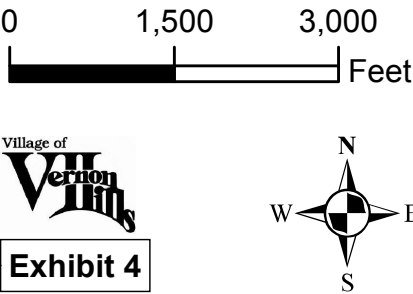
13. Encourage the development of residential amenities, including parks, access to public services, open space and shopping/entertainment with non-motorized transportation linkages to help lessen traffic flow problems or conflicts.
14. Discourage further residential development that has direct access to arterial streets such as Route 60 and Milwaukee Avenue.
15. Encourage development of an appropriate balance of affordable senior housing to facilitate transitional housing opportunities that allow residents to sell their homes while allowing them to remain within the Village.
16. Meet the goals of the State of Illinois' Affordable Housing, Planning and Appeals Act.
17. Encourage policies reflected in the Sustainability Section of this Plan.







Village of Vernon Hills  
Lake County, IL  
**Comprehensive Plan 2012**  
**Land Use Map**  
Incorporated Territory  
May 2012





# Future Land Use Chart Incorporated Territory

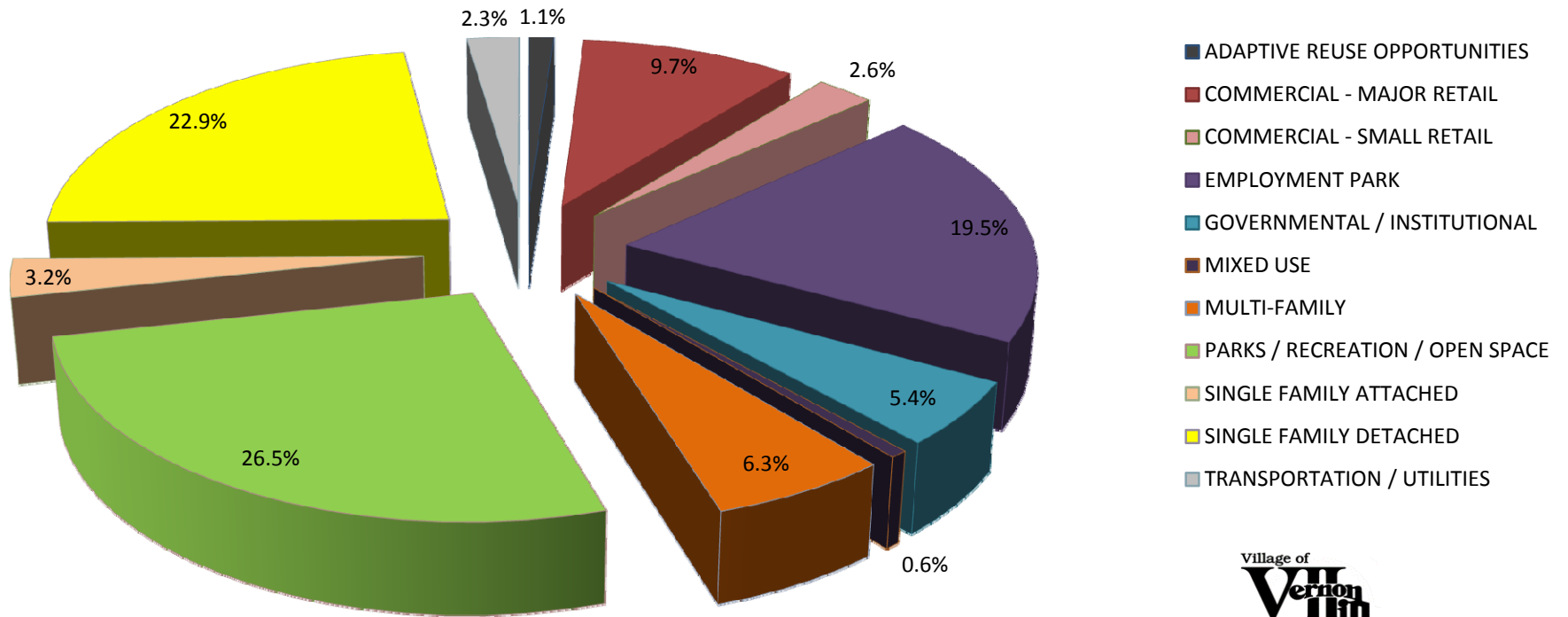
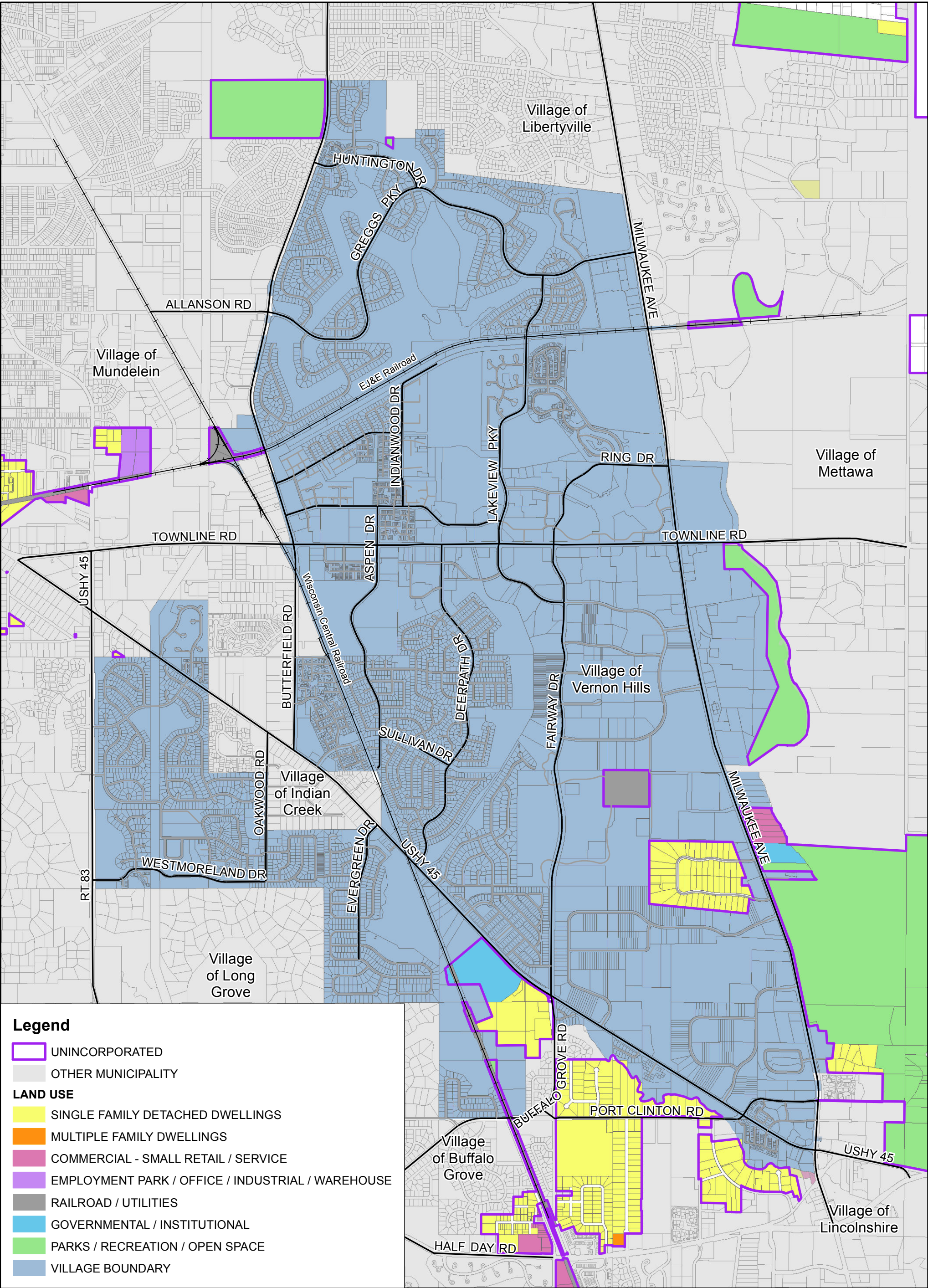
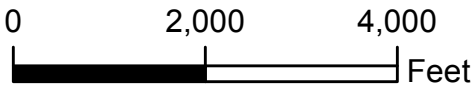


Exhibit 5





Village of Vernon Hills  
Lake County, IL  
**Comprehensive Plan 2012**  
**Future Land Use Map**  
**Unincorporated Territory**  
May 2012





## LAND USE PLAN

Over the years, the process of updating the Land Use Plan emerged from the development of large acreages of formerly vacant properties within the Village, from the annexation and development of adjacent unincorporated properties and from the rezoning of other properties within the Village since the 1988 Plan was adopted. The intensification of commercial development near the intersections of Route 60 and Milwaukee Avenue and Route 45 and Milwaukee Avenue and the construction of an interchange with the Tollway at Route 60 and Route 22 has also had an impact on the choice of land uses inside the Village.

The Land Use Plan for the Village and planning area (incorporated area and adjacent unincorporated areas) encompasses a land area of approximately 5,062 acres to date. The Plan has successfully provided for a rational long-term development pattern for a balanced community. A variety of residential types and densities are provided along with a wide variety of employment and shopping opportunities. Therefore, the focus of this Plan will change overtime to one which discusses preservation and/or future reuse and redevelopment of areas. For



example, while the balance of the communities housing stock is less than twenty-five (25) years old, older areas such as Country Club Estates are approaching fifty (50) years old. The Deerpath area is nearing forty (40) years for some homes. This coupled with the changing demographic patterns that have more people or extended families living in a house, present challenges that the Village must address to maintain the long-term health and viability of these areas. It can be noted that the Village has remained a desirable place to live with a number of mature

neighborhoods, and due to several factors, as discussed below, it is unlikely that Vernon Hills will experience the bulkanization issues, i.e. the tearing down of existing housing stock which is then replaced with larger homes, that many of the north shore communities have experienced in the last fifteen to twenty years. This expectation for the Village is in part due to the current state of the economy where the demand for larger homes on smaller lots has been decreasing due to the concerns for increased real estate tax bills for the individual homeowners and increased concern for the potential ability to sell the larger homes on smaller lots in the future. With this consideration, the Village is mindful of the need for continued investment and revitalization efforts in existing, older neighborhoods and the ability of the Village's development codes to affect these efforts.

The Plan is designed to be flexible in order to accommodate changes of uses over time. However, based on the lack of significant acreages of additional unincorporated property for annexation and on the limitation in densities for multiple-family development, as well as on the emphasis of larger lot single-family development, the Village anticipates that continued growth beyond the projected maximum will not likely occur. This fact is clearly evident in Gregg's



Landing where the ultimate build out maybe as much as eight (8) percent less than what the Land Management Agreement allowed.

Additionally, with the build out of the commercial and office park developments along the western and southern portions of the Milwaukee/Route 60 corridor, non-residential development will consist of new construction on individual lots, primarily in the office parks and large lot development of the northeast corner of Milwaukee Avenue and Route 60, and the remaining undeveloped areas in Gregg's Landing located along Milwaukee Avenue. It is anticipated that the balance of this new development will be commercial or some other non-residential use. Existing large business parks have access to Route 45, Milwaukee Avenue and Route 60.

The Land Use Plan for the Village is depicted in two (2) separate Future Land Use Map exhibits: 1) Incorporated Territory and 2) Unincorporated Territory. The Future Land Use Map - Incorporated Territory reflects the land use planning designations for areas presently incorporated into the Village and other relevant planning considerations and factors. The Future Land Use Map - Unincorporated Territory shows the land use planning designations the Village intends for the unincorporated parcels located within the Village's one and a half mile planning jurisdiction. Currently, the Village's planning designations for the unincorporated parcels correspond similarly to what the Lake County Framework Plan designates for these unincorporated parcels.

## **Single Family Residential**

With the completion of the development of Gregg's Landing, it is not anticipated that the Village will experience any further large-scale single-family development. This condition is principally due to the lack of developable land either within the Village or adjacent to its corporate limits. As previously stated, large scale residential development is not anticipated after the substantial completion of Gregg's Landing, although scattered site construction will continue, primarily in the large lot custom Pods in Gregg's Landing. The Village will encourage any new single-family housing developments to include measures that reflect the policies stated in the Sustainability Section of this Plan.



## **Multiple Family Residential**

The Village currently has a number of multiple-family areas with densities ranges up to 14.5 units per acre. These multiple family areas include past developments such as the New Century Town area north of Route 60 adjacent to the Village 's open space system and the southwest area of the Village including the area east of Route 83 and east of the Commonwealth Edison Transmission Towers and Lines in the Westmoreland Drive areas, Other areas include multiple family developments north of Route 45, including the West Point and The Carriages at Gross



Pointe Village to the east of the Commonwealth Edison Transmission Towers and Lines, and the Plymouth Farms and Westwood developments northeast of Route 45 and Butterfield Road. Some of the more recent multiple family areas have included select Pods in Gregg's Land, including Pod's B & C known as Shadow Creek located northeast of Butterfield Road and Huntington Drive, Pod D known as Bayhill located on the north side of Gregg's Parkway to the west of the commercial frontage along Milwaukee Avenue and Pod's F, G, and H known as Pinehurst, Bay Tree, and

Saddle Brook, respectively, located east of Lakeview along Museum Boulevard. Other more recent multiple family areas have been developed in the southeastern area of the Village along Milwaukee Avenue and north of the Route 45 and Milwaukee Avenue intersection.

In addition, the Pathway senior housing project, near the intersection of Philip Drive and Deerpath Drive, is under construction and expected to open in early 2012. This Village assisted in making this project possible through a public-private partnership between the Village and developer with the Village underwriting a portion of the land cost.

With the annexations and development approvals since 1995, the Village has attained a significantly better balance of single-family and multiple-family homes which allows a much greater diversity of housing choices in the Village and provides for more stability in the population. It has also attained a desirable amount of property planned for non-residential development to maximize employment opportunities and to assist the homeowner in the payment for services provided by all taxing districts.



The Village must remain proactive in its enforcement of maintenance codes. Particular attention to overcrowding of units must be paid so as to mitigate or lessen future degradation of individual units and community. The Village is encouraged to work closely with the Homeowner's Associations to educate current and future owners on these issues. Emphasis on the importance of this issue must be community-wide.



The Village recognizes the potential for some multiple-family development uses for the northern portions of the Loyola University Cuneo Mansion and Gardens which are generally located west of Milwaukee Avenue adjacent to the CN Railroad tracks and east of the other existing multiple family uses developed as a part of the Gregg's Landing development as previously noted. Due to the historical nature of the site and the continuing function of



the remainder of the site , the Village will need to take great care with the development of this overall property. Any proposed development will need:

- A unique site design and character for the development;
- Harmonious architecture characteristics with respect to the existing facilities and landscape;
- Appropriate height and massing of structures;
- Appropriate, safe, and efficient vehicular and pedestrian access and circulation on and off site;
- A unique landscape plan and design that incorporates existing conditions as well as internal and peripheral landscape areas for both passive use with exceptional plantings and hardscape amenities;
- Preservation of select portions of the natural feature areas (wooded areas, topography, etc.); and
- Provision of community amenities and benefits.

The Village will also encourage any new multiple-family housing uses to include measures that reflect the policies stated in the Sustainability Section of this Plan.

## Natural Features and Environment

The significant natural features of the Vernon Hills planning area include surface waters, floodplains, wetlands, woodlands and other similar natural areas, which should be protected. To accomplish this goal, the Village should:

1. Restrict development in the flood-prone areas and in areas where unstable soil conditions exist, and encourage measures that will reduce the amount of land subject to flooding within areas of urban development.
2. Enhance quality of surface water through measures to eliminate pollution in storm drainage.
3. Conserve tree cover and natural scenic areas for the enhancement of the urban and rural environment.
4. Provide for the preservation and protection of trees that are significant for their contribution to the character and heritage of the Village.
5. Protect areas where topographic variations create a potential for erosion.
6. Prohibit development, which would create excessive odor, noise, and visual pollution.
7. Encourage preservation of open space along stream corridors in a way appropriate to the character of the stream corridor through coordination of public and private development.



8. To the extent consistent with the existing natural features of the site, encourage the utilization of open space for multiple purposes, including recreation and enhancement of environmental quality.
9. Encourage the landscaping of vacant sites without natural features and the landscaping of redeveloped sites in a manner, which will carry out the beautification goals of the Village.
10. Encourage landscaping of developing sites in a manner, which will be compatible with adjacent sites in order to carry out a Village-wide appearance enhancement.
11. Enhance parkway trees through proactive monitoring and care and through replacement of damaged or diseased tree on an annual basis. Compliance with the basic tenants of the Tree City USA program is encouraged.

## Commercial

Retail commercial areas in the Plan are oriented to the major street and highway system in order to provide shopping areas for regional markets as well as the local community. The focal point of retail commercial activity is the intersection of Route 60 and Milwaukee Avenue where the Westfield Hawthorn Shopping Mall (formally known as Hawthorn Center), a regional mall is located on the northwest corner and existing or future retail centers at each of the three remaining corners. Additional retail centers are located along Route 60 as well as Milwaukee Avenue. The Village understands it is necessary to work with its retail customers and business owners to create an environment which is responsive to each party's needs.



Development on the northeast corner of Route 60 and Milwaukee Avenue may include a mixed use development consisting of a full service hotel a “life-style” type retail center including a mix of residential uses, or a single “big-box” anchor type department store retailer in this center may also be appropriate. The Village considers this site to be the “crown jewel” of the community. Due to this consideration, the Village will require the development to adhere to the following development guidelines:

- 1) A mixture of commercial and potentially residential uses that maximizes the use of the site and its contributions to the character of the Village, including uses which contain both day and night time draws
- 2) Bulk and height of buildings that are considerate of the surrounding area while allowing for special considerations given the distinct location of the site;
- 3) Preservation of the significant natural features of the site through a site design and layout that incorporates the natural features of the site, including providing for a potential vista outlook over or adjacent to the Des Plaines River and forest preserve;



- 4) Pathway connections to the regional forest preserve trails and sidewalks along the major roadways as well as throughout the site including pedestrian and bicycle amenities such as benches, bicycle racks, and decorative lighting;
- 5) Storm water detention facilities that enhance the site and embrace sustainable practices as much as possible;
- 6) Architecture that is distinctive but is considerate of the community's overall character.
- 7) Transportation infrastructure improvements that are coordinated to address all potential impacts with respect to commercial traffic patterns and access to the site and for the surrounding area, the overall Route 60 and Milwaukee Avenue intersection, and existing and potential public transit access and ridership; and
- 8) A review process that explores various layout patterns for determination of the arrangement which best addresses the Village's vision and goals for the development of the property. One design alternative may include developing a site plan that provides for a central greenway with a linear water feature flanked by an open promenade connection between Milwaukee Avenue and the Des Plaines River area.

A related but separate commercial area is located on the west side of Milwaukee Avenue north of the EJ&E railroad tracks at the intersection with Gregg's Parkway. It is designated as commercial and is suitable for uses such as commercial/retail, hotel or office. Care must be taken with future development of either site due to it being the entrance to Gregg's Landing and the northern gateway along Milwaukee Avenue.



A secondary commercial center with a sub-regional function related to development is along the Route 45 corridor with its core area being the Vernon Hills Town Center on the northwest corner of the intersection of Routes 45 and Milwaukee Avenue. This area is

undergoing redevelopment as a part of a TIF District program, generally consistent with the Village's Route 45/21 Corridor Plan. The TIF District also covers the southwest corner of the intersection of Route 45 and Milwaukee Avenue, but due to existing market conditions, no redevelopment of this area has occurred. In response to these market conditions, the Village may wish to formulate a program that address small scale improvements, such as facade and landscape improvements, for existing developments that will enhance their visibility and appearance. More limited retail opportunities are provided for along Route 45 and at two locations on Butterfield Road. For the purposes of this Plan, the Village of Vernon Hills Route 45 and 21 Corridor Plan was adopted in 2004 as an addendum of the Comprehensive Plan.

As part of this current secondary commercial center area, the Village has the opportunity to expand upon the range of commercial services in the area through a mixed-use development approach in and around the Metra station area. The Village has diligently purchased properties around the station in order to allow for a unified approach to the development of the area with distinct design guidelines. It is anticipated that any development of the properties in the area will

be transit-oriented in nature and could potentially have a mixture of uses including retail stores, offices, and residential units that maximizes the contribution of the area to the overall Village's welfare. Bulk and height characteristics of any proposed architecture will require a detailed review by the Village to determine the best arrangements that reflect the desired community character. The Village may also wish to explore how best to build cross linkages and the function with the Vernon Hills Golf Course.

In 2010, the Village completed a Commercial Space Occupancy Analysis study with the assistance of Rolf C. Campbell & Associates that analyzed the current mixture of retail and non-retail uses in its established, major commercial areas along Milwaukee Avenue and Route 60. From the findings of this study, the Village amended its zoning ordinance to create a Core Retail Area Overlay District that set the appropriate mixture levels of retail and non-retail uses within designated commercial areas. This amendment also developed a policy for ways to review and approve the conversion of retail uses to non-retail uses. The Village confirms the established levels of retail uses to non-retail uses are those levels which this Comprehensive Plan seeks to pursue for the designated commercial areas.

The Village should seek to establish adaptive reuse strategies for commercial/retail locations left vacant by market conditions, changing demographics and/or competition. Examples of suitable locations include older retail centers such as Hawthorn Village Commons and Vernon Plaza as noted on the Comprehensive Land Use Plan Map. A further potential reuse consideration for the Village is to review expanding its role as a night time entertainment destination. As part of reviewing the reuse of vacant commercial locations, the Village may wish to try to concentrate uses with cross linkages which draw evening time users to the Village's commercial areas. These uses would include restaurants, movie theaters, bowling alleys, and other such entertainment venues. A key element of this strategy would be concentrating these types of uses while still maintaining the key retail business foundation of the Village's commercial areas.

## **Office/Business Park**

Development areas designed exclusively for office and/or business park uses are provided for south of Route 60 on both sides of Route 21, along the north and south sides of Route 60 west of the Seavey Ditch and Lakeview Parkway, at more limited areas along Route 45 where they provide greater compatibility with adjacent residential developments than commercial uses and Center Street east of Lakeview Parkway.

The infrastructure of the major office parks of Continental Executive Park and Corporate Woods are complete. It is estimated that eighty-five (85) percent of the available land within these office parks has been developed. Corporate Woods contains the

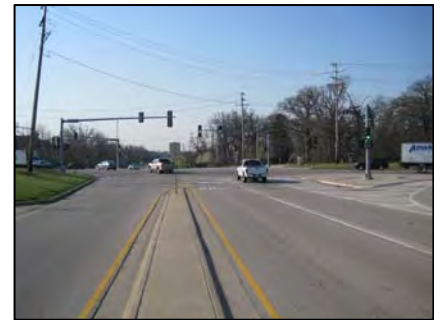




largest amount of scattered sites for single building development. It is anticipated that the forty (40) acre Darling Farm located west of Milwaukee Avenue and adjacent to Corporate Woods will ultimately be integrated into the office park. This site appears ideally suited for a single user corporate campus type project or for a potential mixed use development.

The Oaks of Vernon Hills has been considered as a potential mixed use commercial/office/warehouse development located on the former Kelly's Camp and Liekum Tap properties located on the north side of Route 45 between Woodlands Parkway on the east and Corporate Woods Parkway on the west. Connection of this property to the Darling Property to the northeast may provide a direct access connection to Corporate Woods Parkway, which would provide a connection to Milwaukee Avenue. This extended access network with these connections can provide access opportunities for not only a mixed use development concept, but also provides for emergency access opportunities for the area.

The extension of Fairway Drive as a north/south collector has been completed. A future connection from Corporate Woods to Fairway Drive continues to be encouraged. It is also anticipated that Route 45 will be expanded to four lanes and extend to Route 22 in the Village of Lincolnshire, providing overall improved access to the Tollway.



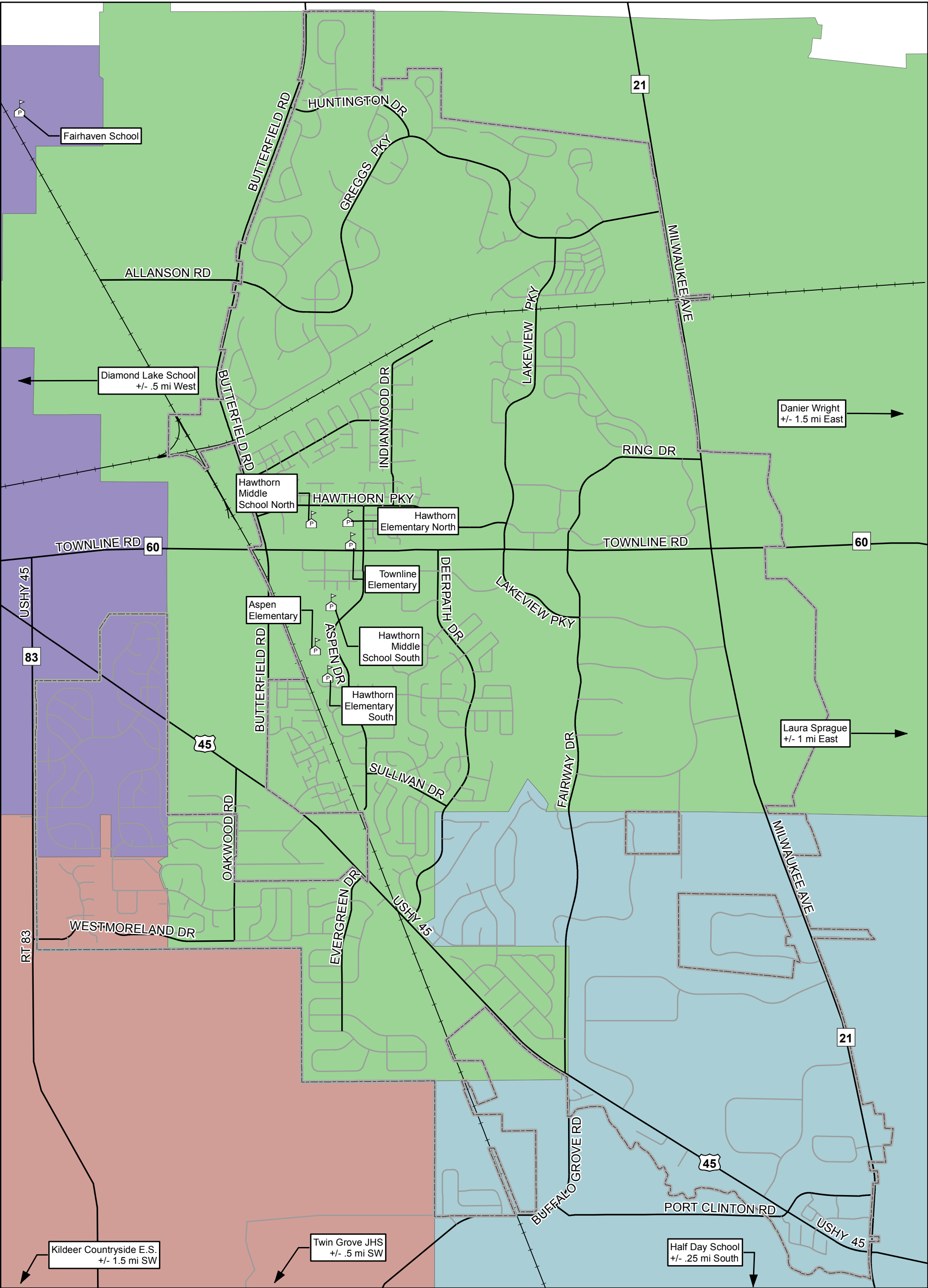
## Public/Semi-Public Properties



The Plan shows existing public /semi-public facilities and land use areas which include the Lake County Public Works wastewater treatment plant; schools including the Vernon Hills High School, the Hawthorn Junior High and Elementary Schools; Village Hall and Laschen Center; the Village's Memorial Arbor Theater; the Vernon Hills Golf Course and the White Deer Run Golf Course; fire stations; parks including the Village's Vernon Hills Athletic Complex (VHAC) and the Park District's community center/aquatic park; cemeteries; churches; Aspen Drive Library; Metra station; the College of Lake County

(CLC) Southlake Campus, the ninety (90) acre Loyola University Cuneo Mansion and Gardens; and the Village's public safety building.

The Plan also indicates two potential school sites. Both potential sites are generally located on the west and south portions of the VHAC (Nike site). Beyond these two sites, it is not anticipated that any additional school sites will be required to serve the community.



Village Boundary

Primary Schools

**Primary School Districts**

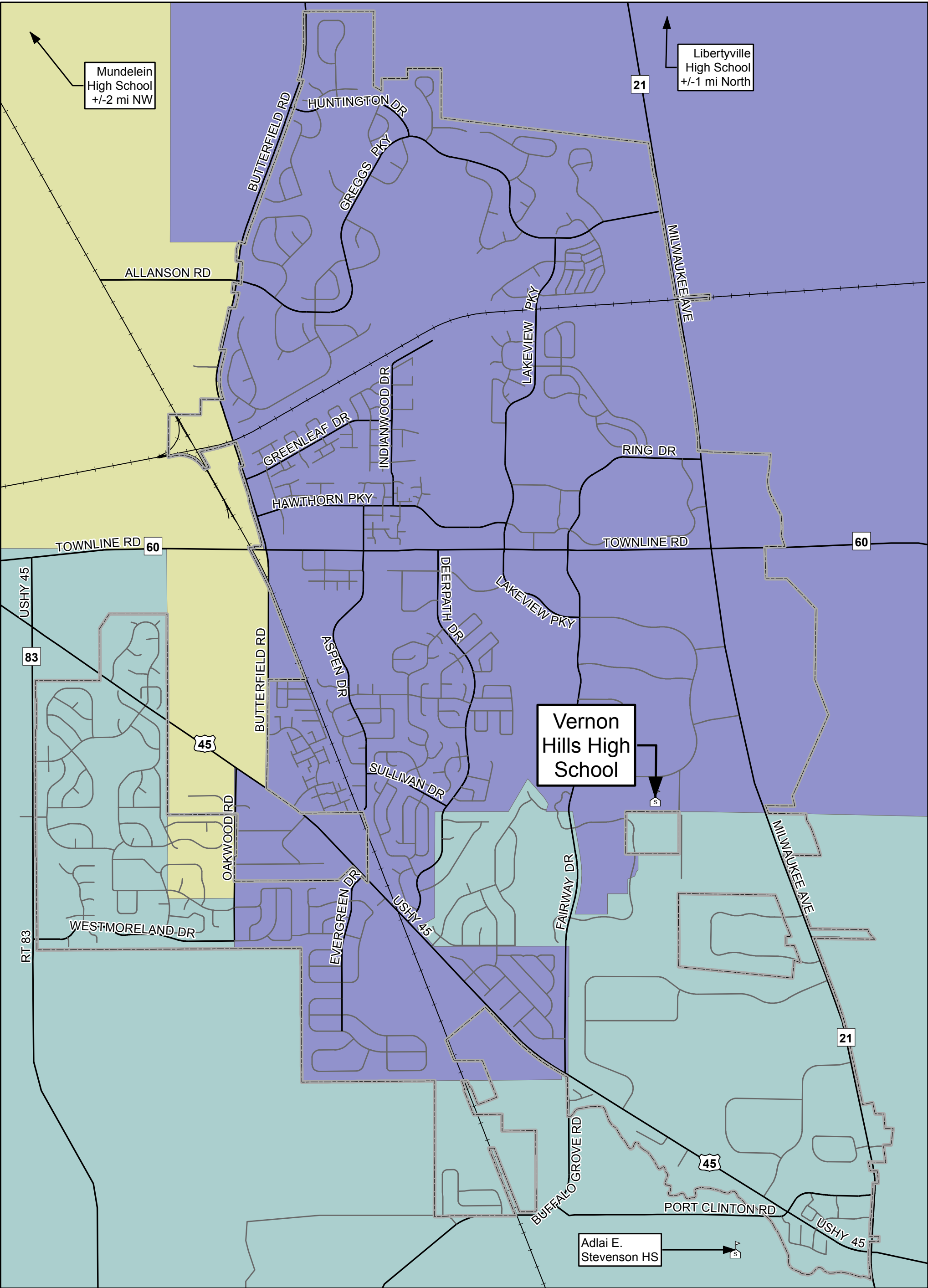
- Diamond Lake School District 76
- Hawthorn School District 73
- Kildeer Countryside School District 96
- Lincolnshire-Prairieview School District 103

Village of Vernon Hills  
Lake County, IL  
**Comprehensive Plan 2012**  
**Primary School Districts Map**  
May 2012

0 1,500 3,000 Feet

**Exhibit 7**





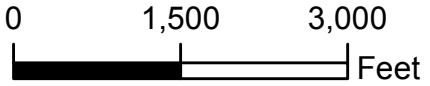
- Village Boundary
- High Schools
- High School Districts**
- Adlai E Stevenson District 125
  - Community High School District 128
  - Mundelein Consolidated High School District 120

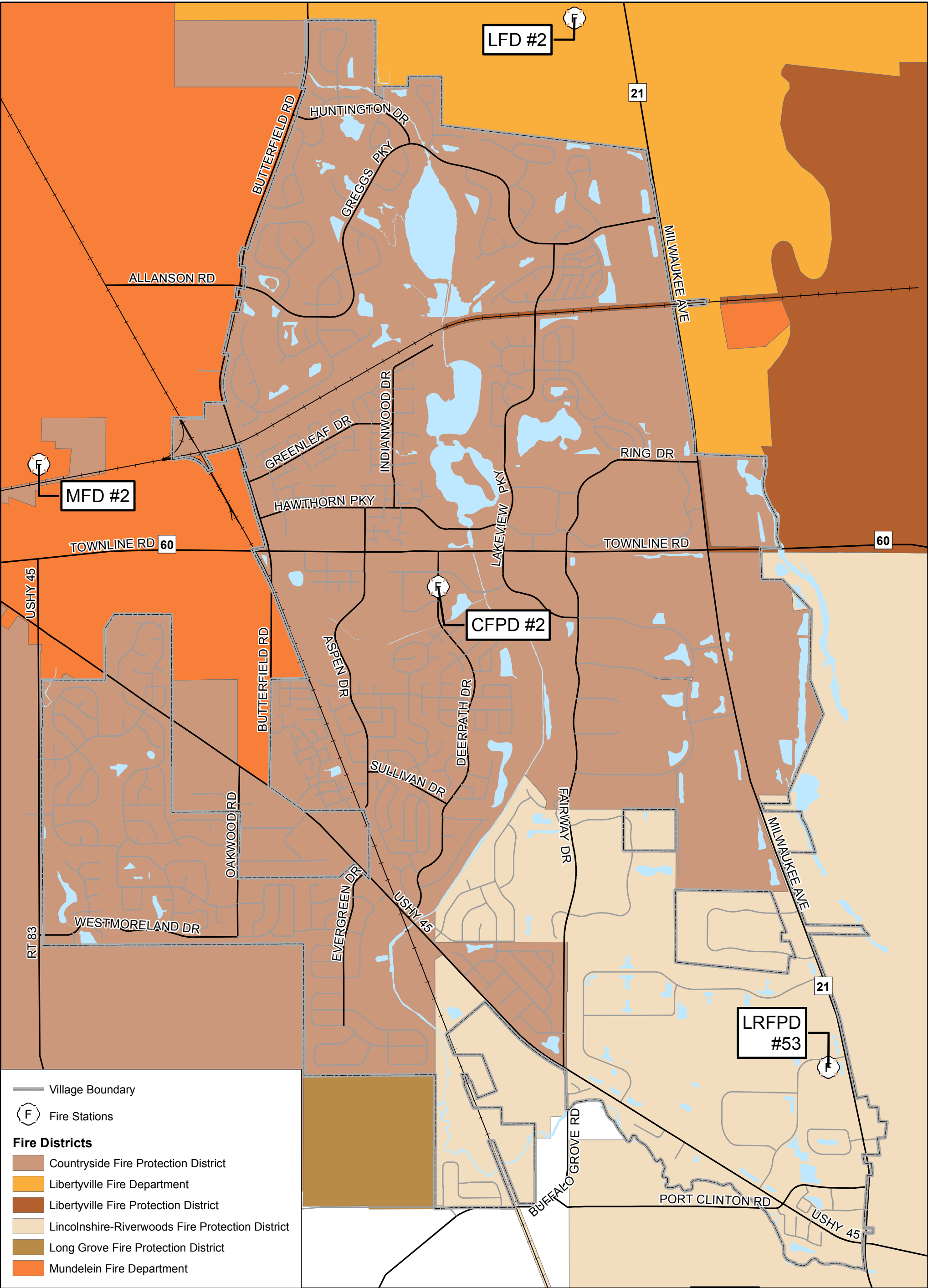
Village of Vernon Hills  
Lake County, IL

**Comprehensive Plan 2012**

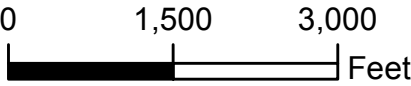
**High School Districts Map**

May 2012

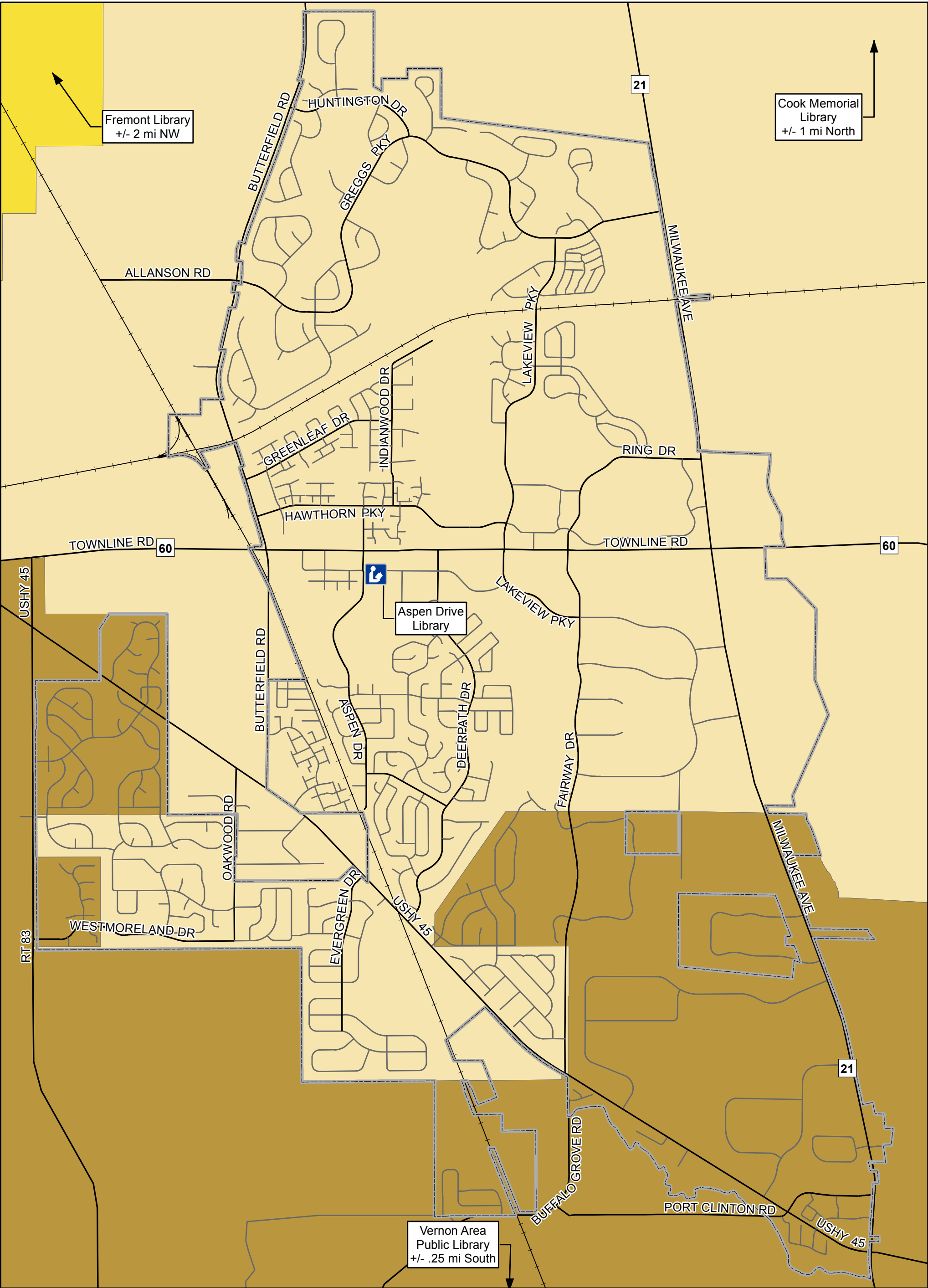




Village of Vernon Hills  
Lake County, IL  
**Comprehensive Plan 2012**  
**Fire Districts Map**  
May 2012







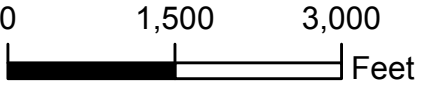
— Village Boundary



**Library Districts**

- Cook Memorial Public Library District
- Fremont Public Library District
- Vernon Area Public Library District

Village of Vernon Hills  
Lake County, IL  
**Comprehensive Plan 2012**  
**Library Districts Map**  
May 2012



**Exhibit 10**



## Growth Management

As the Village has evolved from a small residential community to a more balanced land use community, the character of development and quality of public services that are available has become increasingly important. With limited growth possibilities in the Village and surrounding unincorporated areas that have not been accounted for by previous plans, concerns about how growth will affect the character of the community and quality of services will continue to affect future planning decisions. The goal of growth management is to accommodate projected development in a balanced and efficient manner so that it produces the maximum benefits for present and future residents of the community. In support of the goal, the Village should:



1. Continue to plan for future growth, based on revised build out projections that will sustain a level of population and employment to support the range of services expected in a mature suburban community.
2. Consider annexations to the Village, which would contribute to a balanced growth pattern and would become an integral part of the community.
3. Annex unincorporated properties adjacent to the Village, which meet the above goals and objectives in the short or long term.
4. Continue to emphasize and cultivate a strong positive image and identity based on a high-quality living and working environment, an attractive and convenient physical setting, and responsive Village and other community services and programs.
5. Continue to manage the remaining development in a manner which is consistent with past practices and the Comprehensive Plan.
6. Participate in county and regional discussions or studies relating to land use planning, transportation improvements, and economic development to maintain our commercial/retail leadership position in the region.

## Sustainability

This new Plan Section addresses the need for sustainable planning efforts within the Village. Sustainability is about aligning the built environment and socioeconomic activities with the natural systems that support life. In the long run, sustainability means adapting human activities to nature's constraints and opportunities. Central to this definition is meeting the needs of both the present and the future.

Current trends have demonstrated the need for planning healthy, safe, and sustainable communities. One trend is the increasing impact of greenhouse gases on the world's climate. Another trend is the decreasing supply of non-renewable resources, such as petroleum and precious metals.



Much of our built environment is now powered by fossil fuels. Fossil fuel use produces greenhouse gases that contribute to global warming, which is the steady warming of the average temperature levels in the atmosphere. Increasingly, climate change has raised concerns about the need to reduce the use of fossil fuels. On average, climate models suggest about a three-degree rise in global temperature over the next fifty (50) to 100 years.

Trends in energy development and conservation confirm that Village residents and businesses will increasingly have the opportunity to use renewable energy, fuel efficient transportation choices, and green building and business practices.

Fortunately, local governments can play meaningful roles in addressing climate change. Steps taken to address climate change also will improve air quality because vehicle traffic and energy generation contribute to both greenhouse gas emissions and air pollution.

Coping with climate change is part of a larger challenge of fostering sustainable communities. Communities can more effectively reduce their contributions to global warming when they focus on integrating principles of sustainability with daily activities and long range planning goals and objectives. The aim of this Section is to provide a general framework for addressing atmosphere and climate change through programs and policies addressing climate protection.

While energy prices have increased, the costs of new energy-efficient and renewable technologies have been decreasing year over year bolstered in part by a number of government subsidies. By investing in energy efficiency, renewable energy, and green building, residents of the Village will protect public health and the environment while reducing our ecological footprint and greenhouse gas emissions. The Village acknowledges that it may only be able to influence sustainability within its corporate limits. Becoming more energy self-reliant requires the cooperation of all the communities within Lake County and northeast Illinois. By achieving this cooperation, it will enable the County and the region to reduce water use, stabilize energy prices, create high-quality jobs and keep millions of dollars in our local economy annually.

The Village and Lake County have access to a variety of renewable resources, such as solar and wind. The Village anticipates that the number of wind/solar powered systems will steadily increase in the coming years although these systems will not be installed in a coordinated manner. Local government policies and programs, such as the Wind Energy Task Force of Lake County in which the Village was an active participant, can contribute to a sustainable future by developing model ordinances and acting as a repository of information that cities and villages can draw on when crafting ordinances and guidelines.



Further discussion of the applicability of green building approaches to design and construction should be considered. It protects the environment, conserves resources, creates healthier air quality, and saves money. Green building practices include siting and designing structures to

utilize passive solar energy, cross ventilation, energy and water efficiency equipment, and recycled and reused building materials. By using practices and materials that protect natural resources, green buildings reduce energy and water costs as well as provide healthier indoor air.

## **Sustainability Goals and Objectives**

1. Promote new clean-vehicle technologies and other incentives to reduce emissions, such as allowing zero or low emission vehicles rated at 45 miles per gallon or more to park closer to businesses.
2. Replace Village fleet vehicles with clean vehicles that utilize hybrid fuel or other viable alternative energy power systems.
3. Encourage residents to switch to zero-emission or other low-emission vehicles.
4. Promote the use of hybrid and low-emission vehicles and clean fuels, including biodiesel, and increase the proportion of clean-fuel vehicles owned and operated in the Village.
5. Actively support infrastructure necessary for alternative-fuel vehicles, including fueling and charging stations and their placement within residential and commercial developments and office parks, including allowing fueling and charging stations in existing parking lots without creating non-conforming conditions with respect to Zoning Ordinance parking requirements
6. Support voluntary employer-based trip reduction by assisting ridesharing organizations and advocating legislation to expand employer ridesharing incentives such as tax credits.
7. Encourage modification of roads to allow more efficient vehicle operations.
8. Continue to expand energy efficiency and renewable energy programs.
9. Promote transit-oriented development and alternative modes of transportation.
10. Encourage expanded recycling programs and volume-based programs.
11. Expand education about energy efficiency and renewable power to property owners, development professionals, schools, and special districts.
12. Explore the offering of incentives, including rebates, fee reductions, and expedited processing, for using energy-reducing and renewable practices.
13. Use Village's GIS to map local renewable resources and possible sites for energy production, and evaluate potential constraints and opportunities affecting their development.
14. As a part of allowing solar power within the Village, create design guidelines and standards that protect solar design elements and systems from shading by neighboring structures and trees.





15. Identify and remove regulatory or procedural barriers to producing renewable energy in building and development codes, design guidelines, and zoning ordinances.
16. Work with local and state agencies to develop favorable regulations that allow for safe storage of biodiesel, hydrogen, compressed air, and other alternative energy sources in a reasonable manner.
17. Continue to reduce energy consumption and use energy efficient technologies in Village-owned buildings including the installation of wind and solar power systems to power these facilities with renewable energy.
18. Encourage school, park and fire protection districts serving the Village to reduce energy consumption and use energy efficient technologies.
19. Continue to work with SWALCO to encourage companies and building projects to recycle or reuse at least fifty (50) percent of unused or leftover building materials.
20. Research areas for possible location of a construction waste material and debris recycling and transfer station facility within Lake County.
21. Encourage minimum green building certification requirements for architects, contractors, and other building professionals
22. Encourage LEED certification requirements/equivalents, or a higher standard for development and major remodels of all buildings, especially non-residential buildings.
23. Conduct a sustainability audit of the Village's Capital Fund and other fund budgets and substituting sustainable alternatives where appropriate, i.e. using permeable pavers/pavement in lieu of traditional concrete and asphalt.
24. Review regulations to encourage telecommuting, satellite work centers, alternate-work schedules, and live-work, cottage industry, and home occupation uses in appropriate locations
25. Determine reduced parking requirements for projects participating in transit-subsidy programs or within half a mile of transit hubs or bus stops with regularly scheduled service
26. Where appropriate, require new development to provide bicycle and pedestrian paths, trails, and/or lanes.
27. Explore creating bicycle and pedestrian trails that connect the Village to Lake County Forest Preserve District areas.
28. Encourage the expansion of bicycle parking support facilities at the Vernon Hills Metra Station.
29. Implement the *Village of Vernon Hills Bicycle and Pedestrian Master Plan*.
30. Identify and improve roads with shoulders wide enough to be designated as bicycle lanes, and encourage innovative bicycle lane design.
31. Identity and improve roads with R.O.W. wide enough to support separated bicycle paths.
32. Review adding bicycle parking standards and minimum space requirements to the Zoning Ordinance.



33. Continue to work with school districts to ensure that children have safe walking and bicycling routes to school.
34. Work with Lake County and IDOT to ensure that traffic signals are timed to allow safe and comfortable pedestrian crossing and explore locations for possible grade separated crossings.
35. Encourage funding of para-transit service and integrate it with fixed-route service, including school services, to efficiently meet the needs of transit-dependent people.
36. Encourage the increase in coverage and frequency of public bus service.
37. Support the creation of shuttle services for public transit riders to provide connections between public transit stations and office parks.
38. Encourage the use resource-efficient materials, such as rubberized asphalt concrete and pervious pavement, by public and private entities in road construction and other paving projects.

## Transportation

The goal for the transportation system is to provide safe and efficient means for the movement of people and products within the Village and between the Village and other areas. The Village's planning policies for transportation are summarized as follows:

1. Cooperative provision of an integrated local street and highway network, balanced to the relative needs of local transportation, and the external transportation demands generated by development in the Village.
2. Location of thoroughfares and major routes so as to reduce conflicts between external traffic and local traffic, but at the same time do not disrupt or divide the planned, logical pattern of development in the community.
3. Provision of reasonably direct street connections between various sections of the Village for local traffic.
4. Development of all streets and highways in scale with intended use.
5. Reservation of adequate rights-of-way to meet future needs.
6. Improvement of intersections and traffic control devices and measures to reduce traffic conflicts and maintain the capacity of the major street and highway system.
7. Provision for the construction of local roads to allow residents access to all neighborhoods of the Village without using high volume state highways.
8. Development of a system of non-motorized lanes and pathways and supporting facilities through implementing the *Village of Vernon Hills Bicycle and Pedestrian Master Plan* to connect major activity



centers as an alternate to automobile transportation for local travel.

9. Evaluate and establish a community streetscape program for infrastructure and lighting programs to create pedestrian friendly environments along all local and collector roads.
10. Coordinated bike path / pedestrian walkway plan for the entire village in conjunction with other regional efforts.
11. Creation of attractively landscaped streetscapes for all major thoroughfares and the development of new roadways and reconstructed roadways with parkway treatments.



12. Monitor conditions to establish the need for signalization along Route 83 and other streets where residential traffic has difficulty gaining access to the street network.

13. Add a northbound right turn lane on Milwaukee Avenue onto eastbound Town Line Road.

14. Add a frontage road/connecting drive along the east side of Milwaukee Avenue between US

Route 45 and IL Route 60 where possible to minimize trips on this Milwaukee Avenue and permit access at controlled intersections only.

15. Consideration of access arrangements should be given to the possible extension of Atrium Way westerly to Aspen Drive.
16. Widen IL Route 60 to a continuous six (6) lane road from US Route 41 to IL Route 83 while balancing the preservation of green space throughout the corridor and providing for pedestrian/bike access along the route with an improved streetscape to mitigate anticipated increases in traffic.
17. Monitor Milwaukee Avenue (IL Route 21) in terms of daily usage and functionality for the potential need to explore adding lanes or turning lane arrangements, including potential improvements necessary to maintain its functionality for the existing three developed corners and the potential development on the northeast corner of its intersection with Route 60.
18. Add control devices (traffic signals) at Georgetown Way and Milwaukee Avenue to facilitate safe egress from Georgetown Square. The Village should review a possible secondary access point out of the development if a signal is not warranted.
19. Cooperation with other agencies in the metropolitan area to plan for convenient public transportation in a balanced system, which will meet the particular needs of Village residents and businesses.
20. Review of Pace bus service within the Village and explore routes and usage to facilitate a reduction of “in town” automobile trips.
21. Support the IL Route 53 extension through Lake County.





22. Widening of Lake County key arterial streets;

- o IL Route 83
- o IL Route 176
- o IL Route 120
- o IL Route 132
- o IL Route 137
- o IL Route 173
- o U.S. Route 45

For the purposes of this Plan, the following road type designations are listed below:

**Strategic Regional Arterials**

Milwaukee Avenue – Route 21

Townline Road – Route 60

Arterial Roads

Ring Road

Fairway Drive

Route 45

Butterfield Road

Route 83



Collector Roads

Woodlands Parkway

Corporate Woods Parkway

Lakeview Parkway

Gregg's Parkway

North Huntington Drive

Hawthorn Parkway

West End Lane

Executive Way Drive

Deerpath Drive

Continental Drive

Museum Drive

Greenleaf Drive

Oakwood Road

Westmoreland Drive

Grosse Pointe Blvd

Indianwood Drive

Center Drive

Aspen Drive

Phillip Road

Bunker Court

Sullivan Drive

Georgetown Way

Evergreen Drive

**Park/Open Space/Forest Preserve and Water**

The Plan recommends the continuation of the preservation and enhancement of two inter-related open space corridors: the Des Plaines River Corridor at the Village's eastern boundary, and the central greenbelt corridor which includes Lake Charles, Big Bear Lake, and Little Bear Lake in the north, the Seavey Ditch in the central portion of the Village, and Indian Creek on the south. These corridors are expected to be connected at two locations in the north, through the pedestrian system incorporated into the Continental Executive Park property in the central area and through



the Vernon Hills Athletic Complex (VHAC) toward the south. Open spaces adjacent to bodies of water are delineated based on the location of the floodplains and wetland areas, which should be protected during the development process.

Park sites principally serve an active recreation function; the open space corridors and greenways are multi-functional, serving conservation and linkage functions as well as providing certain active

recreational opportunities.

The VHAC, an active regional recreation facility, is shared by the Village, Vernon Hills High School (Community High School District 128), Stevenson High School (District 125), and the Vernon Hills Park District and provides athletic fields and venues for local teams. It also serves a regional facility for large scale sports tournament events.



## **Railroad Right-of-Way and Commuter Facility**

Expansion of the Village's primary commuter rail station at Ranney Boulevard and Route 45 was completed in 2005 as a part of the double tracking of the Wisconsin Central (CN) tracks.

The EJ&E Railroad, which extends from Waukegan to Joliet is currently being studied by Metra for commuter rail service (Star Line). In early 2009, the railroad was purchased by the Canadian National (CN) Railroad with the intention of rerouting freight traffic off the Wisconsin Central line. The portion of the EJ&E line, south of the Village of Barrington has also been suggested for passenger use, but no passenger use of the portion going through Vernon Hills is expected in the foreseeable future. The Village should continue as an active participant in the studying and planning for the future use of the EJ&E Railroad line.



The Village owns most of the vacant land north of the train station. Further, discussion and review by the Village Board and Planning and Zoning Commission should occur to determine future use of this land.







## Village Entry Treatments

Village entry treatments currently exist at the major entryways into the Village, specifically at Route 45 and Milwaukee Avenue, at Route 60 and Butterfield, and at Route 60 west of the Des Plaines River. These entry treatments should include a common Village identification sign placed in a landscaped location. The amount of landscaping depends on the amount of land available.

## Demographics

The first census of Vernon Hills taken in 1960 identified 123 residents. By 1970 the population had grown to 1,056 persons, in 1973 the population was estimated to be 2,200, in 1980 the population was 9,827, and the 1990 population was 15,319. In 1990, within the incorporated Village limits, there were 2,213 single family detached homes (36.9% of the total), 1,293 attached single family homes (21.6%), and 2,490 multiple family units (41.5% of the total.) The total number of homes was 5,996 units.

The 2000 Census identified that the population had grown to 20,120, which is a 31.1% increase from 1990. Within the Village limits, there were 3,606 single-family detached homes (45.4% of the total), 1,742 attached single-family homes (21.9%), and 2,603 multiple-family units (32.7% of the total.)

The 2010 Census showed that the Village's population had grown to 25,130, which is a 24.9% increase from 2000. The total number of housing units in 2010 was 9,956 which is an approximately 25% increase over the year 2000 housing unit count of 7,951. According to 2010 Census Bureau estimates, the Village has approximately 4,381 single-family detached housing units (44%), 2,787 single-family attached units (28%), and 2,788 multiple family units (28%).



## **ADDENDUM 1: BICYCLE AND PEDESTRIAN PATH PLAN (2004)**

Addendum 1 is hereby attached as a supplement to this Comprehensive Plan.



# ***BICYCLE & PEDESTRIAN PLAN***

## **INTRODUCTION**



The Village of Vernon Hills recognizes the importance of providing an adequate system for pedestrians and bicyclists to move throughout the Village while also being able to connect to the region wide pathway system established by the Lake County Forest Preserve District and Lake County DOT. The Village is fortunate to have large parks and to be strategically located to the significant Lake County Forest Preserve open space parcels. The Village recognizes the need to encourage bicycle and pedestrian travel for both transportation and recreation as both conserve energy,

contribute to cleaner air, reduce traffic, reduce the need for automobile parking and improve personal fitness.

Unfortunately, significant barriers exist which divide the community and cause pedestrians and bicyclists to abandon their attempts to travel to schools, recreation, major shopping or entertainment areas. These barriers include lack of facilities for bikes and major multi-lane roads (Routes 60 and 21) that either lack safe pedestrian crossings locations or interconnections to other trails or pathways. In addition, the Village lacks a unified system to sign or identify path systems in and around the community.

The purposes of this plan are as follows:

- To create and maintain an integrated system of bicycle and pedestrian facilities to aid in the safe, convenient travel for bicyclist and pedestrians throughout the Village.
- To improve and encourage bicycle and pedestrian transportation in the Village of Vernon Hills.
- To further expand upon and review implementation strategies as specified in the Goals from the 2003 Comprehensive Land Use plan.

This plan further recognizes that land area for development of grade-separated paths is very limited and when available is more likely to be used for future roadway expansions. Saying this, this plan proposes to take a more practical approach and focus on establishing “Shared Use Paths” that will be shared by bicyclists and pedestrians. The plan recognizes that this is not the

ideal solution and may at time cause conflicts between the two predominant users. However, this practical approach clearly has more benefits as a solution than drawbacks.

## **Comprehensive Plan**

Within the 2003 update of the Comprehensive Land Use Plan, it recommends the continued preservation and enhancement of two inter-related open space corridors: the Des Plaines River Corridor at the Village's eastern boundary, and the central greenbelt corridor which includes Lake Charles, Big Bear Lake, and Little Bear Lake in the north, the Seavey Ditch in the central portion of the Village, and Indian Creek on the south. These corridors are connected at two locations in the north, through the pedestrian system incorporated into the Continental Executive Park property and Deerpath Park in the central area and through the Vernon Hills Athletic Complex site toward the south.



The 2003 Comprehensive Land Use Plan established the following objectives in the Transportation Goals:

- Development of a system of pathways and supporting facilities to connect major activity centers as an alternate to automobile transportation for local travel.
- Coordinated bike path / pedestrian walkway plan for the entire village in conjunction with other regional efforts.

As previously discussed in the Comprehensive Plan update, the Village is rapidly approaching build out of the residential areas of the community. With the continuing development of Gregg's Landing, it is projected that at the current rate of construction, the majority of the residential portion of the project will be built out within 5 years. It is not anticipated that the Village, as a whole, will experience any further large-scale single-family development. This is principally due to the lack of developable land either within the Village or adjacent to its corporate limits. The remainder of the Cuneo site will continue to develop consistent with the Land Management Agreement with the focus of the remaining development being on multiple-family units and commercial projects on Milwaukee Avenue. Thereafter, the focus of development within the Village will change overtime to one which focuses on preservation and/or future reuse and redevelopment of areas.

Within Gregg's Landing, a series of 8' shared use paths have been developed, the last of which will be constructed in POD D Bayhill linking the path to the Village of Libertyville sidewalk

system on Garfield Avenue and in POD E Oakmont which will ultimately link Lakeview Parkway to Milwaukee Avenue via a shared use path which runs parallel to the EJ&E Railroad line.

## **Bicycles**

As an alternative transportation mode, bicycle travel plays an important role in reducing the potential number of auto trips. Bicycling is also popular for recreational trips. In the following paragraphs the benefits of bicycling are described, several key issues are discussed, and the bicycle needs are identified.

Bicycle travel provides many benefits to individuals and the community. Bicycling is an environmentally friendly transportation mode and contributes to physical fitness. Bicycle facilities help to provide an increased sense of mobility and accessibility for many groups of people, particularly for those who do not drive. Bicycle facilities, such as shared-use paths, can enhance accessibility for those with disabilities who may use wheelchairs. Bicycle activity and the resulting personal interactions between people contribute to a sense of community. Vernon Hills desires to be a community where bicycling is a viable transportation option for recreational, school, commuting, shopping, and fitness trips.



There are several factors that will determine whether or not a person will make a recreational or non-recreational trip by bicycle. Perceived safety, barriers, distance, weather, and destination types are some of the factors an individual will consider. Making non-recreational trips such as an errand, school, or work trips by bicycle instead of by car requires changes in individual behavior. To influence individual behavior, the community should examine factors that can be controlled or influenced, such as perceived safety.

For example, if the bicycle environment is perceived to be safe, someone may be more inclined to consider bicycling as a trip option. To create an environment where bicyclists feel safe and comfortable, motorists and other bicycle facility users need to be aware of bicyclists and give them their entitled right-of-way. Likewise, bicyclists need to follow the rules of the road and be aware of their own visibility. A safe bicycle environment requires responsible behavior on the part of motorists, bicyclists, and other facility users. Courteous behavior among all users of the transportation system should be encouraged and expected. Vernon Hills must develop a bike path and pedestrian system based on providing connections to a network of regional trails. Several regional shared-use paths, such as the Grand Illinois Path, Des Plaines River Trail and North Shore Path, exist to serve bicyclists and other types of users.

Plans must be developed to extend and construct segments of regional shared-use paths through Vernon Hills. Through the development of this plan, the Village will identify potential future



shared use pedestrian and bike paths and ways to better connect into those existing paths within the Village. There is a need to provide additional pathway infrastructure within the Village. The Village will seek opportunities to create and improve bicycle facilities throughout the community and particularly in areas of new development, redevelopment, and areas undergoing roadway construction. The plans for future infrastructure should be based on establishing the infill-missing portions of the pathway within the Village and the interconnection of our pathways to regional trails and key destinations. Regional trails will form the spine of the bikeway system. Other off-street and on-street bikeways or shared-use paths will serve to feed into regional trails and serve key destinations. The Village should prioritize bikeway projects based on completion of our existing pathway system first and providing links with other communities.

The Village recognizes that different types of facilities may be required to accommodate different types of bicycle trips. When developing the bikeway system, it is important to recognize that it will be necessary to balance competing needs of different types of bicyclists and other users of the bikeway system. For example, there may be different preferences regarding the types of materials used on shared-use paths. Additionally, some bicyclists prefer on-street facilities while others prefer off-street facilities. It may not be possible, from an economic perspective, to provide both on-street and off-street bikeway facilities that serve key destinations. Therefore, the designated bikeway may not necessarily be the most direct route to a destination. Bicyclists are allowed to use any road that a car uses, with exception of some freeways, thereby having direct routes available. However, these routes may not be considered the preferred route and therefore may not be designated as bikeways. Compromise and balance is necessary when determining how to allocate resources for bicycle facilities.

As a means of enhancing transportation alternatives, it is particularly important to provide bikeway connections between residential areas, commercial areas, employment centers, and community facilities such as schools, parks, and libraries. Children, in particular, can benefit from the increased independence resulting from bicycle trips between their homes, schools, parks, and libraries. Parents also benefit by being relieved of some of their children's trips to various activities. Providing bicycle access to and between these key destinations will require a great deal of thought in development and planning processes as well as coordination with various agencies and organizations.

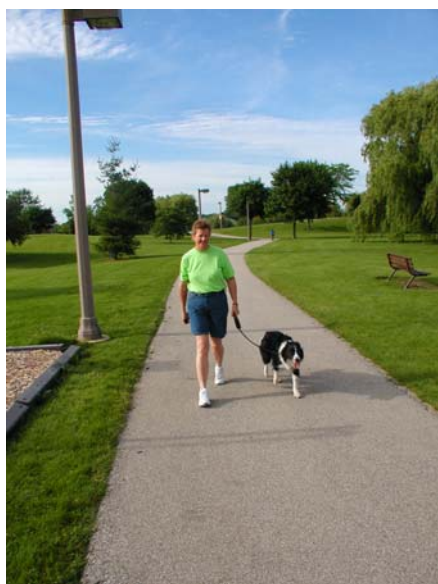
To support the use of a bikeway system, bicycle facilities such as bicycle parking, and amenities such as restrooms, should be relatively close and easy to locate. The appropriate location and spacing of such facilities and amenities will vary according to the type of trip intended to be served and balanced with issues such as installation and maintenance costs. To encourage the use of a bikeway system, information about the system needs to be conveyed to the public. Such information



may include the location of bikeways, the types of bikeways (off-street, on-street, shared-use path, etc.), and the locations of key destinations. This information should be conveyed both on maps and along bikeways via signage.

## **Pedestrians**

Pedestrian travel is necessary in almost every trip, whether someone walks the entire trip or simply walks from a parking space or bus stop to an ultimate destination. In the following paragraphs the benefits of pedestrian activity and the various types of potential pedestrian trips are presented. Several key issues are discussed and pedestrian needs are identified. The need for and characteristics of a pedestrian friendly environment is described. In identifying and addressing pedestrian needs, safety is a predominant consideration.



Running and certain types of wheeled transportation, such as scooters, young children on bicycles, wheel chairs, skate boarders, roller blading, etc., are considered within this Plan as they rely on pedestrian facilities such as sidewalks and trails. However, there will be situations in which the use may more closely resemble bicycle behavior or when the use may require special consideration and/or separate facilities. Pedestrian travel provides many benefits to the community and to individuals. Walking is an environmentally friendly transportation mode and contributes to physical fitness. Pedestrian facilities help to improve accessibility for all population groups. Pedestrian activity and the resulting personal interactions between people help build a sense of community. Vernon Hills should strive to be a community in which walking is a vital component of the transportation system.

Pedestrian trips can be divided into recreational and non-recreational trips. Recreational trips include walks for pure enjoyment or exercise. There are many types of non-recreational trips, such as school, commuter, and shopping trips that can potentially be served by walking, or other types of wheeled transportation. Obviously, distance is a major factor in determining whether or not a non-recreational pedestrian trip will be made. It is not realistic to think the majority of trips can be made by foot. However, for a short trip, a destination within a 10 to 15 minute walk, walking should be considered a viable transportation mode, and ideally the mode of choice. Making walking a mode of choice involves changes in individual behavior. The surrounding environment can influence individual behavior. A pedestrian-friendly environment is a critical element in making walking viable, safe, and a mode of choice. Ideally, a pedestrian-friendly environment is safe, includes pedestrian facilities (e.g., sidewalks or paths, crossings), is accessible for all users, provides continuity throughout the community, provides connections within and between various types of land uses, is aesthetically pleasing, and may include amenities such as benches and water fountains.

Vernon Hills is fortunate to have many components of a strong pedestrian infrastructure already in place. Much of the Village has sidewalks or bicycle paths. There are opportunities to build upon this existing infrastructure and make the Village more pedestrian friendly.

A pedestrian-friendly environment is desired throughout the community, but is particularly important within and near residential areas, commercial areas, and community facilities such as schools, parks, and libraries. Trips to these types of destinations have the potential of being short trips and therefore hold great potential for pedestrian travel. Not only should the destination itself be pedestrian friendly, but also the route to the destination should be appealing enough to attract pedestrian trips. The alternatives available to a pedestrian en route to a destination, whether it is a sidewalk, a shared-used path, or a low volume street, should be examined. The pedestrian network within the Village may include a variety of facility types. The types of facilities planned should be based on appropriate criteria that factor in issues such as safety, traffic volume, anticipated pedestrian volume, destinations, and physical constraints. Improving the pedestrian environment requires a great deal of thought in various development and planning processes, as well as coordination with various agencies and organizations.

Creating a pedestrian-friendly community involves complex issues of land use patterns and site design. As mentioned previously, distance is a major factor in determining whether or not a trip will be made by foot. The types of trips made will be limited by the types of land uses within a walkable distance. Because much of Vernon Hills is already developed, it will be challenging to make some areas of the Village more walkable. However, the Village can seek and capitalize upon opportunities to create and improve upon pedestrian environments throughout the Village and particularly in areas of new development and redevelopment.

Safety is a critical element in creating a pedestrian friendly community. A safe pedestrian environment requires responsible behavior on the part of pedestrians and other types of pedestrian facility users. Pedestrians should follow the rules of the road, be aware of their surroundings, and be aware of their own visibility. Efforts should be made to educate pedestrians and other types of facility users on safe behavior and methods of making motorists or bicyclists aware of their presence (e.g., reflective clothing). Likewise, courteous behavior among all users of the transportation system (motorists, pedestrians, bicyclists) should be encouraged and expected.



Creating a pedestrian-friendly community requires the Village to consider a wide variety of issues including safety, cost, aesthetics, environmental impacts, and accessibility. These issues will sometimes compete or conflict with one another. For example, opinions will differ regarding the preferred type of facility or whether or not a pedestrian facility, such as a sidewalk, is even necessary. It is important to recognize that there will be competing desires. A clear



understanding of all of these issues will assist decision makers in seeking compromise and balance in the spirit of the public good.

## COMMUNITY GOALS AND OBJECTIVES

### Goals

The following goals and objectives with their related programs address the desire to maintain and establish pedestrian-friendly environments throughout the Village of Vernon Hills. They also address the establishment of a bike path system and to support and encourage the use of this system within the Village of Vernon Hills. These ideas include the possible incorporation of pedestrian and bicycle issues into the development process, planning and engineering services, and programs addressing specific pedestrian and bicycle issues.

This plan establishes the following goals wherein the Village should:

1. Design bicycle facilities to minimize maintenance costs by specifying quality materials and standard products.
2. Encourage pedestrian and bicycle-friendly land use patterns during the development, update, and revision of the Village's Comprehensive Land Use Plans.
3. Identify desirable bicycle and pedestrian routes within the Village including routes in and out of the Village and connections to surrounding communities and regional path systems. Promote regional connectivity.
4. Foster intergovernmental cooperation and communication as a method of addressing bicycle and pedestrian issues. Continue coordination with other communities and agencies to ensure appropriate bicycle and pedestrian connections are planned, constructed and maintained.
5. Maintain roadways and bicycle related facilities so that they provide safe and comfortable conditions for bike riders through routine inspection programs for all routes and parking facilities where applicable. Repair or replacement of pathways should be included in the annual capital projects program and be high priority due to the detrimental effect on bicyclists and pedestrians using a poorly maintained path.
6. Provide adequate bike parking through the use of the best bicycle parking facilities available such as lockers, secure racks and provide guidance for appropriate installation in all new developments, businesses and business expansions, public buildings, i.e. Metra station, etc.
7. Establish a public education program to encourage the bicyclist and pedestrians of Vernon Hills of the benefits of using this other form of transportation. Integration of this program could occur through work with the schools and Village's website and newsletter.



Encourage users to report maintenance problems and other hazards, and develop procedures to respond to such reports in a timely manner.

8. Provide convenient bicycle/pedestrian access to and circulation within commercial and employment centers. Work cooperative with employers in a business outreach program to provide educational materials promoting said access and encouraging use of the paths, provision of racks, lockers and other facilities.



9. Encourage and promote intermodal transportation with Metra and Pace that allows bicycles on all public transportation systems serving the Village. Transit access for bicycles should be encouraged to the point of allowing bicycles on buses during off peak hours.
10. Ensure compliance with the Americans with Disabilities Act.
11. Encourage pedestrian and bicycle friendly development (i.e. site design, landscaping/streetscapes, façade design) through various development processes. Where possible, require the installation of bicycle facilities (e.g., bike racks, bikeways) and pedestrian facilities (e.g. sidewalks, shared-use paths, crosswalks).

## Objectives

In support of the goals, the Village should provide planning and engineering services that address bicycle issues by:

- Maintain and use the Village's Capital Improvement Plan process as a guide for identifying potential bikeways.
- Classifying bikeways according to facility type.
- Applying federal, state, and local standards for bicycle facility design.
- Identifying and updating locations of existing bicycle facilities and key destinations.
- Identifying and updating potential locations for new bicycle facilities.
- Seeking opportunities to improve the environment for bicycles (e.g., new links, partnerships with other agencies, more direct connections to uses through easements on private property).
- Developing criteria by which to determine if it is feasible to incorporate bicycle facilities into projects within the Village.
- Involving various Village departments, as appropriate, to address bicycle issues.
- Investigating bicycle related service requests (e.g., potholes, requests for signs).
- Coordinating with other agencies and organizations to address bicycle issues (e.g., facilities, safety, amenities, accessibility)
- Considering bicycle issues when reviewing plans.

- Addressing bicycle issues (e.g., facilities, safety, accessibility) with a variety of design and engineering techniques (e.g., traffic calming, shared-use paths).
- Considering short-term and long-term installation and maintenance costs associated with bicycle facilities.
- Considering, as appropriate, installation of shared-use paths.
- Promoting the application of innovative methods of improving the bicycle environment.
- Investigating alternative funding sources.
- Reviewing bicycle programs periodically.

## Objectives

In support of the goals, the Village should provide planning and engineering services that address pedestrian issues by:

- Applying for federal, state, and local standards for pedestrian facility design.
- Identifying and updating existing pedestrian facilities and key pedestrian destinations.
- Seeking opportunities to improve the pedestrian environment (e.g., pedestrian-friendly design, pedestrian amenities, utilization of easement right-of-ways, new links, partnerships with other agencies, streetscape treatments).
- Coordinating with other agencies and organizations to address pedestrian issues (facilities, safety, amenities, accessibility).
- Considering pedestrian issues when reviewing plans.
- Addressing pedestrian issues (facilities, safety, amenities, accessibility) with a variety of planning, design, and engineering techniques.
- Involving various Village departments, as appropriate, to address pedestrian issues.
- Considering short-term and long-term installation and maintenance costs associated with pedestrian facilities.
- Considering, as appropriate, installation of shared-use paths.
- Investigating pedestrian related service requests.
- Encouraging land use patterns that support pedestrian travel.
- Considering the pedestrian needs of all population groups, including seniors, disabled, children, those who don't drive, etc.
- Investigating alternative funding sources.
- Encouraging innovative methods to promote pedestrian travel.
- Reviewing pedestrian programs periodically.





## Bicycle Programs

The following paragraphs describe programs to be administered by the Village of Vernon Hills to support bicycle travel:



Signing/Wayfinding. The Village, in cooperation with the Vernon Hills Park District and Lake County Forest Preserve District and other regional agencies such as NWMC should create a unified signing and wayfinding standard, consistent with MUTCO-ASHTO Guidelines, for path systems throughout the region. This program should encompass the provision of common directional signage to major destinations and community facilities and also include signs indicating designated bikeways and pedestrian paths. The Signing/Wayfinding program should include the development or updating of regional maps that identify major destinations and community facilities for bicyclists and pedestrians. Maps should be located on bikeways and shared-use paths as well as be available in a printed format and on the various communities' Web site.

Education Program. The Village, in cooperation with the VH Park District, should develop or build upon existing programs to educate motorists and bicyclists about rules of the road. Information about bicycle safety and training in bicycle etiquette and courteous behavior to other facility users will be discussed. The Village should also provide information regarding the location of and types of bicycle facilities available. This information can be conveyed through various media formats such as brochures, articles, and the Village's Web site. Topics within the education program will also include environmental and health benefits of bicycling, the benefits of reducing traffic congestion, the benefits of traffic calming to bicyclists, information regarding funding for bicycle projects and encouraging adults and children to use safety equipment when bicycling.

Bicycle Promotion Program. The Village, in-cooperation with the Park District and with other organizations, could sponsor or participate in programs and events that promote bicycling, such as "Bike to Work Week" or National Trails Day.

Police Department Programs. The Vernon Hills Police Department offers a variety of community and school-based programs related to transportation issues and specifically to bicycle safety. Programs specifically related to bicycle issues include teaching bicycle safety to pre-school and elementary school aged children via the "Officer Friendly" program. When requested, police officers assist with "bike rodeos" sponsored by various community groups. The Department has fourteen police officers assigned to the Bicycle Unit. All of these officers are International Police Mountain Bike Association certified. When needed or



called upon, these officers also teach these bicycle safety programs to various community groups. The Department has also implemented on-line bicycle registration for village residents. This is in addition to the bicycle registration that can be done in person at the police facility. The Department is encouraged to publicize these activities or programs.

### **Pedestrian Programs**

The following paragraphs describe programs to be administered by the Village of Vernon Hills to support pedestrian travel and foster pedestrian friendly environments:

School Walk Route Plans. The Village of Vernon Hills, in cooperation with the school district, should develop a school walk route plans for each elementary and middle school. For most areas there is a continuous sidewalk on all school walk routes. The plans could outline a specific route that has the fewest conflicts. Right-of-way controls within each walking school neighborhood should be oriented to support designated school walk routes. Each school would reviews its plan and distributes copies to students.

Sidewalk Replacement Program. It is the Village's responsibility to maintain public sidewalks in front of all properties. The Village has a sidewalk replacement program that is based on annual evaluations of all sidewalks and response to complaints or trip hazards. The Village should continue to set aside funds for this program. It should advertise and promote the program and encourage residents to advise the Village if their sidewalks requires repair. The Village should strongly consider replacing all public sidewalks that are not 5 feet in width.

The New Sidewalk Segment Program. As a part of its annual sidewalk replacement program, the Village will evaluate and fund the construction of sidewalk segments that have been determined to be a priority. Each year, when updating and approving the Capital Improvement Program, the Village will review the need to dedicate funds for constructing new sidewalk segments. The focus of the program is generally to fill gaps along arterial and collector roadways and on school walk routes.



Education Program. The Village will develop a program to educate residents about pedestrian safety issues and to promote the benefits of walking. Safety issues to be addressed will include safe road crossing behavior, proper attire according to weather and light conditions, and personal security. Courteous behavior among all users of the transportation system should be stressed. The education program should also discuss the environmental and health benefits of walking plus the benefits of reducing traffic congestion.

Walking Promotion Program. The Village, in cooperation with the Park District and other participating organizations, should consider sponsoring or participating in programs and events that promote walking such as "Walk to School Day."

Police Department Programs. The Vernon Hills Police Department should review possible opportunities to offer of community and school based programs related to transportation issues and specifically to pedestrian safety. Programs could be specifically related to pedestrian issues include teaching pedestrian safety to pre-school and elementary-aged children, and to adults and children with special needs.

## **Implementation**



Attached to this plan is Attachment A. It contains a series of maps and detailed list of existing and proposed pedestrian and bicycle facilities within the Village. Each item identifies the facilities and the possible improvements needed to complete the system or facility. The most significant of these proposed improvements includes the extension of the bike path located within the Grosse Pointe Subdivision in the ComEd right of way. This path will connect Route 22 with the path systems in Libertyville and eventually to the North Shore Path. Other proposed improvements include pedestrian

crossings on Route 60 at Aspen Drive, Fairway and Ring Drive, completion of pathways along Milwaukee Avenue near Gregg's Landing and Corporate Woods Business Park and the bike path crossing on Butterfield Road at the EJ&E railroad crossing. The list of projects in Attachment A has not been prioritized at this point nor have cost estimates been provided. Where projects need to be constructed, those priority items will be considered for inclusion in the Village's Capital Improvement Program. Implementation will also require ongoing and active coordination with other key agencies and organizations.



**Village of Vernon Hills  
Bike Route Plan  
Attachment A**

| #  | Location                                                  | Designation                             | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|----|-----------------------------------------------------------|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Gregg's Parkway & Milwaukee Ave                           | Proposed Bike/<br>Pedestrian Crossing   | At the intersection, provide pavement stripping for crossing, pedestrian signals and interconnection to existing sidewalk east of Milwaukee Avenue. Shared paths must be extended from the west along Gregg's Parkway to the intersection.                                                                                                                                                                                                                                                    |
| 2  | Lake Charles in Gregg's Landing                           | Destination/<br>Point of Interest       | Just south of Gregg's Parkway in the center of Gregg's Landing, this 44 acres of land encompasses pathways, a fishing pier and boat launch to the south, playgrounds and some of the most beautiful scenery in Lake County.                                                                                                                                                                                                                                                                   |
| 3  | Hawthorn Melody Park                                      | Destination/<br>Point of Interest       | Children's Play ground located in Gregg's Landing north of Huntington Drive and Hazeltine Drive. Walking Paths and ball fields.                                                                                                                                                                                                                                                                                                                                                               |
| 4  | Huntington Road & Butterfield                             | Proposed Bike/<br>Pedestrian Path       | On the north side of the intersection, pavement stripping for crossing, pedestrian signals are provided. Expansion of paved shoulder to accommodate pedestrian and bicycle traffic should be considered. Separation between paved shoulder and road shoulder be evaluated to insure pedestrian safety.                                                                                                                                                                                        |
| 5  | White Deer Run Golf Course                                | Destination/<br>Point of Interest       | A beautiful 18 hole public golf course located in the heart of Gregg's Landing just off Gregg's Parkway south of Pebblebeach Way.                                                                                                                                                                                                                                                                                                                                                             |
| 6  | Gregg's Parkway & Butterfield                             | Existing Bike/<br>Pedestrian Crossing   | At the intersection, provide pavement stripping for crossing, pedestrian signals and directional signage to the north south pathway located west of the intersection.                                                                                                                                                                                                                                                                                                                         |
| 7  | Allanson Road & Washington Blvd<br>(Village of Mundelein) | Proposed Bike/<br>Pedestrian Crossing   | In the Village of Mundelein this crossing is part of the proposed north/south pathway located in the ComEd easement and on-street bike lanes on Tower Road. Going north of this intersection, the path is extended on Terrace Lane in an on-street bike lane which continues north. It will connect with the ComEd easement and parks in Mundelein and Libertyville.                                                                                                                          |
| 8  | ComEd Easement & EJ&E RR<br>Crossing                      | Proposed Bike/<br>Pedestrian Crossing   | In the Village of Mundelein, this crossing is part of the proposed pathway located in the ComEd easement. Going north of the tracks, the path extends to Tower Road where an in-street bike lane extends to Allanson Road and continues north on Terrace Lane.                                                                                                                                                                                                                                |
| 9  | Butterfield Road & EJ&E RR<br>Crossing                    | Proposed<br>Bike/Pedestrian<br>Crossing | At the intersection with the railroad, provide adequate extension of crossing for pedestrians, audio and visual warning signals and signage. This path will interconnect the path along Butterfield with the pathway in Gregg's Landing.                                                                                                                                                                                                                                                      |
| 10 | Rt 60/Townline Road intersects with<br>Medline/Menards    | Proposed Bike/<br>Pedestrian Crossing   | At the intersection, provide pavement stripping for crossing, pedestrian signals, and directional signage denoting pathway. This crossing is west of the proposed north south pathway located within the ComEd right of way due to concerns with the safety of a mid-block crossing on Route 60. It will require an easement across the Acorn Self Storage property.                                                                                                                          |
| 11 | Hawthorn North Campus                                     | Destination/<br>Point of Interest       | The home of the Hawthorn North Elementary, Middle school and Option Schools.                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 12 | Rt 60/Townline Road & Aspen Drive                         | Proposed Bike/<br>Pedestrian Crossing   | At the intersection, provide pavement stripping for crossing, pedestrian signals, currently exist. Due to the high volume of vehicle traffic on Route 60, a grade separated crossing on Route 60 should be considered. Due to the proximity to schools and park district facilities, this improvement should either be a pedestrian bridge or tunnel. Limited right-of-way, and utility locations and future development of the SW corner will make this improvement difficult and expensive. |
| 13 | Century Park Boat Ramp & Shelter                          | Destination/<br>Point of Interest       | Located between Big Bear and Little Bear Lake, there area multiple areas to access walking paths, a boat launch, ball fields and picnic areas. The Pavilion houses the Park Districts boat rental facilities.                                                                                                                                                                                                                                                                                 |
| 14 | Rt 60/Townline Road & Lakeview<br>Parkway                 | Existing<br>Bike/Pedestrian<br>Crossing | At the intersection, provide pavement stripping for crossing. Due to the high volume of vehicle traffic on Route 60, a grade separated crossing on Route 60 should be considered. Limited right of way and utility locations will make this improvement difficult and expensive.                                                                                                                                                                                                              |

**Village of Vernon Hills  
Bike Route Plan  
Attachment A**

| #  | Location                                     | Designation                             | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|----|----------------------------------------------|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 15 | Rt 60/Townline Road & Ring Road              | Proposed Bike/<br>Pedestrian Crossing   | 15. At the intersection, provide pavement stripping for crossing, pedestrian signals and expansion of sidewalk north of Route 60. Due to the high volume of vehicle traffic on Route 60, a grade separated crossing on Route 60 should be considered. Limited right of way and utility locations will make this improvement difficult and expensive.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 16 | Cuneo Museum & Gardens                       | Destination/<br>Point of Interest       | Cuneo Museum and Gardens (formerly Hawthorn-Mellody Farms) was owned by John F. Cuneo, prominent Chicago businessman, philanthropist and gentleman farmer. The mansion was designed in 1914 by architect Benjamin Marshall for Samuel Insull, Founder of Commonwealth Edison Company and partner of Thomas Edison. John Cuneo purchased the Mansion in 1937 and it remained the Cuneo family home until 1990. The Mansion with its opulent Venetian style architecture features a 40 foot high great hall with arcaded balconies, sky lighted ceiling and grand staircase. Noteworthy are the double formal dining rooms, private chapel with exquisite stained glass windows and the wonderful frescoed ceilings. The walls of the indoor swimming pool are in travertine marble. Guests will enjoy seeing fine old master paintings, 17th century tapestries, a custom made gilt grand piano, and an outstanding collection of oriental rugs, sculpture, and silver. Featured in the porcelain gallery is a magnificent collection of Capodimonte porcelain. The grounds comprise 75 serene acres with lakes, fountains, and formal gardens. |
| 17 | Ring Road & Milwaukee Ave                    | Proposed Bike/<br>Pedestrian Crossing   | At the intersection, provide pavement stripping for crossing and pedestrian signals. Shared path must be extended to the north across the AMLI and Cuneo Museum properties to interconnect with the pathway system in Gregg's Landing. At the intersection with the EJ&E railroad, provide adequate extension of crossing for pedestrians, audio and visual warning signals and signage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 18 | Westfield Shoppingtown Hawthorn              | Destination/<br>Point of Interest       | Over 150 stores to give you the ultimate shopping experience.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 19 | Rt 60/Townline Road & Milwaukee Ave          | Proposed Bike/<br>Pedestrian Crossing   | Due to the high volume of vehicle traffic on Route 60, a grade separated crossing on Route 60 should be considered. Limited right of way and utility locations will make this improvement difficult and expensive. The path should be extended on the south side of Route 60 to the Des Plaines River Trail.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 20 | Des Plaines River Trail & Rt 60 Canoe Launch | Destination/<br>Point of Interest       | Just east of Rivertree Court on Route 60. A beautiful trail system connecting the Wright Woods pathway system to the south to the MacArthur Woods pathway system to the north.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 21 | Wright Woods Bike Paths                      | Destination/<br>Point of Interest       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 22 | Milwaukee Ave & Corporate Woods              | Proposed<br>Bike/Pedestrian<br>Crossing | At the intersection, provide pavement stripping for crossing, pedestrian signals and expansion of sidewalk westerly into the Business Park, signage and warning signals for the all approaches to the intersection. There are no sidewalks currently in the Park. With the wide pavement, a bike lane could be designed. For pedestrians, a sidewalk would have to be installed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 23 | Milwaukee Ave & Woodlands Parkway            | Existing Bike/<br>Pedestrian Crossing   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 24 | Community College Lake County                | Destination/<br>Point of Interest       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 25 | Milwaukee Ave & Port Clinton Road Extension  | Proposed Bike/<br>Pedestrian Crossing   | As a part of the Route 45/21 TIF Redevelopment project. Port Clinton Road will be extended through the TIF site. A shared path should be extended from Route 45 to Milwaukee Avenue. Additional paths should be extended along the Routes 45 and 21 frontages. At all intersections, pavement stripping for crossing, pedestrian signals and signage should be provided.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |

**Village of Vernon Hills  
Bike Route Plan  
Attachment A**

| #  | Location                                          | Designation                            | Description                                                                                                                                                                                                                                                                                                                                     |
|----|---------------------------------------------------|----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 26 | Route 45 & Fairway Drive Extension                | Proposed Bike/<br>Pedestrian Crossing  | As a part of the Fairway Drive extension and intersection improvements, provide pavement stripping for crossing, pedestrian signals and expansion of shared bicycle path in both north and south directions from Route 45, signage and warning signals for the all approaches to the intersection. This path will extend south to Prairie Road. |
| 27 | Donnelley Park                                    | Destination/<br>Point of Interest      | Located in the Centennial Crossing subdivision north of Route 45, this park and pathway system connects to the Vernon Hills Athletic Complex, which encompasses 160 acres of open space, ball fields, pathways, and the football stadium.                                                                                                       |
| 28 | Deerpath Park (Marimac Park)                      | Destination/<br>Point of Interest      | Located in the southern portion of the Deerpath Subdivision and stretching from Route 60 to Route 45, pavilions, ballfields, bike paths and open space.                                                                                                                                                                                         |
| 29 | VH Athletic Complex                               | Destination/<br>Point of Interest      | Three school districts, Libertyville H.S. District 128, Stevenson H.S. District 125, and Lincolnshire/Prairie View District 103, have each separately own portions of the site and use them as athletic fields. The Village                                                                                                                     |
| 30 | Vernon Hills High School                          | Destination/<br>Point of Interest      | Built in 2000                                                                                                                                                                                                                                                                                                                                   |
| 31 | Vernon Hills Memorial Arboretheater               | Destination/<br>Point of Interest      | The Vernon Hills Memorial Arboretheater, completed in the fall of 1995, is a public amenity that provides musical entertainment events throughout the summer months. The Arboretheater is dedicated to the memory of our Veterans.                                                                                                              |
| 32 | Deerpath Park (Kids Castle Play Park)             | Destination/<br>Point of Interest      | Built by a community of volunteers and donations, this unique park with a huge castle was created for the children of Vernon Hills to enjoy for years to come.                                                                                                                                                                                  |
| 33 | Deerpath Park                                     | Existing Bike/<br>Pedestrian Crossing  |                                                                                                                                                                                                                                                                                                                                                 |
| 34 | Deerpath Park (Warrington & Cherokee Drive)       | Destination/<br>Point of Interest      | The northern most part of the park system which runs north and south between Route 60 and Route 45. Numerous playgrounds, paths and pavilions scattered throughout this area. Parking access on Warrington & Cherokee.                                                                                                                          |
| 35 | Glacier Ice Arena                                 | Destination/<br>Point of Interest/Path | Along with the YMCA, the Glacier Ice Arena sits right on Lakeview Parkway and Fairway Drive. A portion of a bike path is located to the rear of the property. It crosses the Seavey Ditch into Deerpath Park.                                                                                                                                   |
| 36 | YMCA                                              | Destination/<br>Point of Interest      | Along with the Glacier Ice Arena, the YMCA sits right on Lakeview Parkway and Fairway Drive. Facility includes pools, exercise rooms and a wide variety of programs.                                                                                                                                                                            |
| 37 | Vernon Hills Police Department                    | Destination/<br>Point of Interest      |                                                                                                                                                                                                                                                                                                                                                 |
| 38 | Countryside Fire Protection District              | Existing Bike/<br>Pedestrian Crossing  |                                                                                                                                                                                                                                                                                                                                                 |
| 39 | Family Aquatic Center & Sullivan Community Center | Destination/<br>Point of Interest      | The Vernon Hills Park District located in the Sullivan Community Center and the Family Aquatic Center which features two slides, a lazy river, a children's pool and an olympic sized pool for laps. Paths in the area connect to Augusta Park.                                                                                                 |
| 40 | Hawthorn South Campus                             | Destination/<br>Point of Interest      | The South Campus encompasses the Hawthorn Kindergarten, South Elementary School and Junior High Schools.                                                                                                                                                                                                                                        |
| 41 | Butterfield Road & Orleans Drive                  | Proposed Bike/<br>Pedestrian Crossing  | At the intersection with Butterfield Road, provide pavement stripping for crossing, signage and warning signals for the north and south approaches on Butterfield Road.                                                                                                                                                                         |



**Village of Vernon Hills  
Bike Route Plan  
Attachment A**

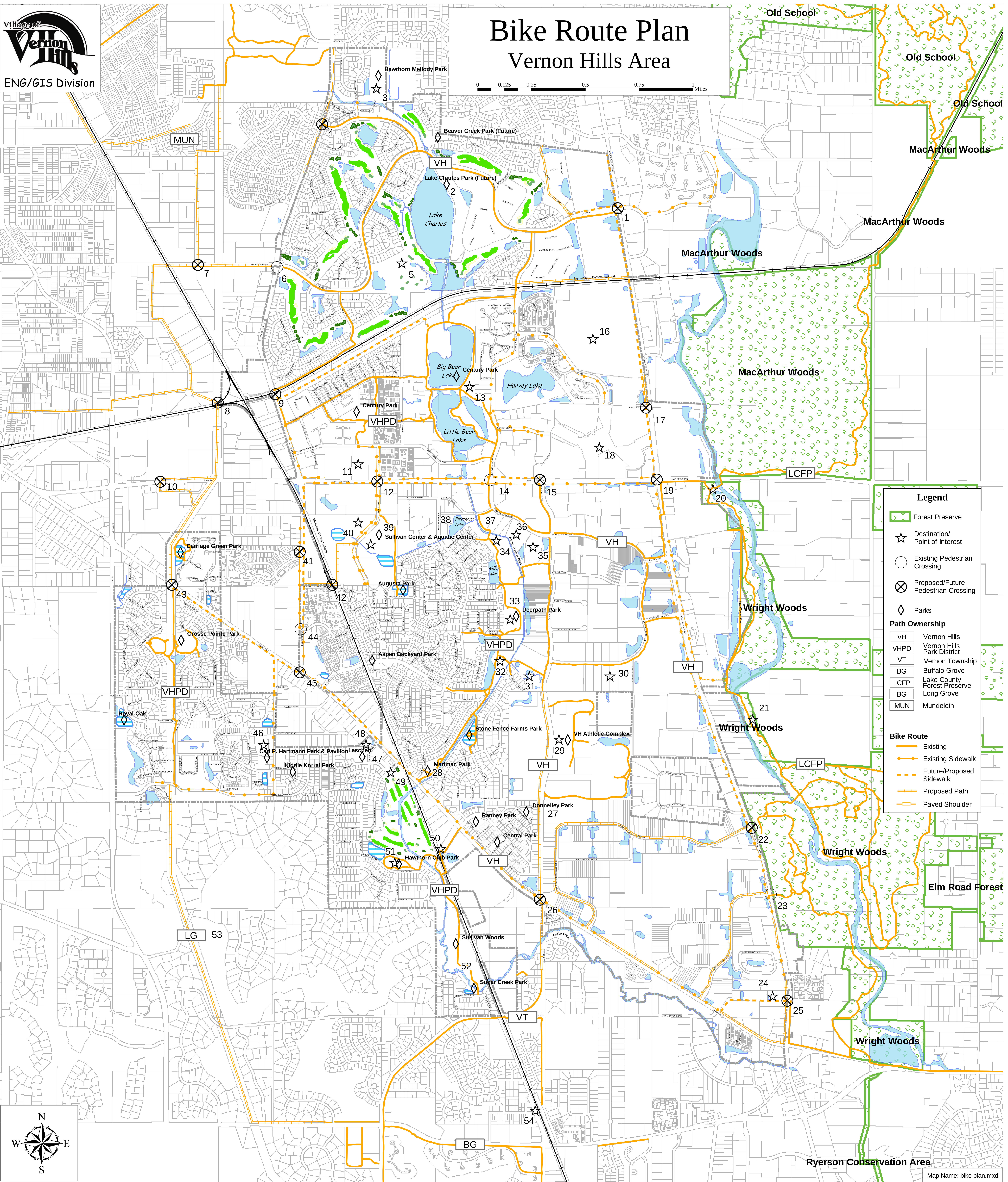
| #  | Location                                   | Designation                                               | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----|--------------------------------------------|-----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 42 | Plymouth Farms Road & Wisconsin Central RR | Proposed Bike/<br>Pedestrian Grade<br>Separation Crossing | At the intersection with the railroad, provide grade separation crossing for pedestrians. This provides connection for the future path along the east side of Butterfield Road. This path will extend north to Route 60<br>NOTE: Double tracking of line will be completed in 2005                                                                                                                                                                                                                                                                                                                                          |
| 43 | ComEd Easement & Route 45                  | Proposed Bike/<br>Pedestrian Crossing                     | At the intersection with Route 45, provide pavement stripping for crossing, signage and warning signals for the west and east approaches on Route 45. Due to the high volume of vehicle traffic on Route 45, a grade separated crossing on Route 45 should be considered.                                                                                                                                                                                                                                                                                                                                                   |
| 44 | Butterfield Road & Creekside Drive         | Existing Bike/<br>Pedestrian Crossing                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 45 | Butterfield Road & Route 45                | Proposed Bike/<br>Pedestrian<br>Crossing/Path             | At the intersection of Butterfield Road and Route 45, provide pavement stripping for crossing, signage and warning signals for the all approaches to the intersection. Extension of paths to the west along the south side of Route 45 to Oakwood Road should be considered. This will connect to existing sidewalks at the Courts of Indian Creek located in the Village of Indian Creek. East of the intersection on Route 45 and extending on the north side of Route 45 to just west of Deerpath Drive, the sidewalk or shared path should be extended. The balance of this path is within the Village of Indian Creek. |
| 46 | Carl P. Hartmann Park & Pavilion           | Destination/<br>Point of Interest                         | Built as part of the reconstruction of Oakwood Park in 1997, this building houses special recreation, youth and camp programs, and is also available for Scout meetings. The park and building, located at 292 Oakwood Dr., were renamed in honor of Carl Hartmann, who served as the Park District's Director for 18 years. The park's amenities also include two picnic shelters, 3 t-ball fields, an in-line hockey rink, restrooms and walking/biking paths.                                                                                                                                                            |
| 47 | Larry Laschen Community Center             | Destination/<br>Point of Interest                         | Located at 294 Evergreen Drive, this facility houses the Park District admin offices and meeting rooms for local organizations.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 48 | Vernon Hills Village Hall                  | Destination/<br>Point of Interest                         | Located at 290 Evergreen Drive the Village Hall opened in April 2002. Office include the Managers office, Human Resources, Finance, and Community Development. The Vernon Area Library occupies a portion of the lower level as well as the Senior Citizens Center and Channel 4 Local Access.                                                                                                                                                                                                                                                                                                                              |
| 49 | Vernon Hills Golf Course                   | Destination/<br>Point of Interest                         | Located at 291 Evergreen Drive this community golf course has 9 holes club house.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 50 | Vernon Hills Metra Station                 | Destination/<br>Point of Interest                         | Services will be expanded in late 2005. Double tracking to be completed in 2005.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 51 | Hawthorn Club Park                         | Destination/<br>Point of Interest                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 52 | Sullivan Woods & Sugar Creek Park          | Destination/<br>Point of Interest                         | Located in the Sugar Creek Subdivision, these parks provide pathways north into the Hawthorn Club subdivision, the Golf Course and north into the Deerpath Subdivision.                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 53 | ComEd Pathway<br>(Village of Long Grove)   | Proposed Bike/<br>Pedestrian<br>Crossing/Path             | South of Westmoreland Drive, provide extension of north/south path through ComEd easement in the Village of Long Grove. The path would extend south the Route 22, then east along Route 22 into Buffalo Grove.                                                                                                                                                                                                                                                                                                                                                                                                              |
| 54 | Prairieview Metra Station                  | Destination/<br>Point of Interest                         | Services will be expanded in late 2005. Double tracking to be completed in 2005.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |



# Bike Route Plan

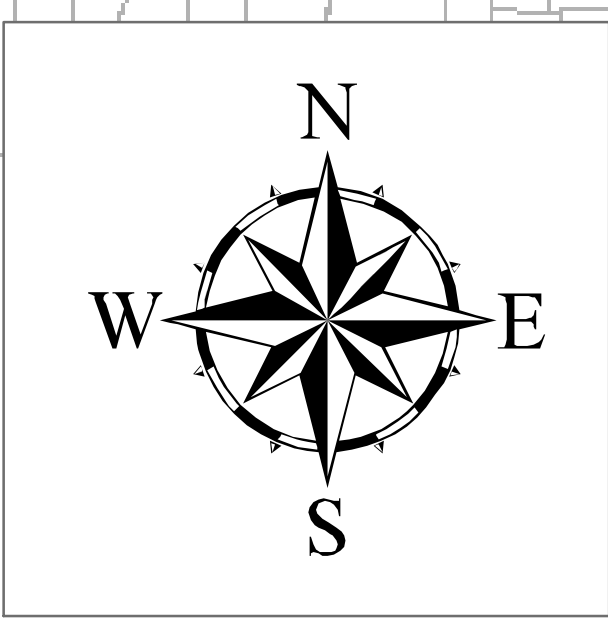
## Vernon Hills Area

0 0.125 0.25 0.5 0.75 1 Miles



### Legend

- Forest Preserve
  - Destination/Point of Interest
  - Existing Pedestrian Crossing
  - Proposed/Future Pedestrian Crossing
  - Parks
- Path Ownership**
- |      |                             |
|------|-----------------------------|
| VH   | Vernon Hills                |
| VHPD | Vernon Hills Park District  |
| VT   | Vernon Township             |
| BG   | Buffalo Grove               |
| LCFP | Lake County Forest Preserve |
| BG   | Long Grove                  |
| MUN  | Mundelein                   |
- Bike Route**
- Existing
  - Existing Sidewalk
  - Future/Proposed Sidewalk
  - Proposed Path
  - Paved Shoulder





**ADDENDUM 2: DESIGN CONCEPTS & GUIDELINES – POTENTIAL  
COMMERCIAL DEVELOPMENT ALTERNATIVES GREGG’S  
PARKWAY AND MILWAUKEE AVENUE (2007)**

Addendum 2 is hereby attached as a supplement to this Comprehensive Plan.





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**DESIGN CONCEPTS AND GUIDELINES  
Potential Commercial Development Alternatives  
Gregg's Parkway and Milwaukee Avenue**

**Village of Vernon Hills, Illinois**



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**September 2005**

*Technical Assistance provided by*



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## **I. Executive Summary**

### **A. Purpose**

The purpose of this report is to summarize the recent planning activities with the Village of Vernon Hills, Village Board, Plan Commission, local residents and potential commercial development interests in an attempt to develop Concept Plan alternatives and focus on Design Guidelines for two parcels of property zoned B1 in the Village of Vernon Hills, located to the north and south of Gregg's Parkway at Milwaukee Avenue. The total 73-acre site is zoned for and has been planned for commercial development as part of the regional PUD – Gregg's Landing. The design guidelines are complemented with three concept plans for potential development of the site (see attached Figures 4, 5 and 6).

### **B. Objectives**

Based on the Planning Process as summarized in the following section, the objectives of these guidelines are:

- a. To promote retail development that will enhance and strengthen the character of the Village as a whole, and Gregg's Landing in particular.
- b. To complement the Community Land use Goals and Objectives as set forth in the 2003 Comprehensive Land Use Plan.
- c. To create a greater sense of place by advocating unifying, unique, and aesthetically pleasing architectural and landscape design.
- d. To promote safety within the commercial site by encouraging pedestrian-friendly and bike-friendly site plans and discouraging vehicular cut-through traffic.
- e. To draw new businesses by building an attractive and inviting shopping environment, that will also offer flexibility for creative design within the guidelines.
- f. To increase the tax base of the Village, while simultaneously providing a larger, more varied shopping opportunity to residents.
- g. To provide an opportunity to the residents to shape development within their community and ensure the high standard and quality of life that is the trademark of the Village.
- h. To encourage creative transitional buffering and screening alternatives between the retail development and the residential development to the west including attractive building facades on all sides, appropriate landscaping enhancements and attention to details such as building heights, rooftop equipment, orientation of parking and loading in these transitional areas, lighting, and other similar details.

### **C. Planning Process**

The Village retained Rolf C. Campbell & Associates, Inc. (RCCA), a Lake Bluff based Planning and Design Consulting firm to develop initial Concept Plans and Design Guidelines for the subject site for review by Village officials, local residents and potential commercial development interests. The planning process for this included a series of workshops and presentations with the Village Board, the Plan Commission, area Residents and others. The planning process is briefly outlined below:

- a. Context study, Site inventory and Analysis
- b. Study of other commercial projects in the area
- c. Development of Initial Conceptual Site Plans and Design Guidelines



- d. Workshops and PowerPoint presentations to the Village Board, the P&Z Board, area Residents, potential developers, and the public in general.
- e. Integration of their feedback and refinements to Site Plans and Guidelines

As part of the planning process, RCCA began by conducting a site inspection and area reconnaissance including photographs of existing conditions, views to and from the site and photographs of community character features in the area. The existing zoning and development agreement standards relating to the subject site were also reviewed. The Figures 1 to 3 summarized these studies briefly as follows – Fig 1: Aerial of Context; Fig 2: Aerial of Site and immediate context; Fig 3: A few photographs of and from the site. Further studies were made of environmental features, topography, elevation changes, access points, sidewalks, and other existing features on and adjacent to the site, which resulted in the Site Analysis Map. The Site Analysis Map and the Cross Sections of the Site are attached as Appendix 1a and 1b respectively. The next step included reviewing other commercial development projects in the Village and the area and RCCA prepared Initial Conceptual Site Plan Alternative Examples for the Subject Site. The two Initial Conceptual Site Plan Alternatives are attached as Appendix 2a and 2b. These Site Plans formed a basis for review of the initial Design Guidelines, which addressed several planning, architecture, and landscape architecture elements. These initial planning alternatives were presented to the Village Board, the Plan Commission, local residents, and others in PowerPoint Presentation format at two separate Workshops held at the Village Hall (on July 6 and July 20, 2005). Appendix 3 contains summary notes from the two workshops, along with comments and suggestions made at the workshops. RCCA reviewed the comments received from the Village officials, residents and others and worked with the Village Staff on refinements of the Conceptual Site Plans as well as the Design Guidelines. This report is a culmination of the process outlined above.

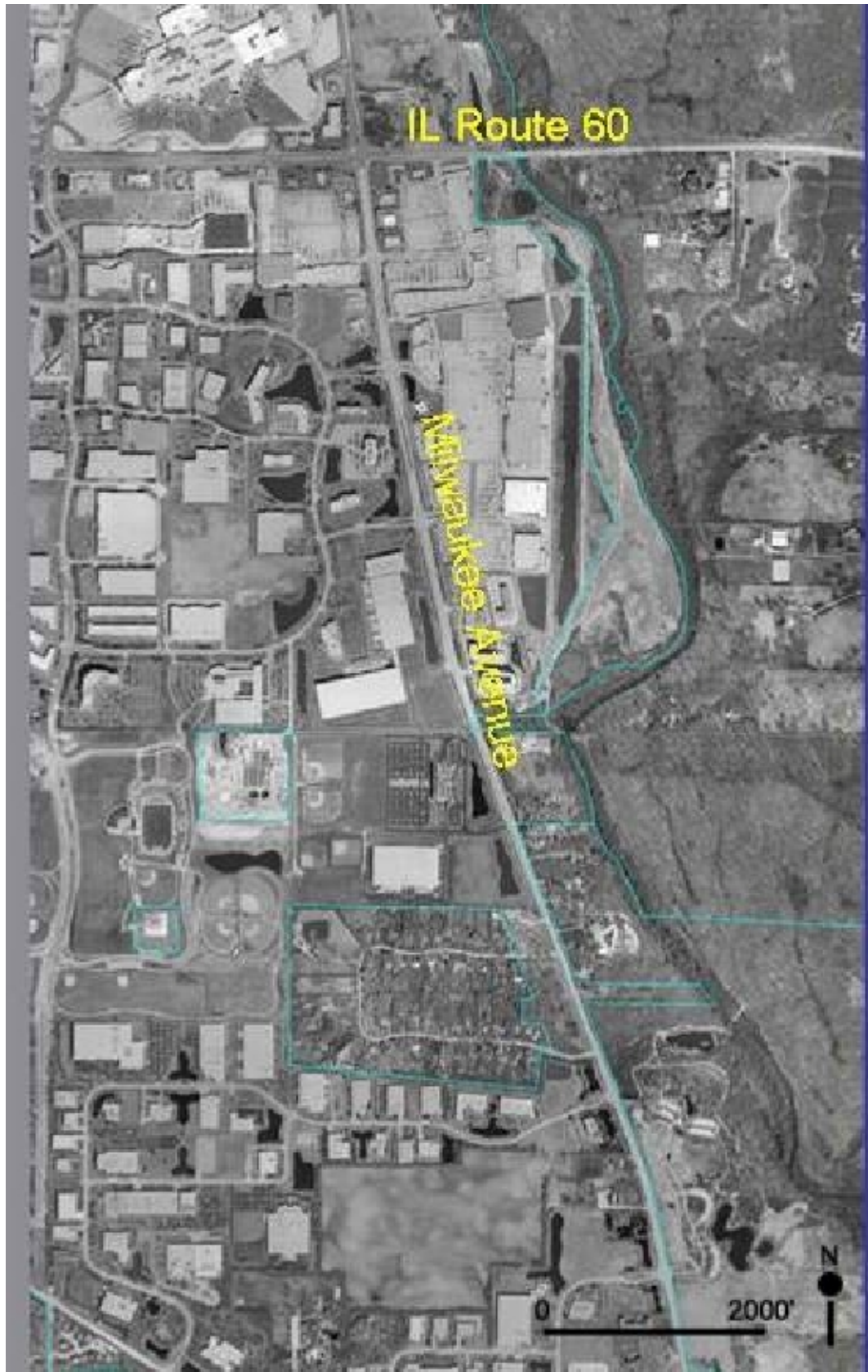
This report recognizes that the provisions of the Annexation Agreement, originally adopted in 1988, govern the overall development of the property as well as the current comments by various Village interests. Information herein is suggested as a guide to be used to support further refinements of specific development plan for the property.

The next part of the Report summarizes the Site Plan Alternatives, elaborating up on the criteria for development and the characteristic features of the design alternatives.

**Fig 1a: Aerial Photo of the Context – Milwaukee Avenue North of Rt.60**



**Fig 1b: Aerial Photo of the Context – Milwaukee Avenue South of Rt.60**





**Fig 2: Aerial Photo of the Subject Site and Abutting Properties**





Fig 3: Photographs of and from the Subject Site



## II. Conceptual Site Plan Examples

Being a large site, the subject property has the potential for a range of design and site layout alternatives. Two distinctive possibilities emerge – one where it can be sub-divided to form individual small, medium and large parcels for a variety of land uses; and the other where the entire site can be developed as a unified “life style” or “community” center. These two concepts were presented at the Workshops and can be seen in Appendix 2a and 2b respectively. From the feedback received at the Workshops, several other alternatives were explored with a range of uses on the Site. Another possibility arose – one that aims to find a balance between these two options, such that it can allow for some large type uses at one end, with the rest of the site being designed as a unified, planned commercial district. Such a design can serve the purpose of raising the tax base of the Village, while simultaneously providing a unique shopping experience to the residents. Such a concept also has potential for the site to be developed as a pedestrian-friendly and bike-friendly ‘destination’ venue, a focal point that would attract shoppers from the neighboring communities as also the entire region.

Based on this discussion and arising from the Site Analysis, especially noting the elevation change and the fixed access points, RCCA designed three new conceptual site plan examples (Fig 4, Fig 5 and Fig 6). All concepts, like the earlier ones, emphasize development of smaller type users towards Milwaukee Avenue and Gregg’s Parkway frontages, with the bigger type users towards the interior of the parcels. Smaller type users occupy about one acre land, and include fast food franchise restaurants, small eat-in restaurants, coffee shops, specialty retailers, boutiques, small branch banks, etc. This would allow retailers to maximize their sales by appropriate and creative display of their goods towards the road fronts. Medium to Large type users occupy between two to fifteen acres, and include a range of uses from banks, hotels and fitness centers to larger type stores or car dealerships. Examples of a “Lifestyle” or “community” center were also presented, including the Deerpark Town Center and the Village Green at Lincolnshire.

Some concerns that the Site Plan Examples try to address in varying degrees include:

- Maximum road frontage to smaller retail users
- Pedestrian friendliness within and outside the site / sidewalk network
- Landscape buffer between residential and commercial developments
- At least two turns on internal roads to avoid cut-through traffic
- Monument entrances to the commercial district to give it an identity
- Formation of public spaces like courts and plazas

The first two examples (Fig 4 and Fig 5) are a refined and modified version of the initial conceptual plan presented at the workshops (refer Appendix 2a). They provide a wider buffer between the residential and commercial properties, along the western edge of the Site, with the buildings sufficiently set back so as to be able to provide adequate landscaping on the west side. Also, some of the buildings have been re-oriented based on vistas, visibility from main roads, etc. The first example (Fig 4) illustrates a potential car dealership on the northern parcel and a larger type use on the southern end of the site, with smaller and medium type uses occupying most of the Site, many uses fronting Milwaukee Avenue and/or Gregg’s Parkway. There is also a potential fitness center illustrated in the plan. The second example (Fig 5) retains many of the features of the previous example but also integrates the potential for two larger type uses on the northern and southern ends of the entire site with medium to smaller scale uses in between and explores the potential for

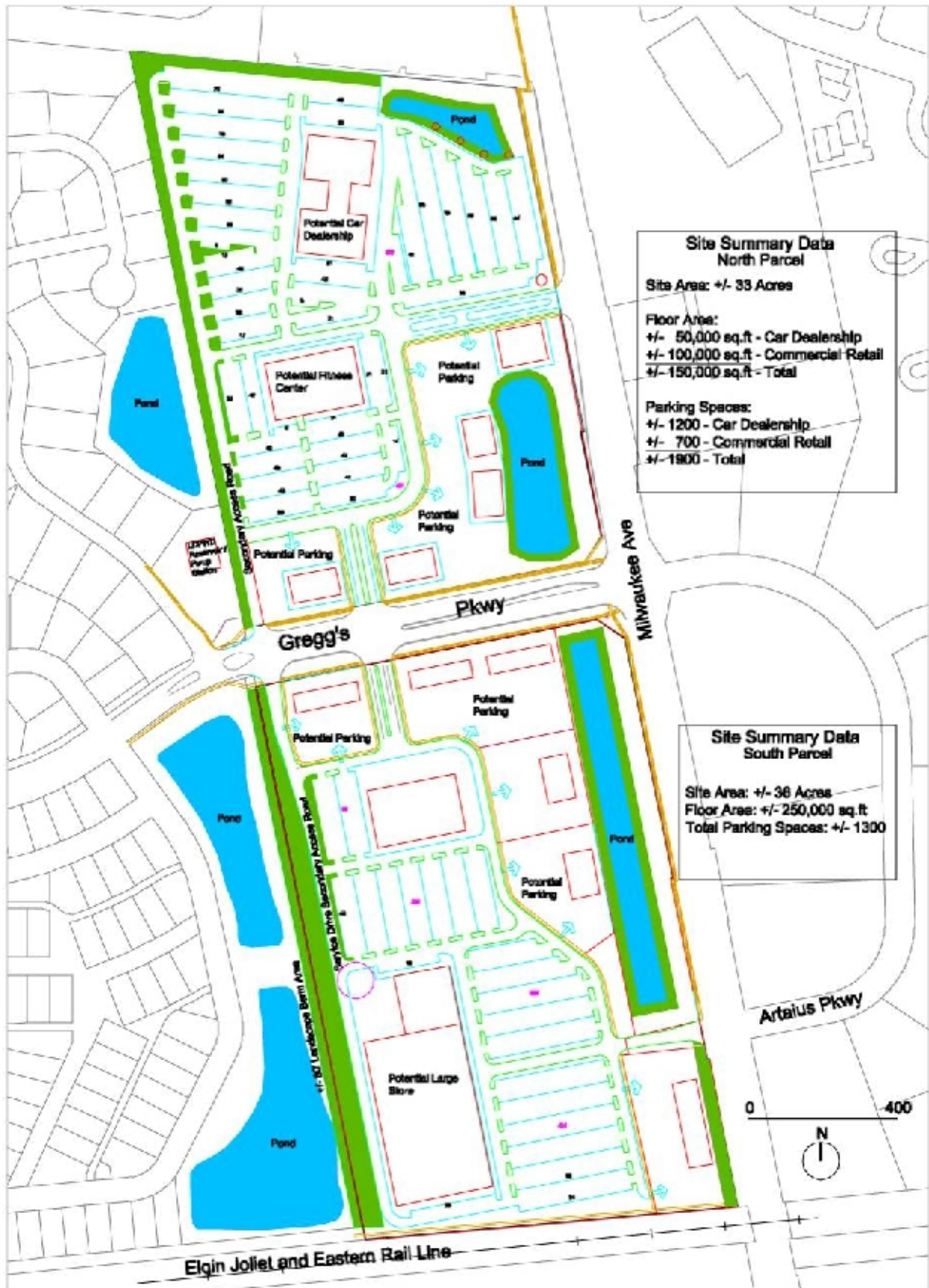


pedestrian access. This example does not include a car dealership, but illustrates a potential service / gas station on the southern end, close to the E,J&E Rail Line. The third conceptual site plan (Fig 6) provides an example of a possible mix of a potential larger use on the southern portion of the site with a possible predominantly “life style” center oriented development towards the northern end of the site. This is intended as a pedestrian-friendly “gateway” development for the Village of Vernon Hills that also recognizes the development potential under the existing zoning and the Annexation Agreement for this property and the overall Gregg’s Landing Development. In this example, the northern “life style” center may include more office or service uses on second or third stories of this potential development scenario. Details about floor area and associated parking spaces for each example are provided on the respective drawing.

It should be noted that large scale drawings at 1”=100’ of the Initial conceptual site plan alternatives (refer appendix 2a and 2b) were presented and utilized at the Village Workshop meetings, along with cross sections and Photoshop examples of potential buffering and screening alternatives (refer appendix 4). The site plan examples shown here (Figs 4 - 6) are a result of further refinements of those plans.

The next section of the Report establishes Design Guidelines based on these Site Plan examples, and describes, through examples and text, the attention to detail that would enhance the quality and character of the commercial development on the subject site.

Fig 4: Conceptual Site Plan Example 1



The site plan illustrates the proposed development along the Elgin Joliet and Eastern Rail Line. The plan is divided into two main sections: the North Parcel and the South Parcel.

**North Parcel:**

- Site Summary Data:**
  - Site Area: +/- 33 Acres
  - Floor Area: +/- 230,000 sq.ft
  - Parking Spaces: +/- 1300
- Key Features:**
  - Potential Large Store
  - Potential Fitness Center
  - Potential Parking
  - Pond
  - Secondary Access Road
  - Utility (sewer) Pump Station

**South Parcel:**

- Site Summary Data:**
  - Site Area: +/- 36 Acres
  - Floor Area: +/- 250,000 sq.ft
  - Total Parking Spaces: +/- 1300
- Key Features:**
  - Potential Large Store
  - Potential Parking
  - Pond
  - Service Drive
  - Secondary Access Road
  - Potential Service Gas Station

**Surrounding Infrastructure:**

- Highways:** Gregg's Pkwy, Milwaukee Ave, Antares Pkwy.
- Rail Line:** Elgin Joliet and Eastern Rail Line.
- Other Roads:** 4th St, Lakeside Barn Ave.

**Scale and Orientation:**

- Scale:** 0 to 400 feet.
- Orientation:** North arrow pointing up.



Fig 6: Conceptual Site Plan Example 3



### III. Design Guidelines

Following is a brief discussion on the various site design (architecture and landscaping) issues that were brought up during the Workshops and the comments / suggestions / opinions of the people.

#### A. Site Level – Planning Issues

##### 1. Access Points

Each parcel (north and south) will have two major access points, one on Milwaukee Avenue and one on Gregg's Parkway. These access points have been officially approved and are locked in. Besides these, each parcel will also have a secondary service entry towards the west, off of Gregg's Parkway (refer Figure 7). Entries to the loading areas may be desirable from the service entry points.

##### 2. Roads

The internal road connecting the two access points (on Milwaukee Ave and Gregg's Pkwy) should have at least two turns to avoid cut-through traffic (refer Figure 7). It should have sidewalk and/or bike path to allow for pedestrian and bike traffic. One or more turns may be developed as a focal point/fountain with a turn around to create a sense of place and further discourage cut-through traffic. Use of traffic calming devices is encouraged to ensure a safe pedestrian-friendly environment.



Fig. 7: Sidewalk network options on and near the Site; also note major access points and internal road layout

### 3. Pedestrian and Bike Paths

Connectivity to the surrounding land uses is encouraged by linking paths on the site to the existing paths, sidewalks and transit stops in the area (refer Fig.7). The pedestrian and bike paths may be separate paths inside the commercial district, but may form a single wide element on Gregg's Parkway and Milwaukee Avenue. Besides these, pathways from the parking lot to the buildings' entrances should also be encouraged. These can be designed well using decorative pavers and other landscaping and lighting techniques. Covered walkways create a more inviting, pedestrian-friendly environment. A lot of new paving materials have recently become easily available for pedestrian and bike paths. They provide a pleasing look and also help define the paths.

### 4. Setbacks

Minimum setbacks required per the ordinance should be followed, i.e. 40' at the front and rear and 35' at the sides. Besides this, a larger setback towards the western edge is encouraged to allow for adequate berming and buffer landscaping from the residential development.



Fig. 8: Examples of Parking lot design issues

### 5. Parking

Parking lots are encouraged to provide a well-defined pedestrian circulation system within the site. Parking lots located to the side and/or rear of buildings, when possible, are desirable (refer Fig.8). Pedestrian pathways from parking lots to building entrances enhance this circulation system and are encouraged to be designed so as to offer protection from natural elements. Parking areas that are separated from buildings by walkways or landscaped strips are encouraged. They should also be screened from public roads. Head-in parking spaces, directly in front of a building, are discouraged, but may be provided in conjunction with adequately wide sidewalks. Shared parking



between adjacent businesses is encouraged. Adequate parking areas for bikes should be provided. Parking areas for bikes should be provided in close proximity to the stores to enhance bike traffic versus automobile traffic.

## 6. Lighting

Uniformity of lighting elements throughout the site is encouraged. There may be different height and intensity of lights depending on the location and use. The main purpose of lighting is to provide safety, but this can be done in a designed and attractive manner. Decorative lights may also be used in a uniform manner. Parking areas should be well lit, but carefully designed to minimize glare on surrounding properties. There should be limited lighting at rear of the buildings, facing the residential development. The Dark-Sky Concept studies should be made to ensure this. It is appropriate that parking lights be complimentary to the street lights; this would enhance the character of the place and unify it into a single district (refer Fig.9). Similarly, it is desirable that lighting fixtures on the exterior of the buildings also follow the design theme of the decorative street lights.



Fig.9: Examples of lighting in parking lots and on buildings

All decorative lighting must include screening shields and dampers to avoid glare. The scale of the lighting features should be such that pedestrians have sight of their surroundings. Glare, projected onto other buildings, on the road or into the eyes of pedestrians must be avoided. Pathways should be lit with low bollard lights to light up the walkways.

Occasionally, tree lighting may also be done to add drama and depth. Backlighting trees with interesting branch formations or fore-lighting trees and projecting their image on a building wall can be an aesthetically pleasing experience to the pedestrians.

## 7. Trash Collection / Loading Areas

Trash collection areas should be appropriately screened from view. A common / shared service area with loading docks, trash receptacles, exterior mechanical systems, outside storage, etc may be designed to form a service court that is at the rear of the stores, well-screened from public areas (refer Fig.10). Trash collection areas should be properly covered on all sides, with an operable gate of wood or metal on one side. Use of durable, opaque materials like brick or stone for screening is encouraged for compatibility to building construction materials. Trash collection areas should also conform to the Ordinance requirements of the Village of Vernon Hills.



Fig.10: Examples of design concerns with Trash Receptacles

Entries to loading areas should be oriented within the property, not visible from abutting streets or adjacent properties. Such areas, including their entryways, should be adequately screened and landscaped with compatible planting material used throughout the Site. The screening could be through wall extensions or decorative fences besides landscaping. Care should be taken to ensure that there is no noise projection from the loading areas that can possibly disturb residential areas.

## 8. Entrance Monuments

A well-designed entrance monument can create an inviting look to shoppers and is therefore encouraged. It also helps establish a sense of entry into the commercial area (refer Fig.11). It is appropriate to use colors and materials that complement the commercial buildings within the site and reflect the same architectural language. Since the site is divided into two parcels (north and south), two entrance monuments are encouraged, one for each parcel. These entrance monuments may be at the primary access point from Milwaukee Avenue or at Gregg's Parkway.

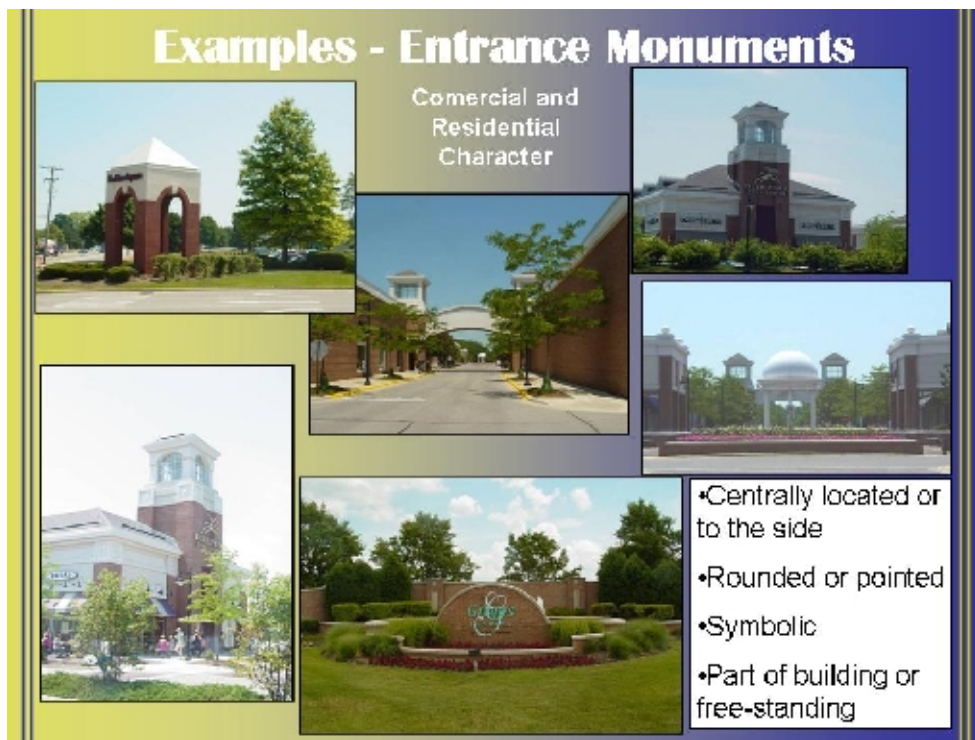


Fig.11: Examples of Entrance Monuments

## 9. Monument Signs

Monument Signs are an important element of a commercial area and should be carefully designed. There should be at least one monument / ground sign for each of the two parcels, to the north and south of Gregg's Parkway. There may be a maximum of two signs for each parcel, one at each of the primary access points – making a total of maximum four monument signs. These signs are encouraged to only consist name and address of the commercial development/shopping center, but may contain the names of businesses on each parcel, if required (refer Fig.12).

Monument signs should be located entirely within the property and should be designed so as not to obstruct drivers' view; they are also subject to the requirements of setbacks and other standards under the Sign Ordinance of the Village of Vernon Hills. Adequate landscaping around the ground / monument sign is encouraged to soften the appearance. It is recommended that the monument sign be designed so as to function well in the event of snow. Monument signs need approval of the Village Board and Building Department before a permit can be issued to build them.

Monument signs should use building materials that are compatible with or similar to the building materials used for the main structures. They should be internally lighted. Other temporary signs may be allowed in conformance to the Village Sign Ordinance. Directional signage at pedestrian level or along the sidewalk is also encouraged.



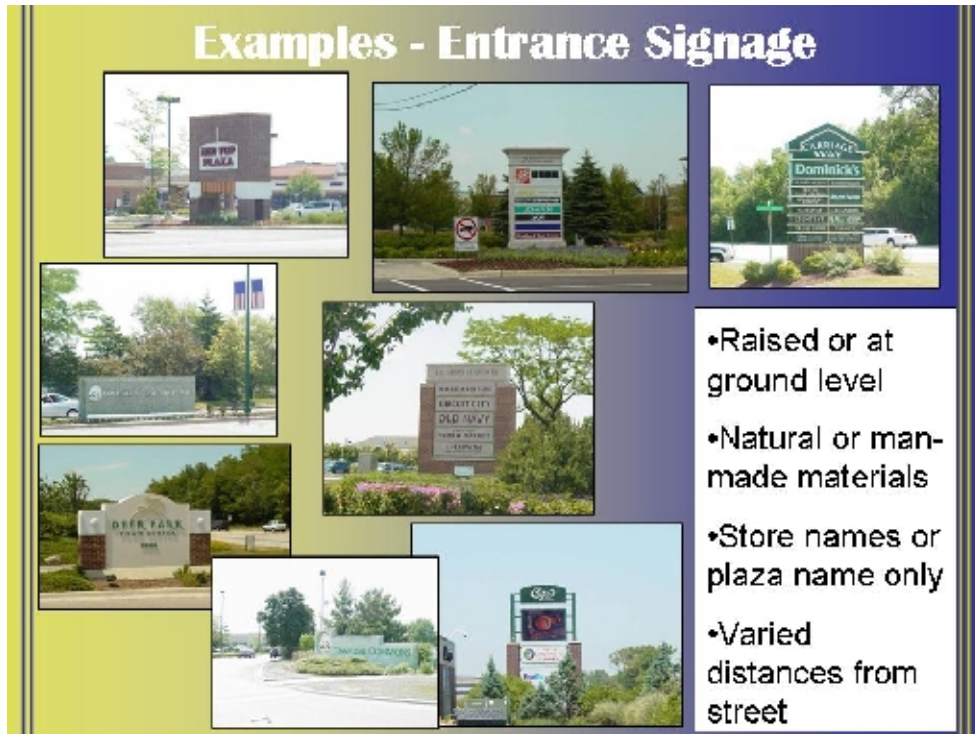


Fig. 12: Examples of monument signs / entrance signage

## 10. Miscellaneous

**Outside Storage:** Outside storage is strongly discouraged. All storage of materials, equipment, and commercial vehicles should be within the building or an approved structure. Limited outside storage of display vehicles or materials as part of an allowed special use under the Village Zoning Ordinance may be allowed. In case of land uses such as car dealerships, temporary cart pens in parking lots are permitted by the Village but need to be adequately screened. Outdoor storage of carts is however strongly discouraged.

**Display Vehicle Areas:** Any display vehicle area should be consistent with the Design Guidelines set herein and should be in conformance with the Village standards for Special Use. It is encouraged that use of display pads be made to present various vehicle products to the public. These vehicles include, but are not limited to, vehicles for sale or lease, trucks and vans for sale or rent, and any other rentable machinery or equipment. To avoid visual confusion and allow proper view of each display vehicle, it is recommended that there be a maximum of 1 pad per 100 linear feet. Display pads should have a minimum of 10 linear feet between two pads. A combined unified display area with landscaping may be designed for a maximum of three pads.

Display pads should have an adequate setback from the primary roads (Milwaukee Avenue and Gregg's Parkway); a minimum of 10 feet from the property line is recommended. On the residential side, the setback should be greater, from 10-25 feet.

Display pads that are as flush to grade as possible are encouraged. If they must be raised, the height should not exceed 2 feet-6 inches, depending on Special Use permit conditions of the Village of Vernon Hills. The diameter of the pad should not exceed 25

feet. A display pad should have a base of poured concrete, pavers or other approved hard surfaces. The surface should be made decorative in some manner, e.g. scored concrete, brick pavers, etc. The face of the pad should also have decorative materials and/or approved screening. Landscaping around the display pads with appropriate trees, bushes, and ground cover is strongly encouraged to soften the display vehicle area. Lighting of the display pads should be carefully and artfully done, and should comply with the Design Guidelines, Village Lighting Ordinance, and Special Use standards. Lighting plans as well as signage plans for display vehicle areas should be submitted as part of the Special Use Application. Use of special attraction devices such as balloons, flags, banners, pennants or streamers is strongly discouraged. Open hoods, doors, windows, trunks and/or similar techniques to attract attention are also strongly discouraged.

## B. Site Level – Landscape

### 1. Boulevards, Trails and Paths

The subject site should have a well-planned network of trails and paths to connect it to the neighborhood and the major roads. These can be paths for walking or biking and should connect to the existing sidewalk network to facilitate pedestrian and bike access to the Site and within it.

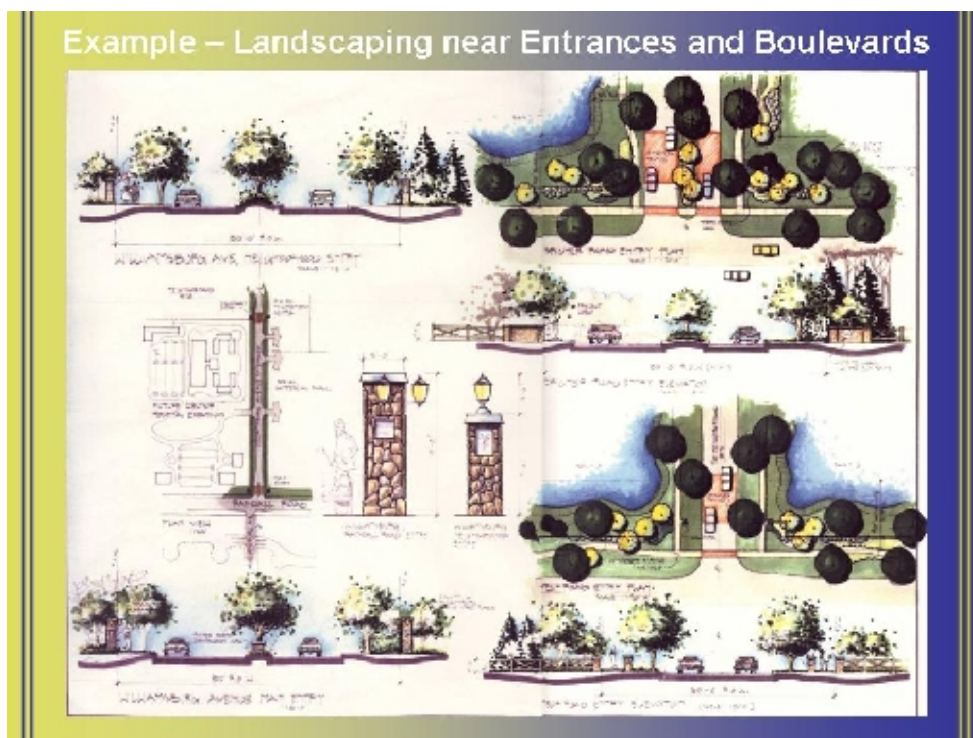


Fig. 13: Example sketches of landscaping near entrances and boulevards

The trails and paths should be landscaped to make for a pleasant walking / biking experience and should link to the shop fronts. Use of indigenous plants for landscaping is encouraged; introduction of exotic species is strongly discouraged. A combination of various evergreen and deciduous trees for an all-year round effect is encouraged. Line-of-sight issues should be considered when designing and/or placing plant material (refer Fig. 13 and 14).

Boulevards or major roads around the Site should be carefully landscaped, keeping in mind that the overall character and visibility from the roads will change as young trees mature into full trees. Hence it is encouraged that there be intense/dense landscaping along the western edge of the Site, abutting residential development, but a little less intense/dense landscaping on the road frontages so that the commercial development can be seen from the roads.

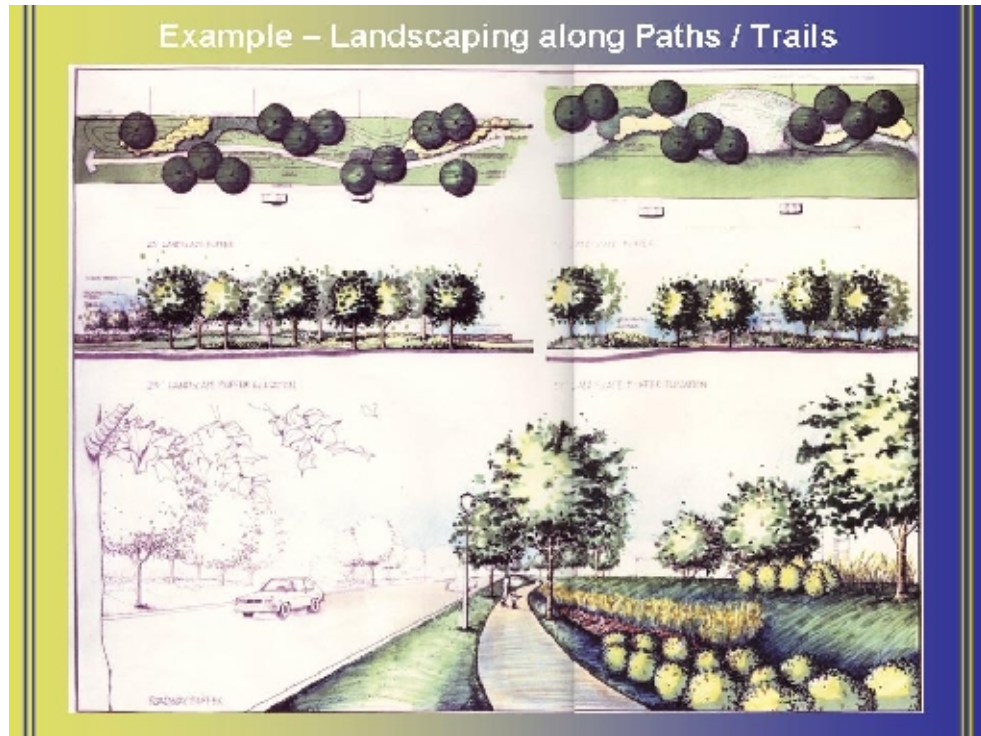


Fig.14: Example of landscaping along paths and trails

## 2. Open Space and Water Features

Trees, shrubs and appropriate landscape elements create a more comfortable, attractive shopping environment. They can be used to complement freestanding signs and screen parking lots, drives, and other less desirable scenes. Unity of design within the commercial district can be achieved by repeating the use of plant material throughout the Site. Spaces between the buildings should be given thoughtful consideration; they should be well-planned with useful shapes and forms, rather than be seen as leftover areas. They may be well-designed as transition spaces.

Open space can be designed with integrated water features, fountains, etc along with appropriate planting and landscaping. Such landscape features as water fountains, benches, etc is strongly encouraged for open space (refer Fig.15). Water features can provide a sense of life and tranquility amongst a busy commercial district, creating a more enjoyable shopping experience.

## 3. Hardscapes

Public spaces such as courts or plazas within the commercial district are strongly encouraged in Site Design for the subject site. These can either be large plazas around



which the stores are designed or may be smaller courts in between rows of shops. They can be designed with a balance of soft and hard landscaping. Soft landscaping includes plant material, vegetation, etc; and hard landscaping includes pavers, rock groupings, lighting, etc. A well-designed court can accommodate a variety of different activities like small art / craft fairs to encourage local artists, small food festivals, children activities, etc. (refer Fig.15). These become natural people-gathering spaces, greatly enhancing the character of the development. Such focal points or courts may also be integrated with water features, sculpture pedestals, a series of plinths / steps, etc that make them interesting, inviting places. Appropriate street furniture would further enhance the functionality as well as beauty of the courts.

#### **4. Site Amenities, Street Furniture and Public Art**

Site Amenities form an important aspect of commercial development on the subject site, especially considering its size and proximity to residential development. Wide sidewalks and covered walkways lend an inviting, pedestrian friendly character to the development. These can be complemented with water fountains, sculptures of local artists, and other such features to enhance the site design and make for a relaxing, enjoyable shopping experience. Outdoor seating areas for restaurants may also be designed to incorporate public art. The site could have wide, covered walkways in front of all stores that connect the shops as well as the public places and parking lots. This can be in the form of trellis structures or arcades or a combination of various types. Such elements would greatly encourage pedestrian movement throughout the Site.



Fig. 15: Examples of various site amenities, water features and public art

Street furniture and site amenities like bollard lighting, decorative paving, bicycle racks, benches, seating areas, newspaper corrals, information kiosks, and directional signs add to the character of the development and can be creatively used to form small gathering

community spaces (refer Fig.15). Bicycle racks close to seating benches and water features are encouraged. Use of sculptures, paintings and other art forms can be used to encourage local artists, while simultaneously make the development a destination place for relaxation, as opposed to a mere shopping place. These can be integrated with site design elements such as open courts, plazas and other community gathering places. Attention to detail such as using decorative planters, fencing and tree grates also go a long way in creating an aesthetically pleasing environment.

##### 5. Buffer and screening (residential to commercial)

The commercial area should be adequately screened from the residential areas to the west. Screening parking lots using trees and/or shrubs is strongly encouraged. A fence, in conjunction with landscaping may also be effective. These may be used with appropriate light features.

Walls, fences and retaining walls seen from the residences, parking lots or streets should be designed to blend with the building. It is desirable that long walls be broken up with frequent offsets and have integrated landscape pockets along the length. Additional landscaping at the base and top are encouraged to further soften the visual appearance of long retaining walls (refer Fig.16). Similarly, use of appropriate colors and materials that complement the buildings is encouraged. Retaining walls with a decorative cap, railing or fence at the top provide a pleasing sight and should be encouraged.

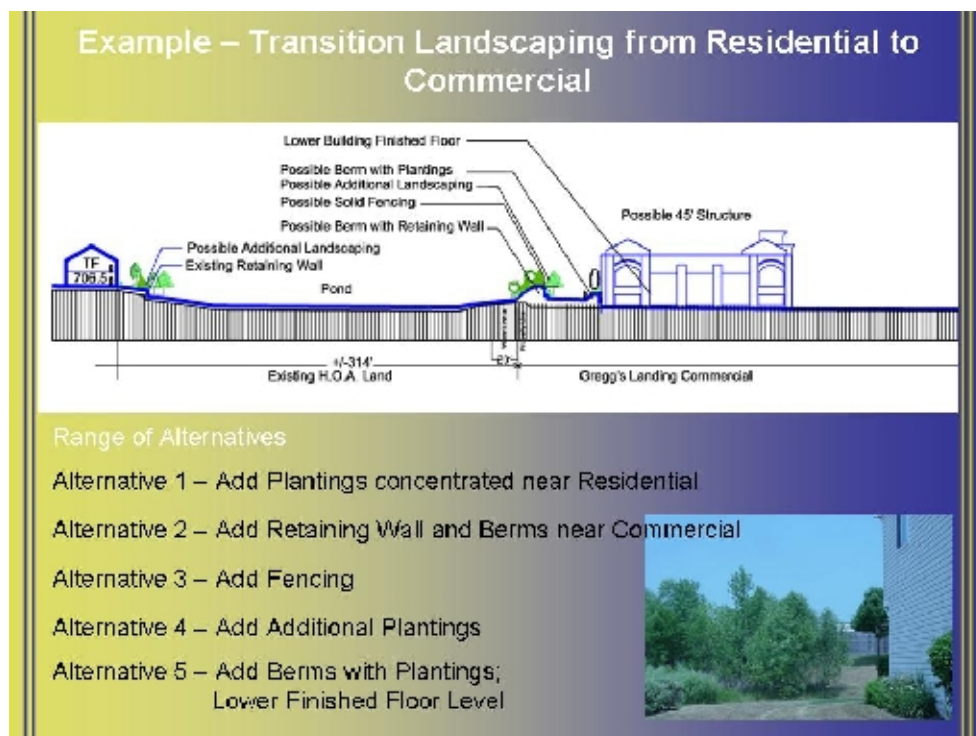


Fig.16: Section showing possible landscaping techniques for buffering

A combination of these techniques may be used for screening along the western edge. The northern parcel has a waterline and easement running along the west edge and adequate screening should be provided on the Site. Additional screening may be provided on the HOA property to the west.

## 6. Building to Detention Pond Relationships

The existing ponds on the Site can be integrated into the Site Design as they offer unique opportunities as site amenities. Consideration should be given to reshaping these ponds to provide enhanced amenity opportunities. Buildings can be designed in close proximity to the detention ponds to give visual delight to the occupants and users of the buildings (refer Fig.17). An example of such a relationship is right across Milwaukee Avenue – the restaurant Grill 21. The restaurant has a beautiful deck overlooking the detention pond, where customers can enjoy their lunch amidst ducks and the soothing sound of water. There are several ponds on and near the subject property that can be similarly used. A water fountain feature within the ponds can further enrich the experience and the beauty. Such building to detention pond relationships should be encouraged.

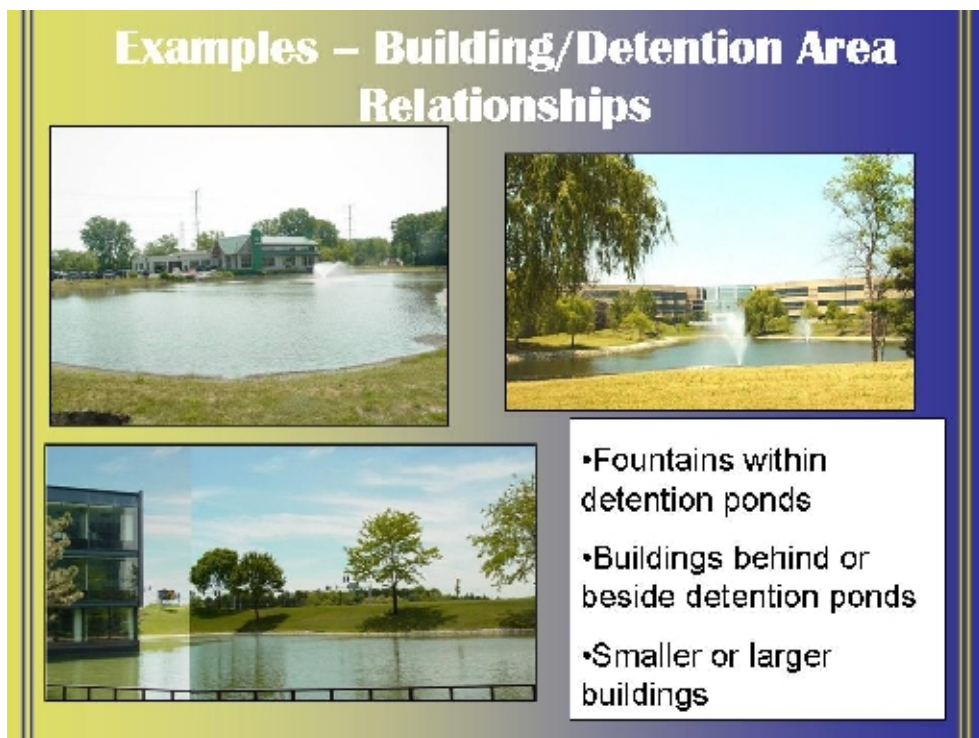


Fig.17: Examples of buildings designed close to detention areas

## 7. Parking Lot Islands

Parking areas should be screened with adequate landscaping, especially if they are located towards the residential side. Dispersing islands within parking lots adds visual interest to the paved, bare area and help provide shade (refer Fig.8). These islands may be made usable by pedestrians by including amenities such as benches. Line-of-sight issues may also be addressed while designing screening and parking lot islands. Lighting in the parking lot islands should be carefully designed, as described in the Lighting section above (refer Fig.9).



## **C. Building Level – Architecture**

### **1. 360 degree design treatment**

Any building on the site should be a 4-sided building, where all sides have aesthetically pleasing, well-designed facades and have the color, texture and material variation that is normally given only to front facades. This “360 degree” design treatment will ensure a pleasing view of the commercial development from the residential side as well as the Milwaukee and Gregg’s Parkway frontages.

### **2. Overall aesthetic appearance and character**

A uniform architectural language throughout the site is encouraged as it helps create a sense of place and ties the different buildings into a single entity (refer Fig.18). The architecture style may be such that it provides a smooth transition from residential to commercial areas. This can be effectively done through creative combinations of height, bulk, rooflines, color, materials and façade treatment.



Fig.18: Example of uniformity in architectural language

### **3. Orientation / Building entrances**

Since a “360 degree” design treatment is encouraged for all buildings, the orientation of the building may not be very critical. However, entrances to buildings should be planned such that they allow easy access from parking areas as well as open public areas. It is desirable for buildings that front Milwaukee Avenue and/or Gregg’s Parkway to be designed to have an inviting entrance on the road side. It may have an additional primary entry from the interior side, especially if it faces a court-like public plaza.

The building/store entrance should have a clearly defined and visible entrance; this can be done by using a different shape and form or by using elements such as portico, canopy, etc.

### **4. Height variation**

The subject property has a commercial edge on the east side (Milwaukee Avenue) and a residential edge to the west (Gregg’s Landing). In view of this, it is desirable that buildings with more than one story height should offset the secondary and tertiary stories

(refer Fig.19). This softens the bulk of a building, making it appear smaller than what it might be.

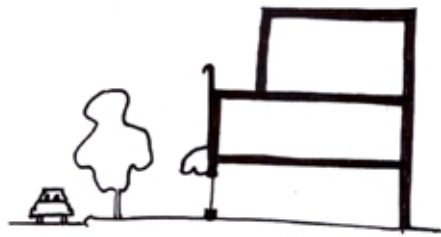


Fig.19: Profile of offsetting for buildings over 1-story height

Transition of building heights and setbacks should also consider relationships of adjacent building heights. Commercial development on the subject property should respect the residential development to its west and hence scale the buildings accordingly. To this end, a gradual transition in height is desirable, where buildings are low towards the residential side and increase in height towards the commercial side. Appropriate open space should also be provided between buildings with staggering heights. Generally, it is desirable that heights and setbacks not exceed relationship of 1 to 1 ½ of transition from building to building (refer Figure 20).

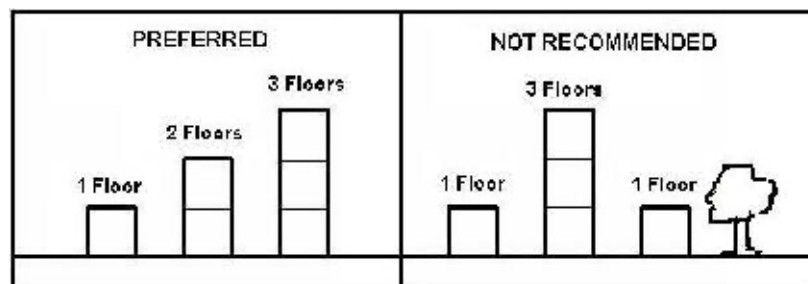


Fig.20: Transitional relationships between buildings

## 5. Form

Diversity in building façades and forms is encouraged to eliminate monotony of the streetscape. This may be done through vertical and horizontal articulation, breaking up the building mass, window and entry variations, patios, etc. Vertical elements such as tall windows, pilasters, columns, and towers may be used to define different spaces and different buildings in a unified development scenario. Elements such as domes, pyramids or skylights may also be creatively and harmoniously used to draw attention to certain areas like entrances or display areas and thus create an aesthetically pleasing look. It is desirable that long expanses of wall or large volumes be broken up to soften the bulk and give it a more appropriate scale that does not conflict with the residential development nearby.

## 6. Roofs

Variations in roofline can further help mitigate the bulk of a building, especially when used with appropriate materials. Avoiding the appearance of a flat roofline is strongly

encouraged. Diversity in roof lines like the use of arched or pitched roofs, or roof overhangs can create an attractive streetscape, inviting shoppers inside the building (refer Fig.21).



Fig.21: Example of diversity in roofline

Roofs should be designed so as to screen all rooftop equipment, thus avoiding visual clutter. Parapets may be used for this purpose, or a more creative design can incorporate the rooftop equipment within the form and shape of the roof.

## **7. Facades**

Tailored facades add richness and texture to the ‘face’ of a building. Each building should have a well-defined base, middle and top. Architectural detailing and diversity in materials and/or color can help to achieve this. Different parts of the building or façade can be distinguished and emphasized through use of texture, color, material, height, etc. Breaking up long walls through offsets or windows can help give the building more depth and variation and make it look interesting and pleasing (refer Figs. 22 and 23). Masonry walls are more desirable than walls with siding. Walls should be designed to be durable to avoid damage from carts, bikes, etc.

## **8. Building materials and Color**

The use of brick, stone and terra cotta is encouraged as these are durable materials and tie in well with the character of the neighborhood. When using two or more different materials, care should be taken to integrate them with appropriate color, form and other joint details. Wood may be used if it complements the other materials, but should be appropriately weather proofed.



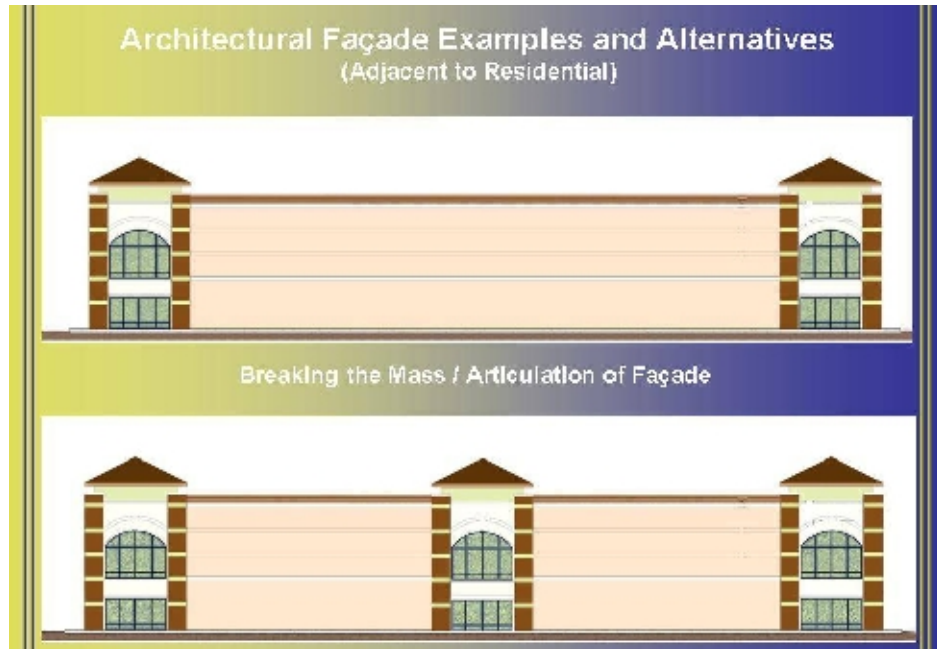


Fig.22: Example to illustrate façade articulation and breaking up long blank walls

Color can be effectively used to create pleasing facades and inviting shop fronts. It is generally a good idea to use darker colors at the base / lower story and lighter colors on top. This technique reduces the bulkiness of a building, making it appear lighter. Muted or natural, earth tones are attractive all year round and hence are strongly encouraged. However, use of colors should be restricted to a maximum of three colors on a single building. Elements such as windows, eaves and cornices should be painted in colors that complement the main building colors (refer Figs.22 and 23).



Fig. 23: Example to illustrate use of color and windows to reduce the bulk of a building

Buildings adjacent to each other should have complimentary colors; however in order to avoid monotony, it is desirable for them to not have the same color. Brilliant or bright colors should be used sparingly and only in limited instances for accents.

## **9. Franchise Architecture**

New franchise architecture (a generic design that is repeated throughout different locations by a particular corporation, without consideration to a specific site or climate) should follow the Guidelines set herein to create buildings that blend in with the overall development of the subject property. The selection of materials, colors, lighting fixtures, windows, etc should be similar to those for the entire commercial area on the Site and hence create buildings that are sensitive to their context.

### **D. Building Level – Details**

#### **1. Doors and Windows**

Generally clear glass windows are encouraged, though it is recognized that slightly tinted glass is used for energy efficiency reasons. Opaque windows should be discouraged as they are less inviting to customers. Clear glass windows also allow shop owners to display their products, thereby tempting and welcoming shoppers. An opaque window, however, may be appropriate for uses that need privacy, e.g. medical office, etc. Windows may have shutters, if required.

The materials should complement the building materials. Aluminum, steel or vinyl cased wood windows may be used with appropriate finish and color, which is a part of the overall color scheme of the building. Moreover, doors and windows should encompass a pedestrian scale and be proportionate to the size of the building. Very large buildings with only a few openings are discouraged; openings help break up large volumes and long blank walls (refer Fig.23). If long windowless walls are required due to the building function/use, they should be made to sustain visual interest through incorporation of elements such as columns, arches, piers, murals, tasteful graphics, and planters.

#### **2. Building Projections**

Building projections such as awnings, canopies or other design features is encouraged, provided they do not detract from the building's intended design or hamper pedestrian / vehicular circulation. Use of any such elements should also be integrated into the overall design scheme so that they may enhance the building façade and create inviting entries / display areas. To this end, the materials, colors and proportions of the awnings should be complementary to the architectural language of the building (refer Fig.24).

#### **3. Lighting on building**

Light fixtures and lighting elements should be integrated with the building design. Simultaneously, they should also be harmonious with and complement fixtures on the different buildings throughout the Site. Decorative exterior lights may be used on building facades to enhance the look and create dynamic, lively environments. Building faces can be either top lit (light thrown from below to light up the top) or vice versa to draw attention to particular building parts or elements (refer Figs.9 and 24). In either case care should be taken to avoid glare.



Fig.24: Example illustrating use of canopy and lighting on building façade

#### 4. Wall signage on building

Each building / use may have one principal wall sign on the front wall; corner buildings may have two wall signs, one facing each street. The sign should be mounted on the wall or be on an awning, located above the main entrance. It should not exceed the highest roofline of the portion of the building where the sign is to be attached.

Wall signs should not occupy a substantial portion of the storefront width and should be centered along the width. The maximum overall height should be three feet; for approved limited exceptions it may be extended up to four feet (refer Fig.25). A maximum size of one square foot of wall sign per one linear foot of building wall frontage, up to a maximum of 150 square feet, is permitted, with exceptions requiring special use approvals.



Fig.25: Example Limited Extension Exception



The principal sign should be restricted to the store's name and logo. For purposes of unity and visual appearance, it is encouraged that all wall signs (for different uses / buildings) be complementary to each other in use of materials, color, etc. The materials used for wall signs should be consistent with the overall building construction materials and architectural style (refer Fig.26). It should also complement any ground signs on the property. Natural, matte, brushed, patina-like surfaces are encouraged and polished, glossy, shiny, or reflective surfaces are strongly discouraged.

Internal illumination is encouraged; any exterior illumination should be allowed only as part of a unified theme throughout the subject site. Lighting for signs should be subdued and not bright or garish. Clear or bright white (not opaque) backgrounds are discouraged. Lighting should also conform to the Village standards.



Fig.26: Examples of wall signage and related design issues

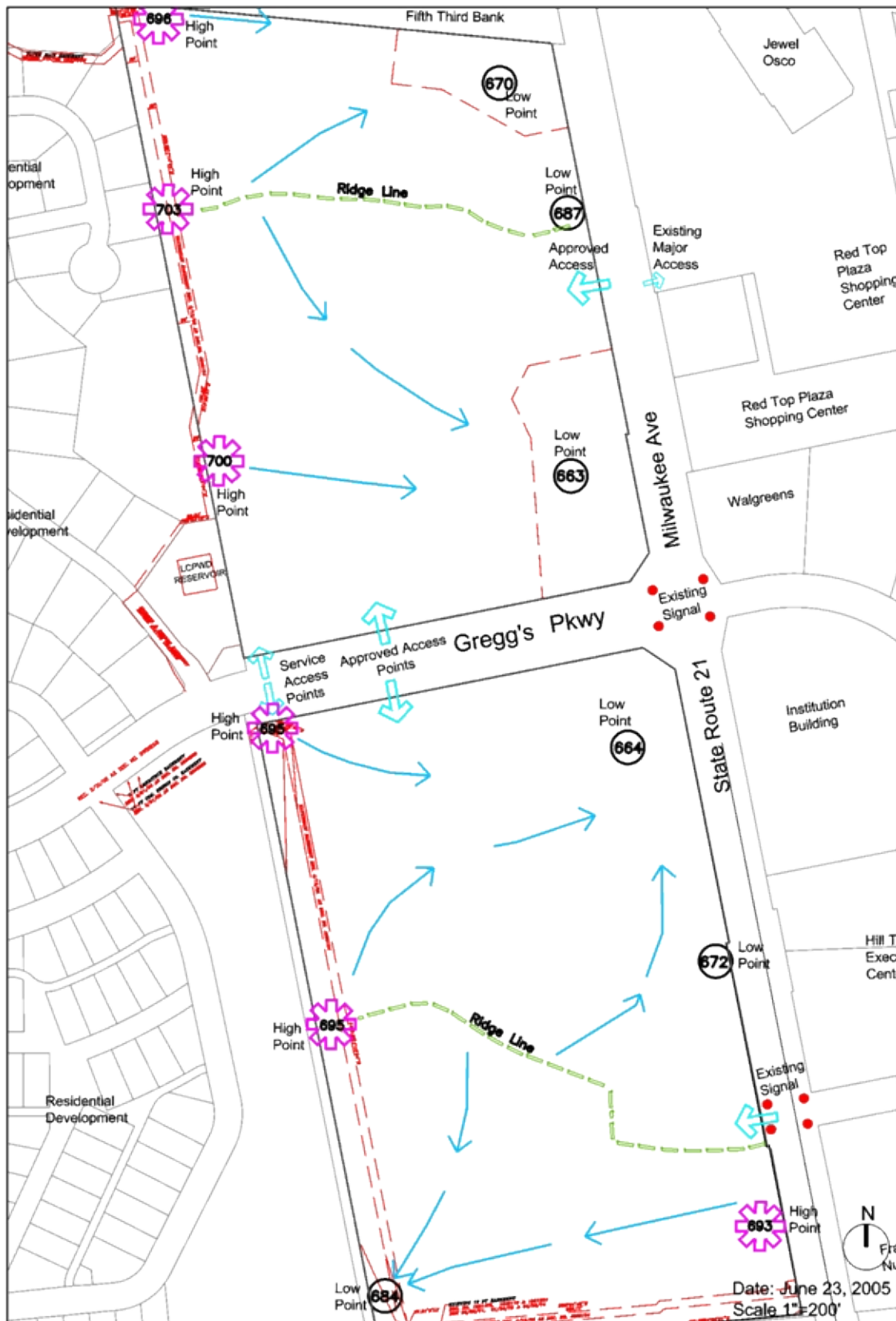
In order to minimize damage to the building structure from changing signs, the architectural detailing should incorporate innovative fixing details for wall signs. This should be so designed to enhance the overall aesthetic appearance by having similar fixing details throughout the Site, while simultaneously be able to offer flexibility to shop owners to creatively display their signs.

All signs should conform to the Sign Ordinance of the Village of Vernon Hills.

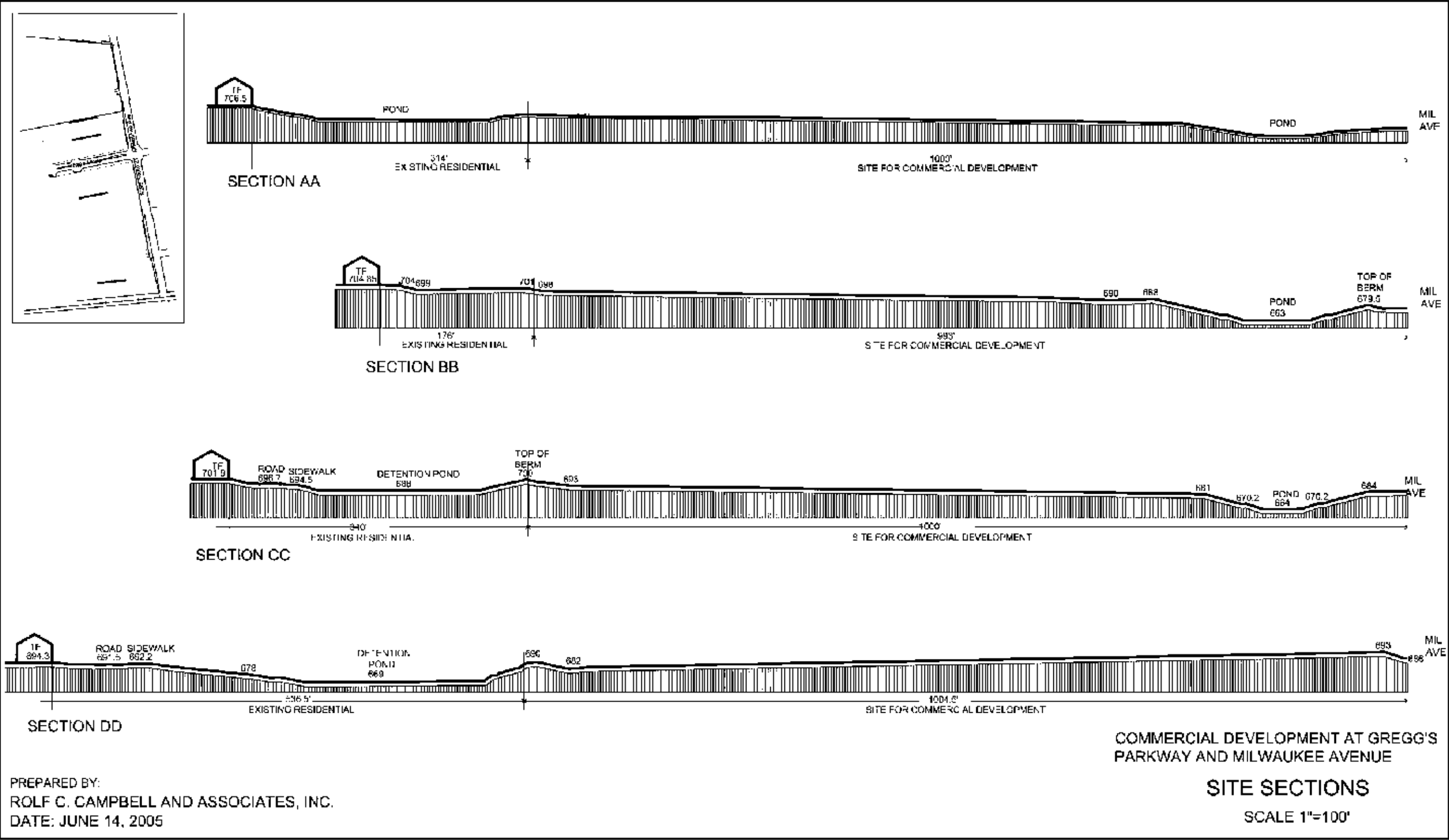
## 5. Miscellaneous

Building details such as eaves and cornices, rain gutters, parapets, etc should be given due attention as they can either enhance or weaken the overall architectural character of the building. Eaves and cornices soften the connection of a roof with the walls of a building, creating an attractive building with a distinct character. They are encouraged, especially if they form a unifying element for different buildings across the Site.

## Appendix 1a: Site Analysis Map



Appendix 1b: Cross Sections of Site





## Appendix 2a: Initial Site Plan Alternative 1<sup>1</sup>



<sup>1</sup> Note: enlargements were presented at the Village Workshops at a scale of 1"=100' along with cross sections and photoshop examples of potential buffering and screening alternatives

## Appendix 2b: Initial Site Plan Alternative 2<sup>2</sup>



<sup>2</sup> Note: enlargements were presented at the Village Workshops at a scale of 1"=100' along with cross sections and photoshop examples of potential buffering and screening alternatives

### **Appendix 3**

#### **Summary Notes from Workshops held at the Village Hall on 6 July & 20 July, 2005**

1. It was generally agreed that a pedestrian friendly and bike-friendly environment would be desirable for the site / “Maximize sidewalks” was one of the comments. One comment was that it was more important to make the site bicycle-friendly than pedestrian-friendly since more people would prefer to bike over such a large area.
2. Gregg’s Parkway certainly should be developed to be pedestrian-friendly. It was again and again emphasized by the residents that there are a lot of pedestrians and bike users in the neighborhood and hence any development of the subject property should encourage and consider bicycle traffic + pedestrians. There was a suggestion to provide bike parking locations near the shops.
3. Significance of the architectural character / façade treatment and landscaping should not be undermined. It was brought out that these are important issues that the Village will have to work hard on to formulate and execute so as to not compromise on the quality of life in the village, especially for the nearby residents. (Issues like long blank walls, height of buildings, etc). Aesthetically pleasing buildings and a built environment that would enhance the quality of life of the residents in the area emerged to be of prime importance.
4. It was noted architectural design of all sides of proposed buildings with a 360 degree approach to architectural review will be needed as buildings are proposed.
5. Landscaping should be more artful than intense – it is important to realize that at maturity, the planting may hide the commercial development and therefore it is important to do careful landscaping, especially along Milwaukee Ave and Gregg’s Pkwy. Dense landscaping on the residential side as a buffer would be good, though.
6. The views of any proposed development on the site from the residences to the west should be carefully studied before approving any development plans, especially considering the height of the proposed buildings.
7. One of the comments was that uniformity in architectural style, materials, etc throughout the development was a good idea, but that did not necessarily imply having a “unified” development concept. Also, a “lifestyle” center would not be appropriate since there already is one such “lifestyle” center in the pipeline.
8. Another suggestion was that the architecture did not have to be ‘commercial’ in character – a residential character or transition between residential and commercial uses would be more appropriate for the subject site. The loading docks should be hidden to further this look.
9. One of the possibilities discussed was the potential of landscaping on the west side of the property line, provided the HOA did not have an objection since that land is controlled by the HOA.
10. Another suggestion was that along with deep landscape buffers between residential and commercial uses, care should be taken to ensure good public amenities, water fountains, etc. on the site.
11. The site can be viewed as a “destination” point – a place with a multi-stop venue potential. To this end, one of the comments was that the subject site could be developed as a PUD within the larger, regional PUD (namely Gregg’s Landing).
12. It was generally agreed that there should be more than one turn on each parcel connecting Milwaukee Avenue to Gregg’s Parkway, to avoid use of that road as a cut-through or shortcut.
13. Several residents encouraged the idea to develop an element like a ‘circle’ or ‘turn around’ to further ensure no through traffic. The element could also become a ‘focal point’ or a

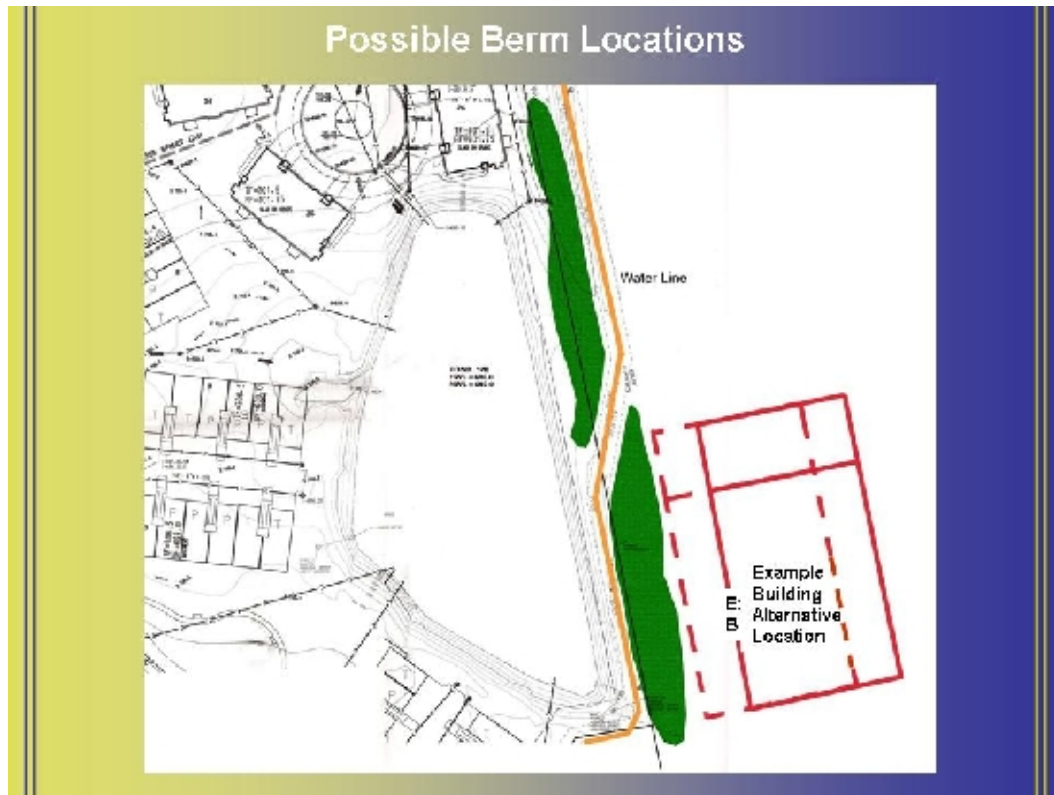


- ‘monument’ with appropriate landscaping, water fountain, etc. However, one of the Board members did not like the idea of having a “circle” to go around on the internal roads.
14. Some residents voiced concern over the number of access points on Gregg’s Parkway. They were concerned about it creating a problem for the residents to enter the traffic on Gregg’s Parkway. It was generally agreed that the issue would need to be addressed in detail. One suggestion was to undertake some traffic studies to estimate the traffic and find possible ways to control it. Possible light stops or stop signs were also suggested: one to regulate traffic moving between the north and south parcels of the subject property; and the other between the commercial and residential areas on Gregg’s Parkway. There was also resistance to the idea of delivery trucks on Gregg’s Parkway.
  15. The Village President assured the residents that there would be a light stop most likely at the intersection of Lakeview Parkway and Gregg’s Parkway.
  16. Several residents strongly emphasized that what the Village needed was not yet another strip mall or shops that were to be found everywhere, but more like a “lifestyle center” or a “community center”, with high-end shops, pedestrian-friendly and bike-friendly environment and a place that would complement the high-end residential development on Gregg’s Landing. They appreciated examples that were presented - Deerpark and Lincolnshire. The Glen was also mentioned as a good example. Other terms used to describe the development desirable on the subject property were “Downtown City Area” and “Gateway Development”.
  17. It was noted that Westfield Mall at the intersection of Route-60 and Milwaukee Avenue is potentially to be expanded in the number of retail shops and services. This could make it difficult to have “lifestyle” shops on the subject site since that would create an internal competition between the two commercial sites.
  18. The issue of generating tax revenue was brought up and the potential difficulty in finding developers / retailers that would be interested in investing considerable sums of money upfront. The other point brought out was that there was not enough “new retail” in the market and development on the subject site might have to steal retail from the Westfield Mall. The residents suggested that if the Village wanted it, there could be ways to make it happen; they could work with the Cuneo Trust and devise methods to finance a “community center” type development. They were of the opinion that the community can support high-end, lifestyle type retail users.
  19. There was also considerable resistance to the idea of a car dealership, especially a used-car dealership on the subject site. There were several concerns regarding the particular land use – truck traffic, light, and visually unpleasant sights were some concerns mentioned.
  20. One of the other resident concerns was the light that would be caused due to a potential car dealership on the northern parcel of the subject site. Strict regulations should be put in place to ensure that no extra light is shed on the residential areas at night – especially since the possible location of the car dealership is in close proximity to the town homes.
  21. Some residents strongly opposed the idea of ‘big box’ retail and suggested more tasteful uses such as Whole Foods, good restaurants, some open space and a generally ‘walkable’ development. The residents were concerned that any ‘big box’ retail development would, by nature, not be conducive to pedestrian-friendly and bike-friendly character.
  22. There was also a suggestion of a mixed use type development, with uses such as Whole Foods, Fitness Center, and other lifestyle center type uses, but could perhaps also accommodate a car dealership. One resident commented that car dealership was a better use than Lowe’s.

23. A volunteer member of the Sierra Club talked about incorporating Best Management Practices (BMPs) on the site. He talked about minimizing the impact of development on the ecology and natural resources through reduction in impervious cover and using BMPs for stormwater management, parking, landscaping, open space conservation, etc. He also said that issues of water quality and air quality should be addressed when deciding future development on the subject site.

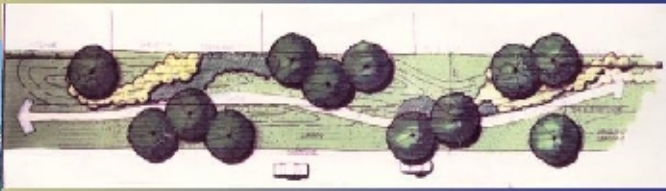
## Appendix 4

### Potential Buffering and Screening Alternatives for the Subject Site



**Landscape Buffers and Screening Methods**

- ◆ Alternative 1 – Add Plantings near Residential
- ◆ Alternative 2 – Add Retaining Wall and Berms with Plantings near Commercial
- ◆ Alternative 3 – Add Fencing
- ◆ Alternative 4 – Add Berms with Plantings
- ◆ Alternative 5 – Lower Finished Floor Level


**Alternatives can be implemented individually or in any combination**