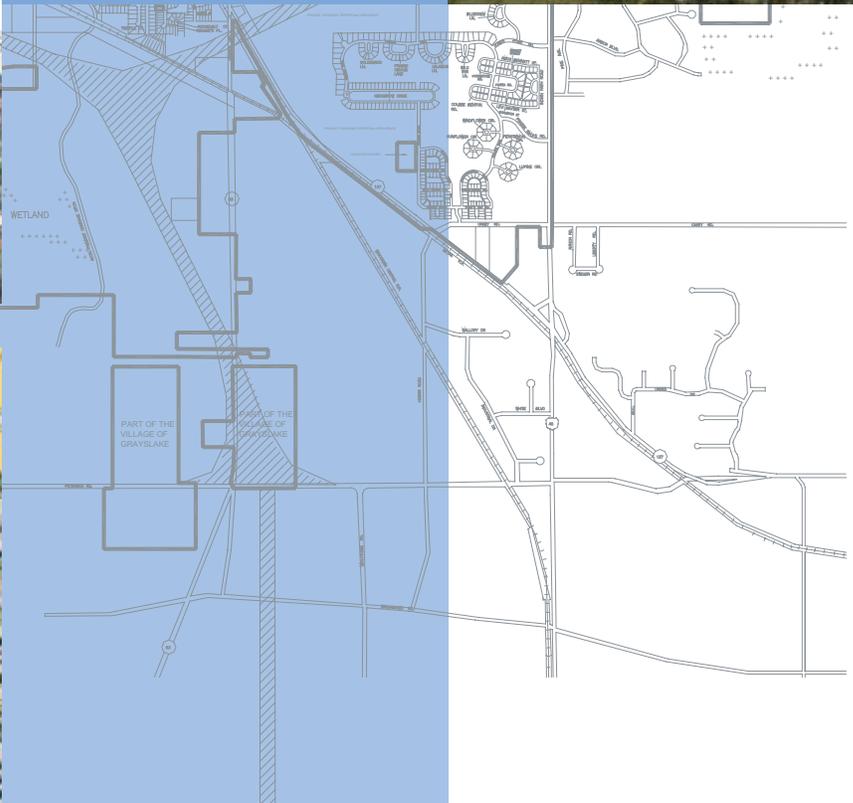


# Grayslake

## COMPREHENSIVE PLAN

Village of Grayslake, Illinois



June 23, 2005

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## **CHAPTER 1. INTRODUCTION**

In 2000, the Village Board created a Comprehensive Plan Update Committee to guide development of an update to the Village's *Comprehensive Plan of 1989*. Committee members included two Village Trustees, the Chairman of the Plan Commission, the Chairman of the Zoning Board of Appeals, a member of the Plan Commission, a member of the Economic Development Commission and a member of the Environmental Protection and Open Space Commission. This structure was used to provide a wide range of perspectives while ensuring an orderly and effective planning process.

The *Comprehensive Plan of 1989* was designed to guide the Village's decision making for an anticipated period of high population and employment growth. Ultimately, this Plan was used in the approval of development that significantly increased the Village's population, expanded the local economy, revitalized the historic downtown, preserved hundreds of acres of open space, and created a greenway trail system connecting the various parts of the Village. Implementation of other adopted plans in the areas of stormwater management, water and sewer infrastructure, and transportation resulted in significant improvements to the stormwater management system of older portions of the Village, the rehabilitation of the Village's aging water and sewer systems, and expanded transportation systems within the Village. These efforts have established a solid foundation for community improvement over the next 20 years.

Whereas the *Comprehensive Plan of 1989* was formulated to manage substantial growth, this *Comprehensive Plan 2005* focuses on guiding Grayslake to its new position as a mature, built-out community with limited opportunities for significant residential growth. Thus, this Plan focuses to a much greater degree on issues such as regional transportation links, open space and natural resource protection, economic growth, and community facilities. The *Comprehensive Plan 2005* emphasizes incremental improvements to the quality of life in order to create a cohesive Village over the need to manage growth as major residential development projects have been built and annexed into the Village. The land use section focuses on specific housing objectives designed to encourage development of housing types that are currently underrepresented, ensuring quality in non-residential development and redevelopment in key subareas that are either in the Village or are targeted for annexation, and on creation of a community focal point within the Village Center.

### **The Planning Process**

The development of the *Comprehensive Plan 2005* has involved building community understanding and consensus as to the direction of the Village's future. In order to establish the context for the Plan and a common understanding among decision makers, the update process included a review of regional issues, existing community conditions,

and an investigation of current planning practices and their possible application in Grayslake.

The plan update process also included opportunities for input from the community. At key points in this process, various community stakeholders, including the area's taxing districts, were asked to provide input on various aspects of the Plan prior to its adoption. The Comprehensive Plan Update Committee provided the Plan Commission with a draft *Comprehensive Plan Update*. The Plan Commission held a public hearing and an extended public comment period concluding with the Plan Commission recommendation for adoption. With this input, the Plan Commission finalized a draft *Comprehensive Plan Update* that was forwarded to the Village Board for their consideration and eventual adoption. The *Comprehensive Plan Update* document, along with additional subarea plans and land use policies that have been developed separately or that are being reconfirmed and carried forward from the *Comprehensive Plan of 1989* form the basis of this *Comprehensive Plan 2005*.

### **Organization of the Plan**

Comprehensive plans typically focus on land use policy, identifying appropriate locations for various land use concentrations within the Village. While land use is a component of the *Comprehensive Plan 2005*, this Plan is broader in its scope and presents the Village's specific action agenda to achieve the Village's goals and objectives in the areas of land use, transportation, open space and natural resource protection, economic development, and community facilities. The Plan is organized into the following sections:

***Introduction:*** This section of the Plan is intended to provide an overview of the reasons for preparation of a new comprehensive plan for the Village and the process that was followed in its preparation.

***Plan Objectives:*** In this section of the Plan, the Village sets forth its vision for the future and the broad strategies for achieving this vision.

***Current Context:*** This section of the Plan has been included to provide the reader, as well as current and future decision makers, with an overview of Grayslake's place in the region at the time that the *Comprehensive Plan 2005* was prepared. It describes the ways in which the Village worked to implement the objectives contained in the *Comprehensive Plan of 1989*, and the results of these actions. It underscores the continuity of the planning process as Grayslake continues to evolve.

***Land Use:*** This section describes the overall land use pattern within the Village and its future growth areas as well as the action agendas within each land use category. For certain strategic development areas, subarea plans have been prepared that provide additional guidance for property owners, potential developers and future decision makers. Development character and quality are also addressed, such as proposals for transit-oriented development for suitable locations.

***Transportation:*** While the land use pattern establishes the overall character of a community, it is the transportation system that dictates how well the development pattern functions. Transportation includes all aspects of circulation within in the community and regional linkages. These elements include streets and highways, commuter rail facilities and bicycle and pedestrian pathways. While certain improvements are regional in nature, many others are local improvements that can help to improve circulation within the Village. Included in this section of the Plan is a discussion of transit-oriented development land use policies and design standards that will enable the Village to take full advantage of existing and planned commuter rail stations.

***Open Space and Natural Resources:*** Grayslake has a long history of supporting the preservation of open space through the protection of environmentally sensitive areas including wetlands, woodlands, and other natural areas. This section of the Plan describes the actions to be undertaken in continued support of this tradition.

***Economic Development:*** Expansion of the local economy is essential if the Village and other taxing districts are to continue to improve upon the level of service that Grayslake residents expect and deserve. Expansion and diversification of the local economy is also essential to provide local schools and other units of local government with new non-homeowner tax dollars to supplement existing revenues. This section of the Plan describes the important business and industrial centers and the action agenda for strengthening these areas, which include Grayslake's Historic Downtown, Route 83 Corridor, and Route 45 Corridor. The action plan builds upon the land use recommendations contained in the Downtown Subarea Plan and the Central Range Plan to guide future land use decisions in these areas.

***Community Facilities:*** Community facilities and amenities help to sustain property values within a community and contribute to the overall quality of life. The challenge is to provide the services that businesses and residents expect and desire without placing unreasonable demands on local taxpayers. This section of the Plan describes how the Village will work with other service providers to maintain a full range of community facilities and services.

Finally, Appendices have been included that provide supplemental data, maps and exhibits intended to describe implementation tools that can be used to move the action agendas contained in this Plan forward. Included are the following: 1) Downtown Action Plan, 2) Downtown Subarea Plan, 3) Business District Development and Redevelopment Plan, 4) Route 83 Corridor Streetscape Enhancement Plan, and 5) Route 83 Business District Development and Redevelopment Plan.

## CHAPTER 2. PLAN OBJECTIVES

The *Comprehensive Plan 2005* responds to the following statement of purpose and development objectives.

**Statement of Purpose:** Build on the significant accomplishments of Grayslake and continue striving to improve the community's quality of life to the highest possible level. Make Grayslake an ideal community for people to live, work, raise families, and retire.

### Development Objectives

- Expand the local economy in order to expand the non-homeowner tax base, create jobs, provide products and services locally, and increase the overall level of economic activity.
- Expand all parts of the transportation system to handle traffic from growth in central Lake County, with emphasis on managing the burden of regional traffic on the local transportation network
- Preserve and enhance the character, aesthetics and land use composition of the downtown area
- Reduce the upward pressure on residential property tax bills by increasing non-homeowner financial resources for school districts through quality expansion of the local economy.
- Development and redevelopment projects, in the aggregate as opposed to individually, should provide a property tax surplus for area schools, allowing area schools to provide homeowner property tax relief by using a portion of this property tax surplus to lower tax rates beyond what would occur under existing laws.
- Preserve the Village's history and character while also responding to the current economic conditions and construction techniques.
- Add appropriately to the housing stock with positive financial effect on schools.
- Protect Grayslake's natural resources and open space for recreation and community use.

- Improve property values through development of additional community amenities and continued attention to vital infrastructure.

As with any comprehensive plan, the *Comprehensive Plan 2005* is intended to be a flexible guide to assist Village decision makers as they respond to changing community needs and conditions. It is not intended to be an absolute and rigid plan that quickly becomes outdated. What is critical, however, is the need to provide the necessary linkages between plan elements and compatibility of plan objectives and development policies so that efforts to move forward in one area do not work at cross purposes in another.

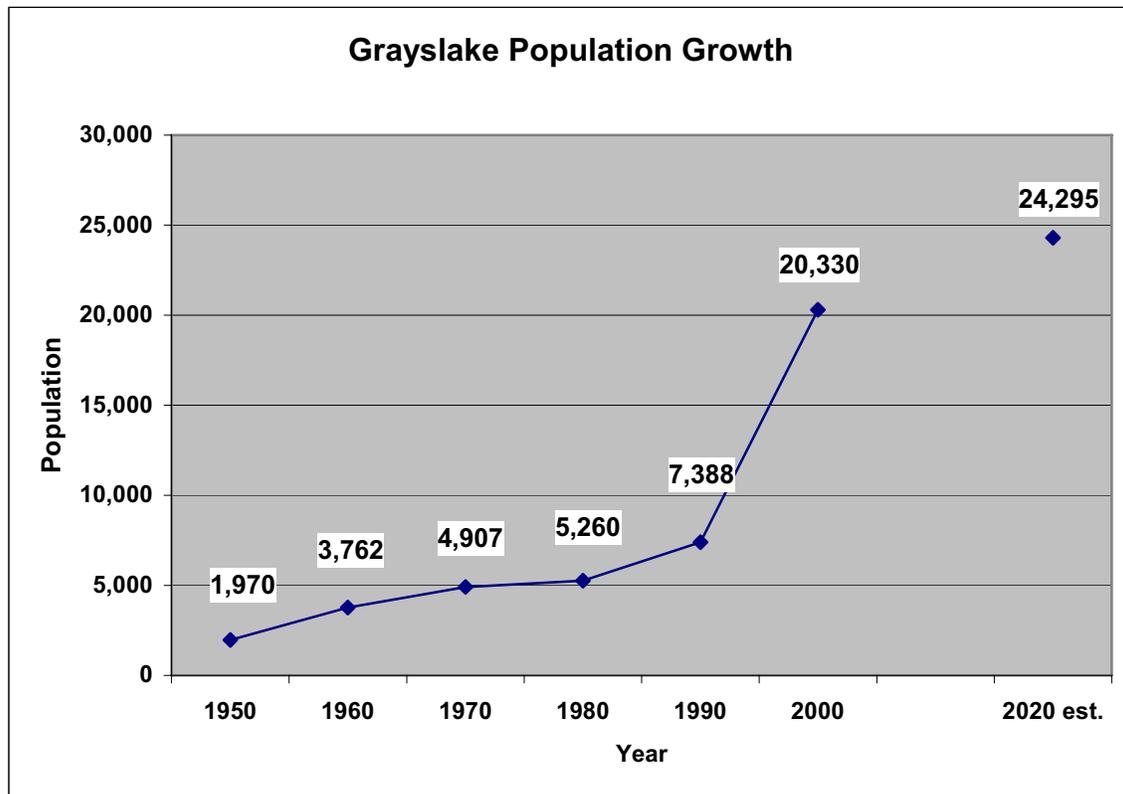
## CHAPTER 3. CURRENT CONTEXT

Grayslake, a community of 20,330 residents and home to over 600 businesses, is located in central Lake County, Illinois. Lake County is a rapidly growing county located between Chicago and Milwaukee, with Grayslake located approximately 40 miles from each of these major cities. Grayslake's location in the midst of this growth corridor has, and will continue to have, a major impact on the Village's future.

### Demographic Profile

Grayslake has experienced rapid growth over the past two decades, but is expected to grow at a steadier pace until 2020, according to the future growth forecast prepared by the Northeastern Illinois Planning Commission (NIPC) (see *Figure 1: Grayslake Population Growth*). Since 1990 the population in Grayslake has more than doubled, increasing from 7,388 residents in 1990 to 20,330 in 2000. Grayslake's population is expected to increase to 24,295 by 2020. The more modest growth anticipated between now and 2020 is the result of the buildout of available residential land in Grayslake and the lack of expansion potential through annexation.

**Figure 1: Grayslake Population Growth**

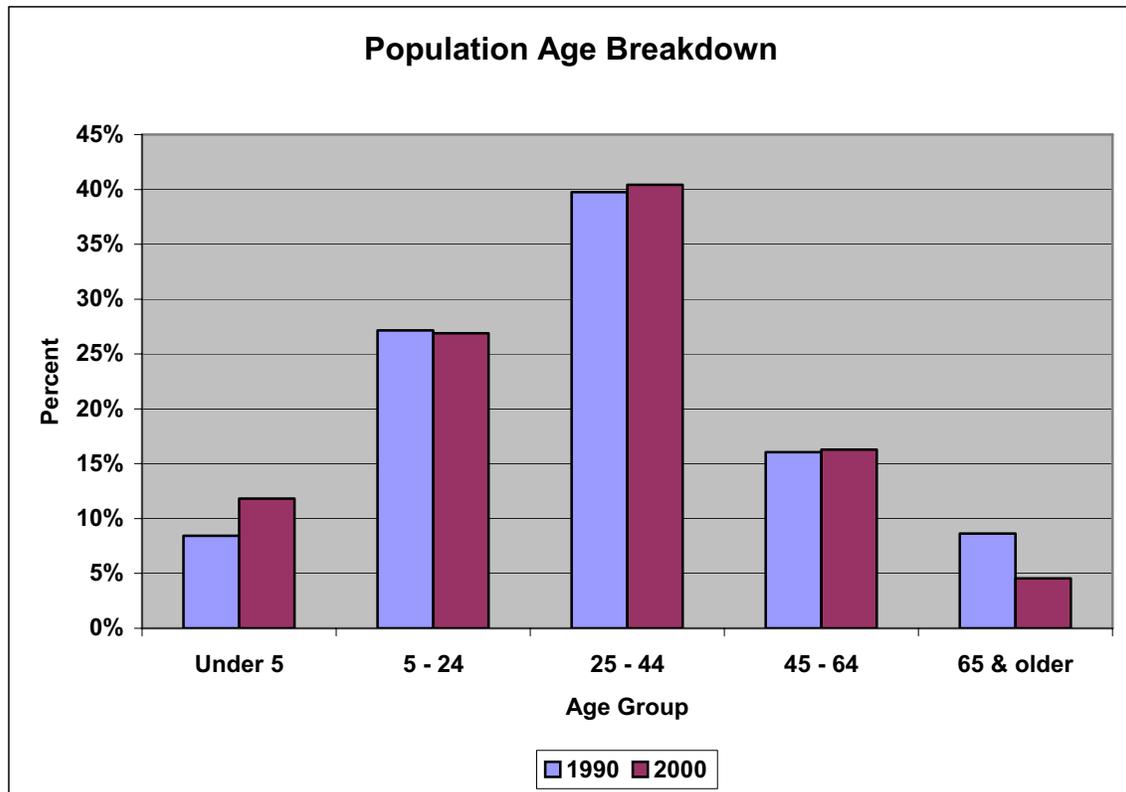


Source: U.S. Census; Northeastern Illinois Planning Commission

Community growth can take two forms. A community can annex previously developed areas or growth can come as a result of new subdivisions built on previously undeveloped sites. When previously developed areas are annexed into a community, there is often relatively little impact on school districts, because they are already serving the residents. In this circumstance, new households tax the resources of all taxing districts.

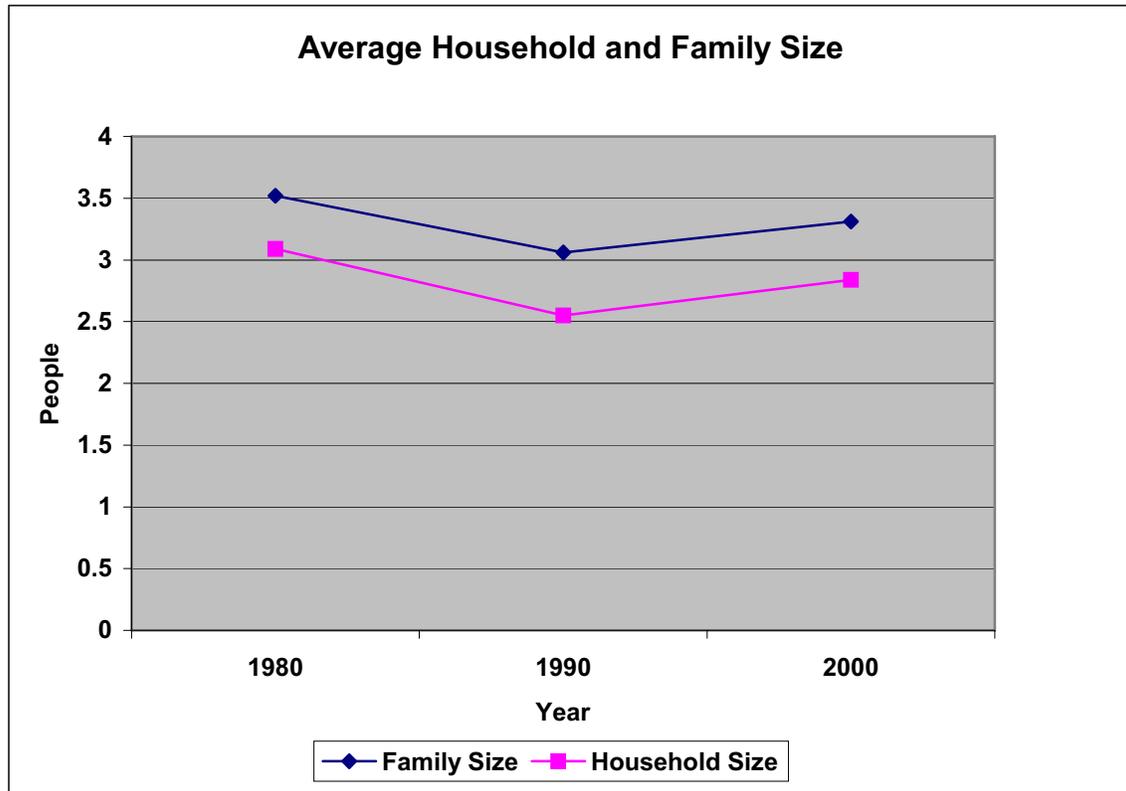
Between 1990 and 2000, while the overall population grew dramatically, the percentage of each age category as a percent of the total population was stable except for the under 5 and 65 and older age groups, as shown in *Figure 2: Population Age Distribution*. In 1990, the under 5 population represented 8.4% of the total; in 2000 it was 11.8%. This population cohort can be expected to have an impact on the local schools as it ages. The senior population (residents 65 and older) on the other hand, increased modestly in terms of real numbers (from 637 in 1990 to 841 in 2000) and experienced a sharp decline as a percent of the total population (8.6% in 1990; 4.5%) in 2000. Median age increased from 31.3 years in 1990 to 32.2 in 2000.

**Figure 2: Population Age Distribution**



Source: U.S. Census

**Figure 3: Average Household and Family Size**



Source: U.S. Census

Census figures show a drop in both family and household size between 1980 and 1990, then a slight increase by 2000. The average family size (the average number of persons who live in a family household) in Grayslake fell 13% between 1980 and 1990, from 3.52 to 3.06, then rose 8% from 3.06 in 1990 to 3.31 in 2000. It should be noted that, even though family and household size grew between 1990 and 2000, the 2000 figures are still lower than 1980 levels. Average family size for Lake County also decreased in the 1990's, and average family size was just slightly higher countywide, with an average family size of 3.33 in 2000 (see *Figure 3: Average Household and Family Size*).

Similar to average family size trends, average household size (the average number of persons who live in occupied housing units including single individuals and traditional families) in Grayslake decreased between 1980 and 1990, then rose again slightly in 2000. Average household size in Grayslake fell by 17% from 3.09 to 2.55. However, during the 1990's, the average household size increased slightly (10%) from 2.55 in 1990 to 2.88 in 2000. These trends are similar to Lake County figures, which show a decrease of in the 1990's, then slightly increasing in 2000.

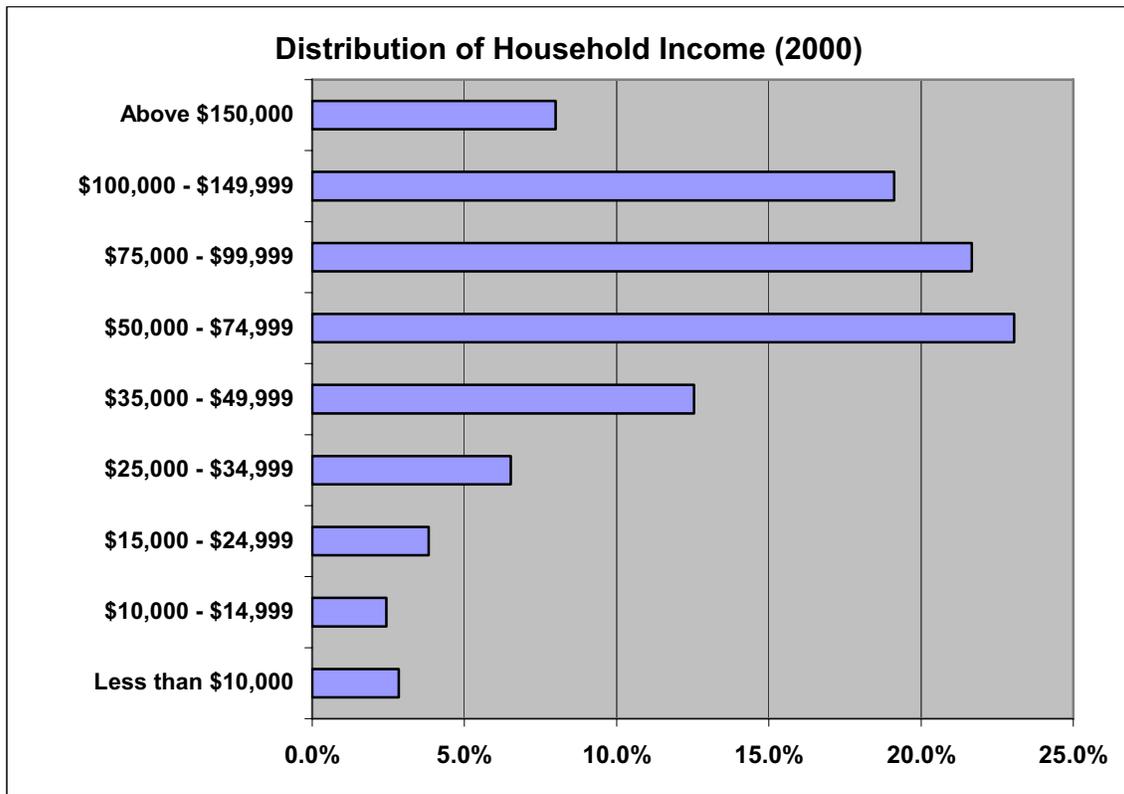
Grayslake residents are very well educated. Of residents 25 years of age and older, 94.6% are high school graduates and 50.8% have a bachelor's degree or higher. This level of educational attainment helps to explain why 52% of workers are found in management,

professional and related occupations. An additional 26.9% of workers are in sales and office occupations.

Approximately 30% of Grayslake residents were enrolled in school, including 758 children (4%) who were enrolled in nursery school or preschool and 1,020 residents (5.5%) who were enrolled in college or graduate school.

Median household income for Grayslake residents in 1999 was \$73,143 as compared with a median income for Lake County of \$66,973. *Figure 4: Distribution of Household Income* shows that most Grayslake households fall in the upper income ranges.

**Figure 4: Distribution of Household Income (2000)**



Source: U.S. Census 2000

Commute times to work for Grayslake residents have gone up, as have household size and number of autos per household. Most Grayslake workers drive to work with an average commute time of 35.7 minutes. In 1990 the average commute time was 26.4 minutes, an increase of 26%. Automobile ownership has also changed since the 1990 Census, as shown in *Table 1: Vehicles per Household*. Not only has there been a significant increase in the number of households as a result of new residential development, but many more households have at least two cars. However, the number of households with three or more cars has dropped 6.1% since 1990.

**Table 1: Vehicles per Household**

Vehicles per Household	1990		2000	
	Number	Percent	Number	Percent
None	157	5.4%	195	3.0%
1	937	32.3%	1,630	25.0%
2	1,292	44.5%	3,956	60.6%
3 or More	511	17.6%	752	11.5%

Source: U.S. Census 2000

### Housing Characteristics

Grayslake is primarily a single-family residential community, with detached single-family units making up 67.8% of all housing units. According to the 2000 U.S. Census, there were 6,633 housing units in Grayslake. The distribution of housing by type of unit is shown in *Table 2: Distribution of Housing Units by Type of Structure*. Note that the term “1-unit attached dwellings” refer to townhouses, row houses and other side-by-side units. Two-unit buildings are buildings in which units are stacked vertically.

**Table 2: Distribution of Housing Units by Type of Structure**

Units in Structure	Number of Units	Percent of Total
1-unit detached	4,495	67.8%
1-unit attached	945	14.2%
2 units	121	1.8%
3 or 4 units	103	1.6%
5 to 9 units	268	4.0%
10 to 19 units	539	8.1%
20 or more units	155	2.3%
Mobile home	7	0.1%
<b>Total</b>	<b>6,633</b>	<b>99.9%</b>

Source: U.S. Census 2000

The percentage of those who live in renter-occupied units in Grayslake has decreased significantly since 1990, as shown in *Table 3: Housing Occupancy*. Most households live in owner-occupied units (78.5%). Renters account for 21.5% of Grayslake households, a dramatic decrease from the 1990 percentage of 40.6%. Although there were 376 rental units added during the decade, owner-occupied units grew at a much more rapid pace.

**Table 3: Housing Occupancy**

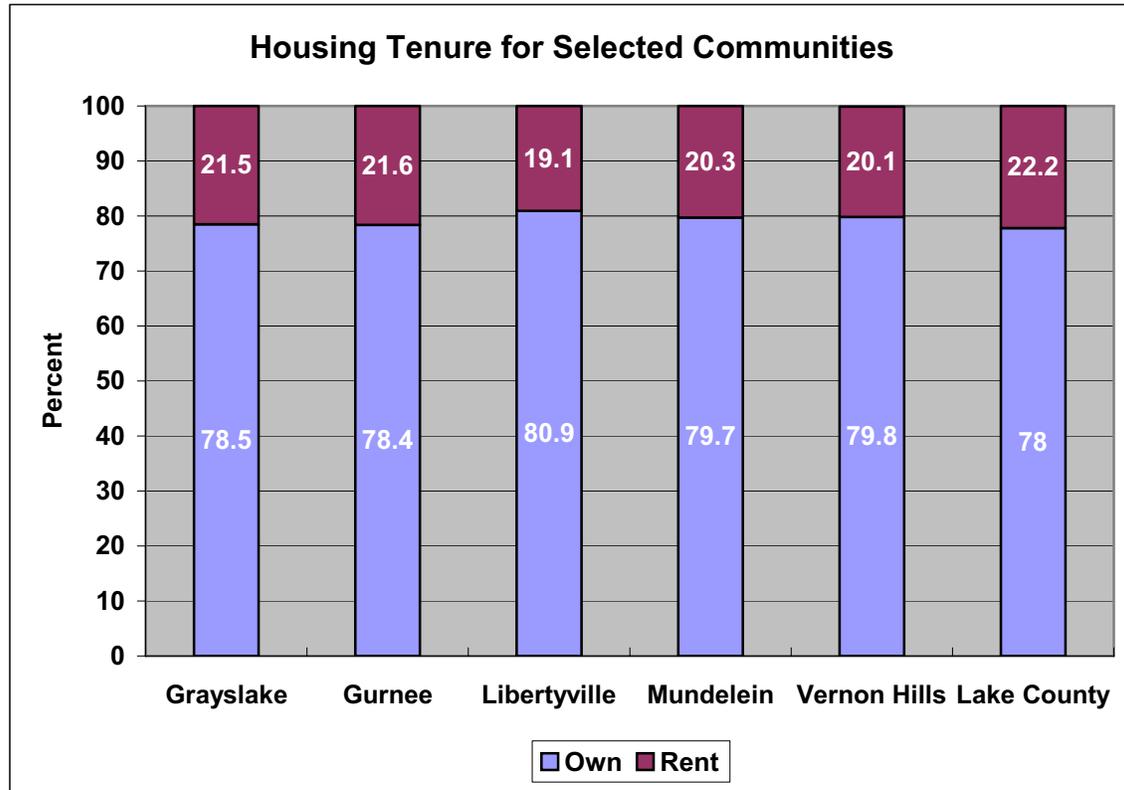
Housing Tenure	1990		2000	
	Number	Percent	Number*	Percent
Owner-Occupied	1,721	59.4%	5,103	78.5%
Renter-Occupied	1,176	40.6%	1,400	21.5%
Total	2,897	100.0%	6,503	100.0%

\* Excludes vacant units at the time of the Census survey.

Source: U.S. Census 2000

As illustrated in *Figure 5: Housing Tenure for Selected Communities*, Grayslake’s owner/renter housing occupancy distribution is virtually the same as figures from Lake County and other nearby municipalities.

**Figure 5: Housing Tenure for Selected Communities**



Source: U.S. Census 2000

According to the 2000 U.S. Census, median housing value for owner-occupied units in Grayslake was \$192,200, which is slightly lower than the Lake County median of \$198,200 (see *Table 4: Value of Owner-Occupied Housing Units*). On the other hand, median rent for Grayslake’s rental units at \$820 per month was significantly higher than Lake County’s median rent of \$742 per month.

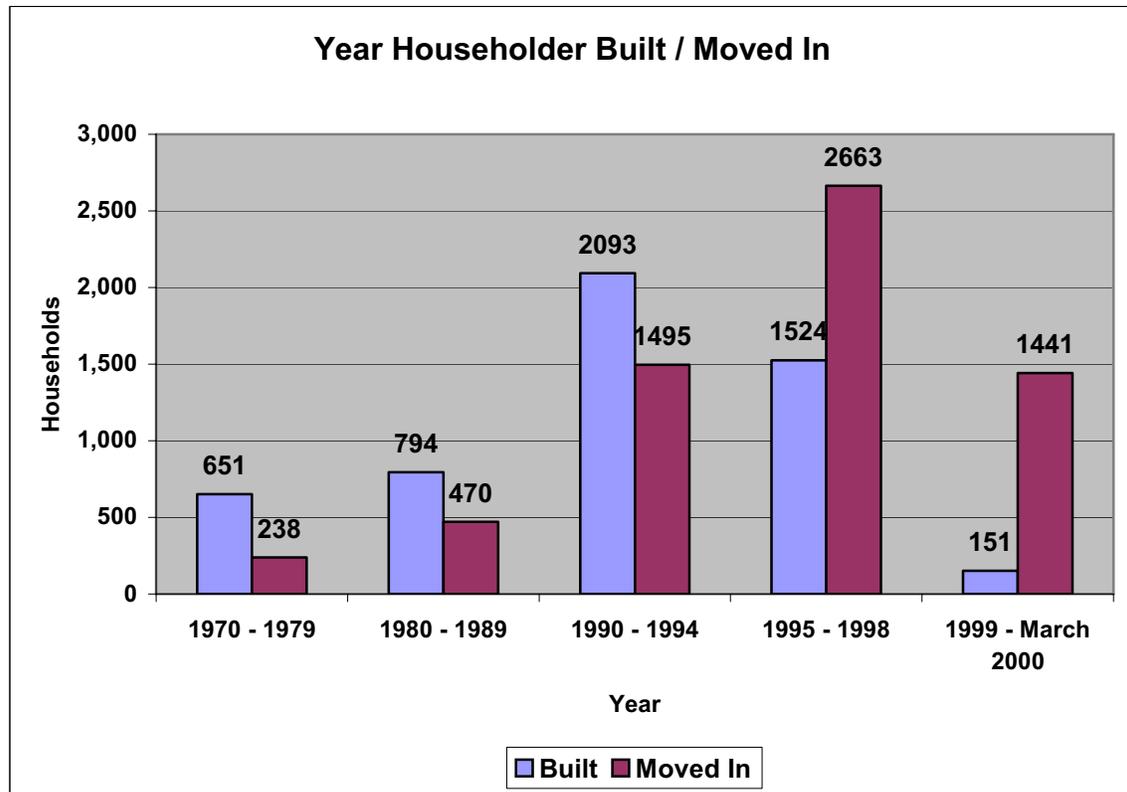
**Table 4: Value of Owner-Occupied Housing Units**

Unit Value	Grayslake		Lake County	
	Number	Percent	Number	Percent
Less than \$50,000	24	0.5%	656	0.4%
\$50,000 to \$99,999	151	3.1%	13,633	9.0%
\$100,000 to \$149,999	1,163	23.6%	33,678	22.4%
\$150,000 to \$199,999	1,296	26.3%	28,218	18.7%
\$200,000 to \$299,999	1,954	39.7%	32,930	21.9%
\$300,000 to \$499,999	312	6.3%	26,024	17.3%
\$500,000 to \$999,999	24	0.5%	12,412	8.2%
\$1,000,000 or More	-	-	3,112	2.1%
Median (dollars)	<b>\$192,900</b>		<b>\$198,200</b>	

Source: U.S. Census 2000

More than half of Grayslake’s housing stock has been built since 1990. This emphasis on new construction is also reflected in statistics on the year in which the householder moved into the dwelling unit, as shown in *Figure 6: Comparison of Unit Age and Year Householder Moved into Unit*. Most residents are relatively recent arrivals to Grayslake, with 85.3% of residents having moved into their units since 1990.

**Figure 6: Comparison of Unit Age and Year Householder Moved into Unit**

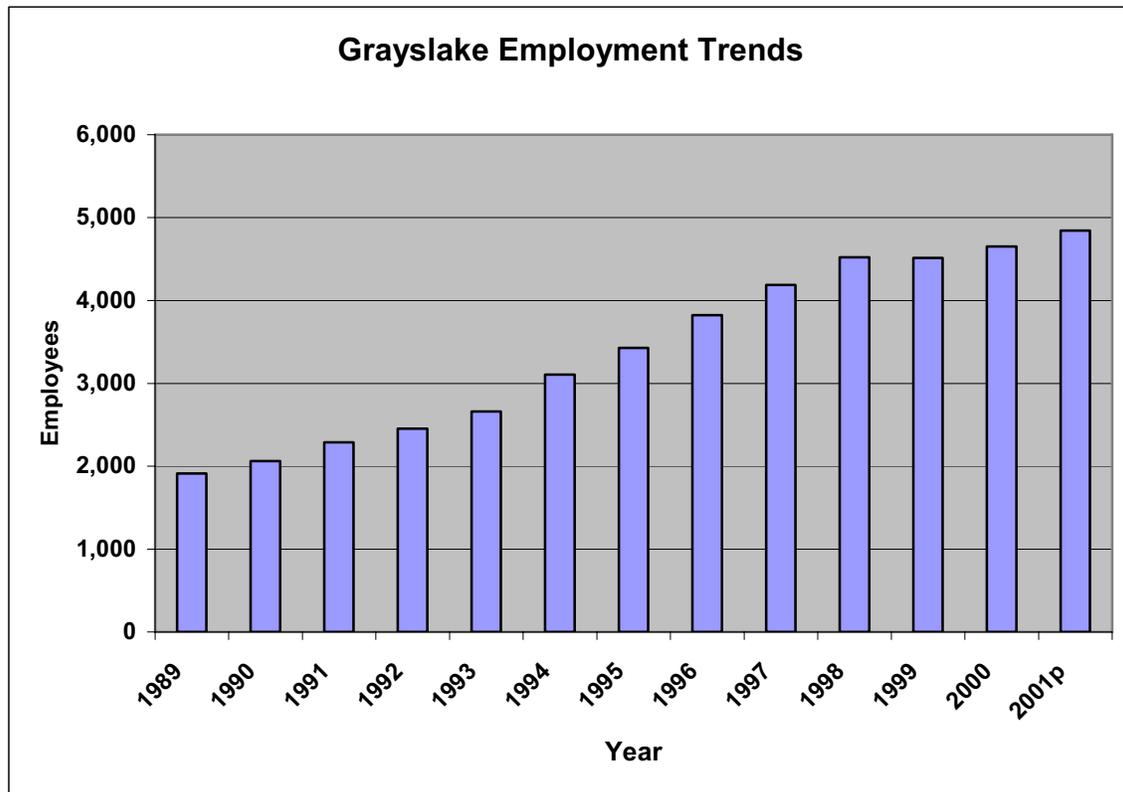


Source: U.S. Census

## Economic Base

Grayslake's economic base includes approximately 600 local businesses. As shown in *Figure 7: Grayslake Employment Trends*, the number of jobs in Grayslake has grown steadily over the last decade, more than doubling since 1989.

**Figure 7: Grayslake Employment Trends**



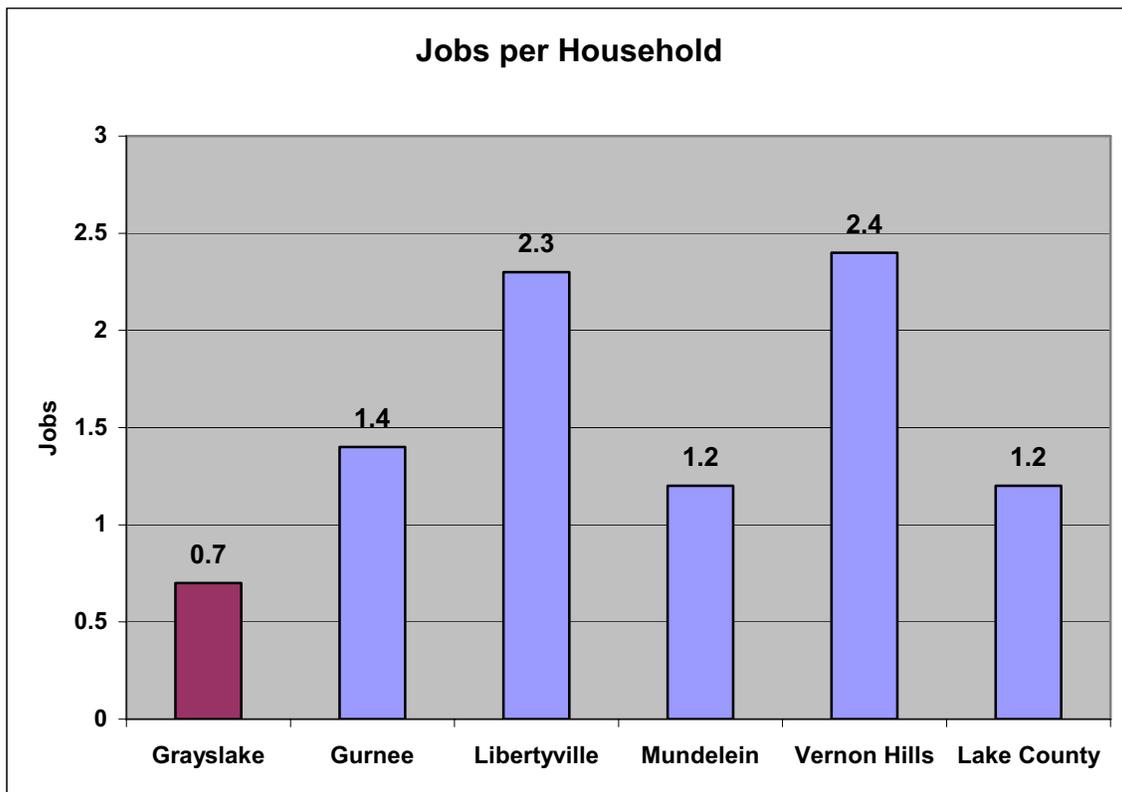
Source: Illinois Department of Employment Security

However, Grayslake remains a predominately residential community. While Grayslake businesses provide a significant number of jobs, there are still more Grayslake residents in the work force than can be accommodated by Grayslake employers. Within central Lake County, Grayslake is a net exporter of workers. Other communities like Libertyville and Vernon Hills have more jobs than can be filled by the resident labor force.

The draft "Economy and Employment" chapter of Lake County's *Regional Framework Plan 2001*, includes a "Jobs/Households Ratio" that can be used as a measure of the commercial/industrial and residential land use balance of a community. This ratio is calculated by dividing the number of jobs within a municipality by the number of households within the municipality.

Over large geographic areas the ratio tends to fall between 1.2 and 1.3. Most households include one or more workers. Thus, communities with a jobs per household ratio of less than one, like Grayslake, are net exporters of workers, while communities with a ratio over two are net importers of workers. *Figure 8: Jobs per Household* illustrates how Grayslake compares with Lake County and selected central Lake County municipalities. The data suggests that working to expand Grayslake employment base is an important land use objective.

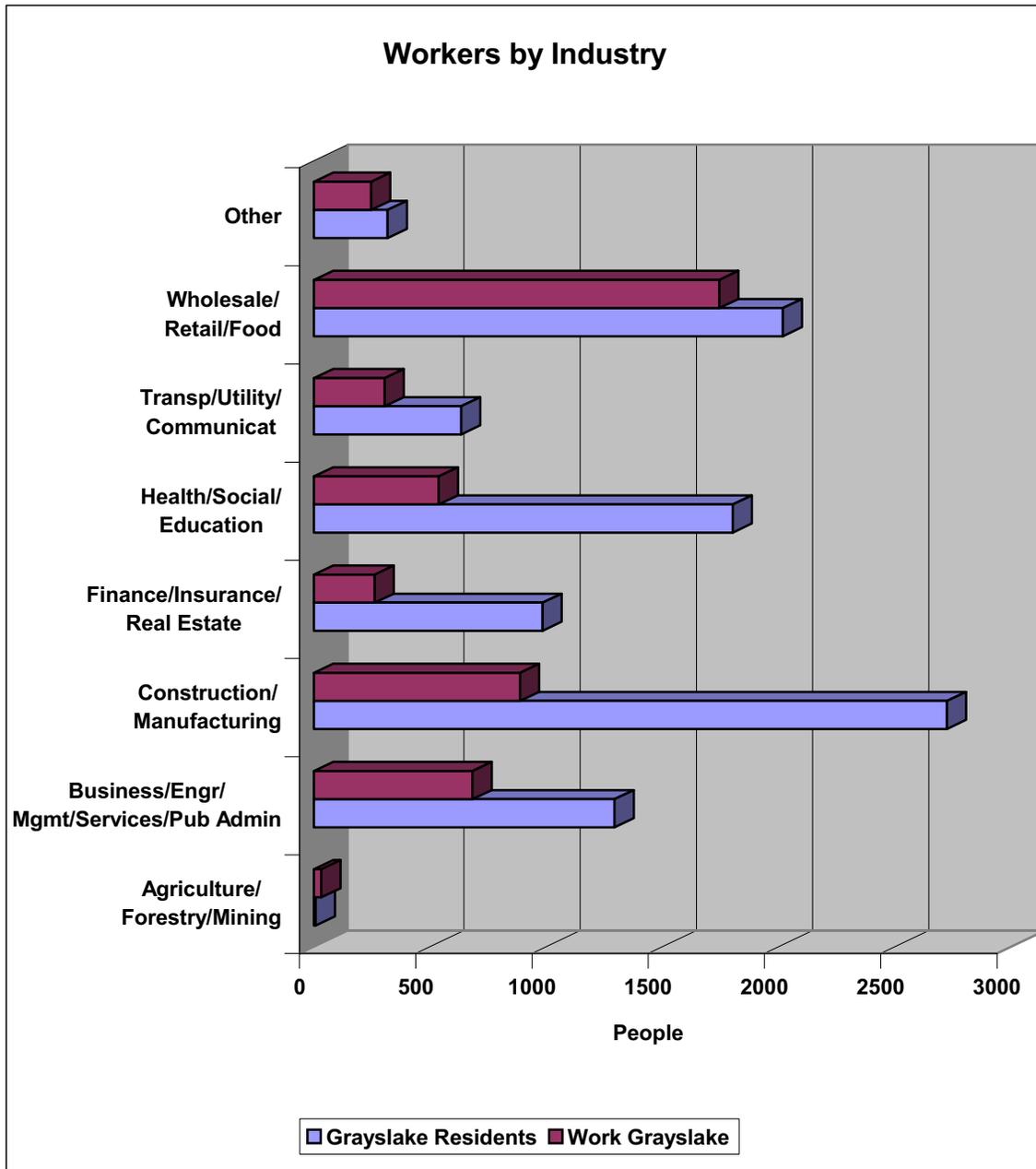
**Figure 8: Jobs per Household**



Source: Draft Lake County Regional Framework Plan 2001

*Figure 9: Workers by Industry*, compares the occupations of Grayslake residents with the jobs provided by Grayslake employers. There is a relatively close balance in the Wholesale, Retail and Food Service category and the Business Services, Engineering, Management and Related Services category. However, there are many more residents employed in the construction and health services industries than can be accommodated in local jobs. These workers must travel to jobs outside the community, placing additional strain on local transportation facilities.

**Figure 9: Workers by Industry**



Source: U.S. Census 2000; Workers Who Work

**Planning Context – Assets and Challenges**

Grayslake’s growth over the last decade is due in part to the community’s central location with respect to regional transportation systems and the countywide roadway network. These transportation advantages include:

- Close proximity (4.5 miles) to the Tri-State Tollway, placing Grayslake within 45 minutes of O'Hare International Airport (Chicago) and Mitchell Field (Milwaukee);
- Major state highways including Routes 45, 120 and 83;
- Major east/west county roadways including Washington Street and Rollins Road;
- Access to two commuter railroad lines operated by Metra at the Grayslake Lake Street station and the Libertyville/Prairie Crossing stations.

These transportation assets have helped pave the way for a significant expansion of the Village's population and expansion of the local economy. While there have been some expansions to state and county roads that have improved traffic flow, they have not kept pace with increasing central Lake County traffic volumes and lack the capacity to adequately handle future projected traffic volumes. Thus, issues involving transportation will continue to remain a focus of Village concern.

Property values have risen dramatically over the last decade as a result of the development that has occurred. The Village has been able to preserve hundreds of acres of open space and enhance the community amenities and infrastructure that form the current community context. The acquisition of Lake Michigan water has greatly improved water quality. The development of new pumping facilities to accept this water and expansion of emergency water storage from 500,000 to 5.6 million gallons has also met demands from the Village's expansion, allowing the Village to continue serving residents with a high-quality water system.

Among the challenges facing the Village and the other taxing districts that serve Grayslake has been the provision of basic public services within available financial resources. In the 1980's, Grayslake's local governments struggled to provide basic public services. In the 1990's, non-school taxing districts serving Village residents were able to enhance local service offerings as the community developed. The Grayslake Fire Protection District and Grayslake Public Library District, which serve areas inside and outside the Village, have expanded facilities and capabilities through, in part, voter approval of property tax increases.

Grayslake has developed a reputation for quality educational systems serving the community, including elementary and secondary education, the first Multi-University Center in Illinois, the College of Lake County and the Lake County High Technology Center.

In the pre-growth 1980's, declining school enrollments led to school closings and the underutilization of some schools, resulting in higher property tax rates for local taxpayers. In the growth period of the 1990's the challenges of school financing and the resulting high property tax rates continued. The combination of local growth and the growth of other area communities caused significant enrollment increases to school districts serving Grayslake residents. Between 1990 and 2000, enrollments increases for the two school districts that serve most of Grayslake were significant, as shown in *Table 5: Student Enrollment by School District*.

**Table 5: Student Enrollment by School District**

<b>Student Enrollment</b>	<b>1990</b>	<b>2003</b>
Grayslake Community High School District 127	786	1,940
Community Consolidated District 46	1,337	3,725

Source: School District 127 and School District 46

The Grayslake Community Park District has also experienced a substantial increase in the request for programs and services due to the community's growth and to changing demographics. The District has been able to meet some of this demand without resorting to property tax increases by working cooperatively with the Village, school districts and private entities. In 1999, for example, the Village took ownership of the Esper A. Peterson Foundation Family Aquatic Center and operates the facility. The Park District has also achieved intergovernmental arrangements with various school districts for classes and recreational program space. In addition, the Park District has worked cooperatively with various youth athletic associations for development of athletic fields for football, baseball, and soccer.

Property tax rates are higher in Grayslake than in some communities. Village property tax bills have risen as a result of reduced growth in state aid, the impact of the state educational spending levels and formula. Business tax base development and a substantial reduction in municipal, water agency, and other tax rates have helped make tax rates lower than they would otherwise have been. While the percentage of home values paid in property taxes in the late 1990's is no higher than in the 1980's, tax bills remain high in terms of dollar amounts due to the rapid rise in home values during the 1990's.

**Village Performance in Implementing the *Comprehensive Plan of 1989***

The *Comprehensive Plan of 1989* established the following land use objectives to guide development decisions through a major period of residential growth that occurred during the 1990s.

1. Continue the predominance of detached single-family residential use within Grayslake.
2. Support the continued vitality of the downtown area.
3. Allow the evolution of uses within the downtown area to be market driven.
4. Encourage the retention of an attractive, pedestrian scale environment within downtown Grayslake.

5. Encourage the creation of neighborhood areas which function as integral parts of the community as a whole.
6. Promote an appropriate mix of uses needed to support each neighborhood area.
7. Seek to strengthen Grayslake's economic base by attracting employment generating uses.
8. Increase the Village's tax base.
9. Ensure that all the Village's residential areas are adequately served by commercial and other support uses.
10. Maintain and preserve those existing natural and man-made resources which help to establish Grayslake's character.
11. Encourage the retention of agricultural or open space lands along Grayslake's periphery.
12. Encourage the development of "clean" light industry within Grayslake.
13. Accommodate office and commercial development in a manner that limits its adverse impact on the transportation system and residential neighborhoods.
14. Increase the development of more residential neighborhoods.

The Village adopted a number of infrastructure plans to support the community's land use objectives which were used during the development approval processes that dominated the 1990's. These included plans for water and sewer utilities, capacity improvements for roadways under the Village's jurisdiction, community stormwater management, and the revitalization of the Village's historic downtown. These land use objectives, the steps that have been taken by the Village and others to achieve them, and the results of these actions are described below. Taken as a whole, this discussion sets the stage for the recommendations that make up the *Comprehensive Plan of 2005*.

The Village has actively worked to preserve the strong historic quality embodied in its heritage neighborhood and historic downtown. As growth greatly expanded the area's customer base, private investment and public improvements caused a revitalization of the Village's downtown business district resulting in significantly lower vacancy rates and improved business activity levels. An integrated pedestrian circulation system, including an extensive greenway system connecting the Village's neighborhoods, open spaces, commercial areas and public facilities is being implemented and is nearly complete.

Quality community amenities include library services, historical museum, and numerous recreational amenities that are located in a multitude of parks located throughout the community. A large component of permanently preserved open space exists in and around the Village, including forest preserves, parks and areas preserved by covenant.

The Village was able to undertake construction of new municipal facilities needed to meet the needs of a growing community, including Village Hall, Police Department, and Public Works Department facilities without costly borrowing or property tax increases. In 2003 the Village, in cooperation with the Grayslake Fire Protection District, began construction of an additional fire station to improve response times in the Village eastern sections. In the unique agreement, the village will own the facility and the district will provide emergency response services.

Subdivisions developed in the 1990's were required to meet high standards for stormwater management. Many of these standards were subsequently adopted by the county storm water management authorities. Developers were required to oversize stormwater facilities to accept off-site stormwater flows thereby improving stormwater management in existing older neighborhoods that were susceptible to flooding. This, combined with Village capital improvements in these older areas, greatly improved the overall stormwater management system, which reduces the likelihood of structural impact flooding in these older sections of the Village.

During the 1990's, the Village experienced a substantial expansion in the local economy. Over 1,000,000 square feet of commercial, office and light industrial space has been constructed and over 2,000 jobs have been created through the addition of more than 300 new businesses to the local economy. This job expansion has resulted in the revitalization of the historic downtown and the development of new business areas and, as envisioned by the *Comprehensive Plan of 1989*, has resulted in the creation of new business areas near the intersection of Route 120 and Route 45, and within the Atkinson Road Corridor. The Village adopted the Route 83 Corridor Plan that has guided the development of new businesses within the corridor, facilitated the transition of residences to business uses, and encouraged the revitalization of existing business sites and buildings along Route 83.

The Village has made capacity improvements to major roadways under the Village's jurisdiction, including Atkinson Road, Lake Street, Center Street, and Frederick Road. The expansion of commuter rail parking facilities and rail service to the Village has also helped to slow increases in traffic congestion. However, as previously discussed, traffic remains a concern since much of it is through-traffic that does not begin or end in Grayslake.

While implementation of the *Comprehensive Plan of 1989* and other plans adopted by the Village had great impact on the Village's growth and development over the last 10 years, unique regional trends, which are largely outside the control of the Village, will be major factors in the future evolution of the Village. These trends include the following:

1. Continued population growth in the communities to the north and west of the Village. The Northeastern Illinois Planning Commission estimates that over 60,000 new residents will be living in central Lake County outside of Grayslake by 2020.

2. A continuing deficit in transportation system capacity. Central Lake County will continue to experience a deficit in transportation capacity as the area continues to experience population growth. Failure to address this deficit in meaningful ways could have a significant adverse impact on Grayslake property values and the community's ability to attract business.
3. Enrollment increase in the two school districts that serve most of Grayslake. Between 2001 and 2013, District 127 enrollment is projected to increase from 1,860 to 3,108. In District 46 enrollment in 2009 is projected to be 4,620, an increase of 20% over 2001 levels. In 2002, approximately 50% of the enrollment of District 127 and 60% of the District 46 enrollment will be from Grayslake.

The continuation of the planning policies that have improved the quality of life for Grayslake residents and new approaches to address emerging concerns form the action agenda for the future.

## **CHAPTER 4. LAND USE**

As a result of the implementation of the *Comprehensive Plan of 1989*, the Village has a varied mix of land uses (see *Figure 10: Existing Land Use Map*). The largest type of land use is preserved open space. Publicly owned, permanent open space and privately owned open space that must be preserved as a result of development approvals or other actions, total approximately 3,500 acres.

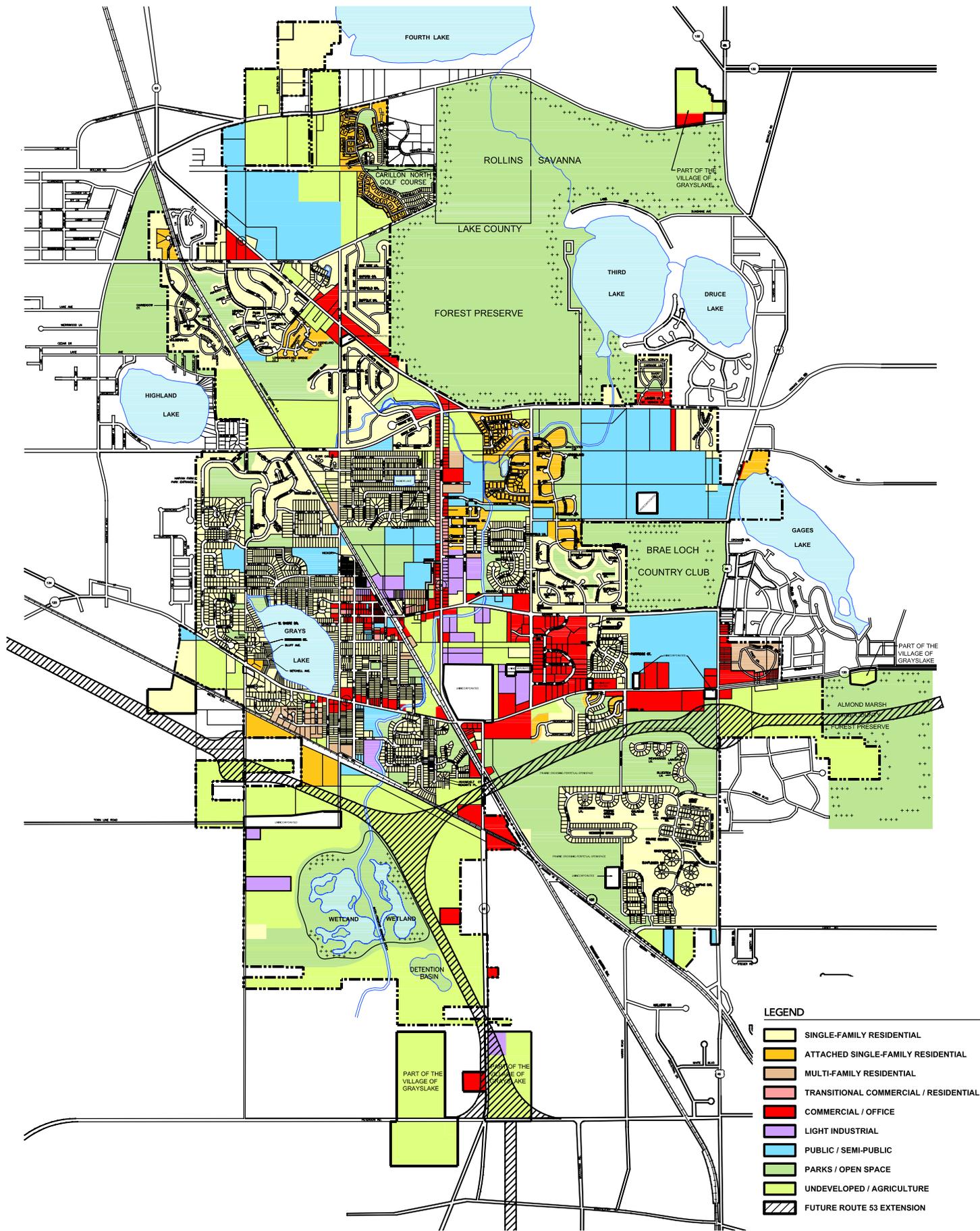
Residential land uses are primarily single-family detached units (67%) with a limited number of attached single-family units (18%). Multi-family dwelling units make up a smaller percentage of the housing stock (15%) than in many surrounding communities. Non-residential land uses of various types total approximately 20%.

### **RESIDENTIAL LAND USE**

#### ***Current Conditions***

The Village has a variety of residential architectural styles representing virtually all of the styles common in the 20<sup>th</sup> century Midwest (see *Figure 11: Pictures of Housing Types*). These styles reflect the development periods of various subdivisions in the Village. In the early decades of the Village's existence, development occurred primarily in the "Heritage Area" south of the Center Street business district and along Lake Street, (between Belvidere Road and the Wisconsin Central railroad tracks). In the 1920's and 1930's, development occurred north, south, and west of this area, including much of the area south of Belvidere Road, between Lake Street and the Avon Fremont drainage creek. In the post World War II era of the 1940's and 1950's, development occurred primarily in the Manor Subdivision and in some areas west of Lake Street. During the 1970's, residential development began to occur east of Route 83 and in the 1980's, development on the Village's western boundary began with West Trail Subdivision.

These earlier residential developments set the stage for a significant residential expansion during the 1990's in areas north of Washington Street, east of Atkinson Road, south of Belvidere Road, and on the Village's northwest boundary. Implementation of the *Comprehensive Plan of 1989* was possible through the negotiation of development agreements that significantly reduced dwelling unit counts from the densities permitted by previously approved zoning on virtually all parcels developed in the 1990's. This resulted in a substantial reduction (46%) in the Village's ultimate population from a potential 45,000 to a projected 24,295 by 2020. In line with the *Comprehensive Plan of 1989*, residential development was primarily single-family detached development and included the preservation of significant amounts of open space well in excess of the amounts preserved in previous development during the Village's history. Detached single-family development units constituted approximately 68% of these new units, with attached single-family units constituting 32%. No additional multi-family housing was approved during the 1990's.



**LEGEND**

	SINGLE-FAMILY RESIDENTIAL
	ATTACHED SINGLE-FAMILY RESIDENTIAL
	MULTI-FAMILY RESIDENTIAL
	TRANSITIONAL COMMERCIAL / RESIDENTIAL
	COMMERCIAL / OFFICE
	LIGHT INDUSTRIAL
	PUBLIC / SEMI-PUBLIC
	PARKS / OPEN SPACE
	UNDEVELOPED / AGRICULTURE
	FUTURE ROUTE 53 EXTENSION

Figure 10:  
**EXISTING LAND USE**



Figure 11:  
**PICTURES OF HOUSING TYPES**  
GRAYSLAKE COMPREHENSIVE PLAN

In the late 1990's and in the year 2000, the Village's housing stock was expanded to include senior housing in the form of the age-restricted single-family Carillon North project and the age-restricted multi-family Library Lane Senior Residences in downtown Grayslake. These projects will provide a private market housing option that was not present in the Village and will provide significant annual positive property tax revenues to school districts without cost impact.

### ***The Future***

The Village's population is projected to grow as a result of a limited amount of new residential units and expansion of the population in existing units. The Village will continue to be able to add to its mix of neighborhood types during the next 20 years while still meeting its objectives of lower overall gross acre densities and open space preservation in larger undeveloped areas and through approval of infill residential projects in areas of smaller size. However, because there will be far fewer residential development opportunities than in previous decades, it is appropriate for the Village to encourage desirable housing types that are not currently adequately represented in the Village's housing mix. New development within redevelopment sites, particularly in the downtown area, is expected to provide significant opportunities for a variety of housing types not currently found in Grayslake. It is important for the Village to exert control over the quality of the last increment of housing development. High-end housing that appeals to corporate executives and other high-income households, residential development around commuter rail stations, and condominium/rowhouse projects in the Village Center are three examples of housing types that should be encouraged (see *Figure 12: Future Land Use Plan*).

**Goal:** Enhance the Village's mix of housing/neighborhood types through development of quality new neighborhoods that provide different types of housing and the development of appropriate infill projects that help reinforce the Village's character.

Work to substantially increase the amount of non-residential land use in Grayslake, particularly commercial development. Expand residential land use only where absolutely necessary to maintain or enhance the community's economic viability and quality of life.

### ***Residential Land Use Action Plan:***

#### **A. Executive Housing**

1. Encourage the development of executive housing in price ranges not currently present in the Village's housing stock in order to provide "move up" housing for existing residents and help to encourage economic development through the provision of executive housing options for corporate executives locating their businesses in Grayslake.

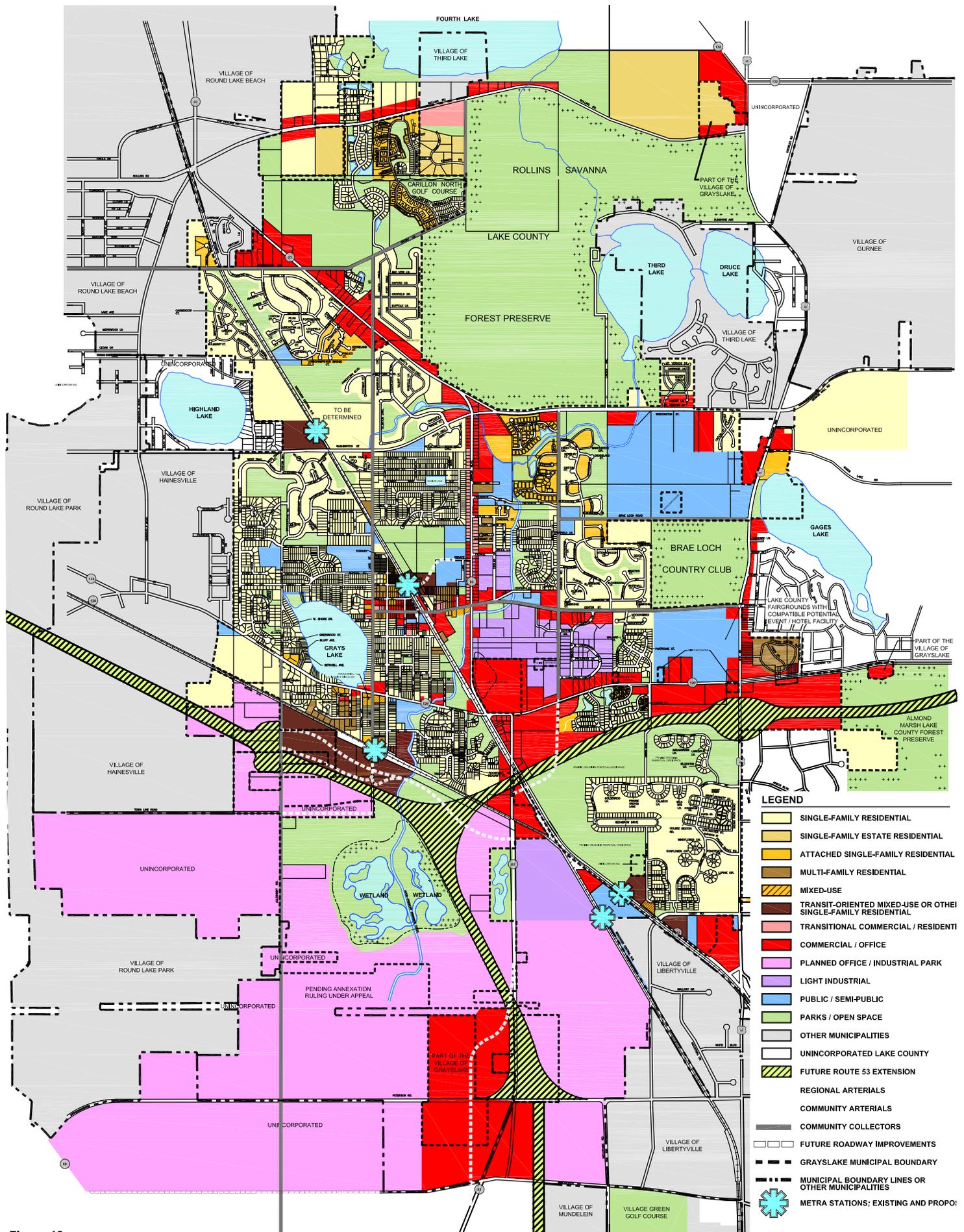


Figure 12:  
**FUTURE LAND USE**  
 GRAYSLAKE COMPREHENSIVE PLAN

Grayslake, Illinois

DATE: JUNE 2005  
 SCALE 1"=1000'

0' 500' 1000' 2000' NORTH

**CAMIROS**

Planning, Zoning, Economic Development, Landscape Art  
 411 South Wells Street, Chicago, Illinois 60607 Phone:

2. Implement the Rollins Road/Shorewood Road Subarea Plan (see *Figure 13: Rollins Road/Shorewood Road Subarea Plan*), including, primarily, lot size minimums of 12,000 square feet and preservation of a minimum of 50% of a development site in permanent open space.

B. Transit-Oriented Development (T.O.D.) and Traditional Neighborhood Development

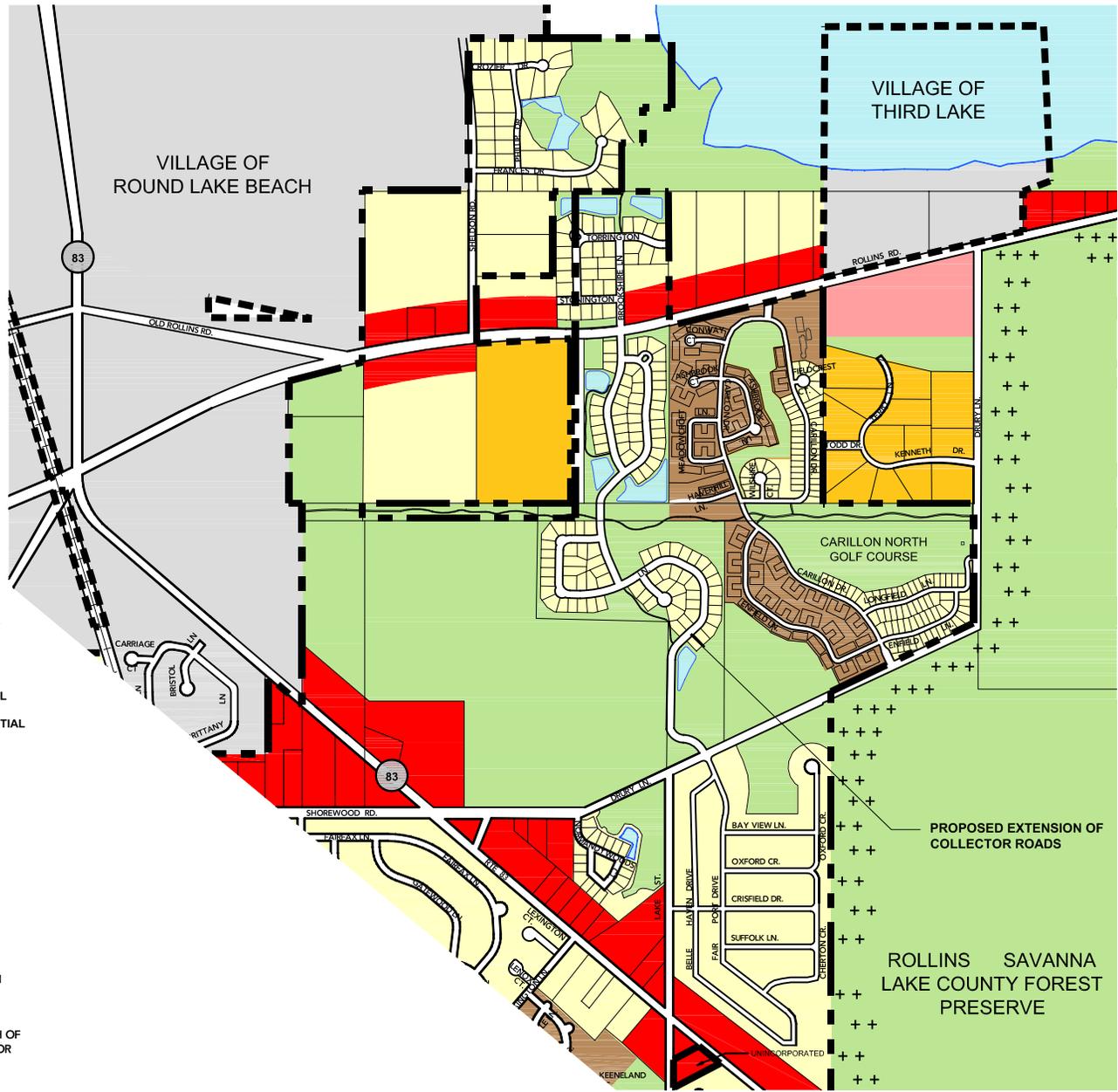
1. Encourage transit oriented development at appropriate locations (see *Figure 14: T.O.D. Location Map*), including:
  - a. Washington Street Train Station Area (see *Figures 15-17: Northwest Subarea Plan*)
  - b. Casey Road
  - c. South Lake Street
2. Approve developments that embody the concepts included in the plans for each of these transit oriented development areas.
3. As a flexible guide for development approvals, adopt guidelines including transit-oriented development concepts, as included in *Table 6: T.O.D. Design Parameters*, addressing:
  - a. design standards
  - b. amenities
  - c. commercial component
  - d. pedestrian connections
  - e. architectural standards

C. Infill Residential Development

1. Approve appropriate infill residential development that includes similar densities and housing types as adjoining residential neighborhoods.
2. As a flexible guide for development approvals, adopt guidelines for smaller-size infill residential projects.

D. Village Center Residential

1. Approve appropriate redevelopment of commercial and industrial properties in the Village Center, with condominium and other types of multi-family units. Where this redevelopment is within the downtown core area, first floor space should be occupied by business uses.



- LEGEND**
- SINGLE-FAMILY RESIDENTIAL
  - SINGLE-FAMILY ESTATE RESIDENTIAL
  - ATTACHED SINGLE-FAMILY RESIDENTIAL
  - TRANSITIONAL COMMERCIAL / RESIDENTIAL
  - COMMERCIAL / OFFICE
  - PUBLIC / SEMI-PUBLIC
  - PARKS / OPEN SPACE
  - OTHER MUNICIPALITIES
  - INCORPORATED LAKE COUNTY
  - GRAYSLAKE MUNICIPAL BOUNDARY
  - MUNICIPAL BOUNDARY LINES OR OTHER MUNICIPALITIES

- NOTES:**
- 1) IF THE APPROVED BROOKSHIRE ESTATES SUBDIVISION IS NOT DEVELOPED, AN AREA WITH COMMERCIAL DESIGNATION WOULD BE ADDED ALONG THEIR ROLLINS ROAD FRONTAGE.
  - 2) ALL AREAS DESIGNATED AS RESIDENTIAL, NORTH OF SHOREWOOD/DRURY, LAND MAY BE SUITABLE FOR NONRESIDENTIAL USES IN APPROPRIATE CONFIGURATIONS AND IF SEWER SERVICE IS AVAILABLE.

**Figure 13:**  
**FUTURE LAND USE**  
**ROLLINS ROAD / SHOREWOOD ROAD SUBAREA PLAN**  
**GRAYSLAKE COMPREHENSIVE PLAN**  
**Grayslake, Illinois**

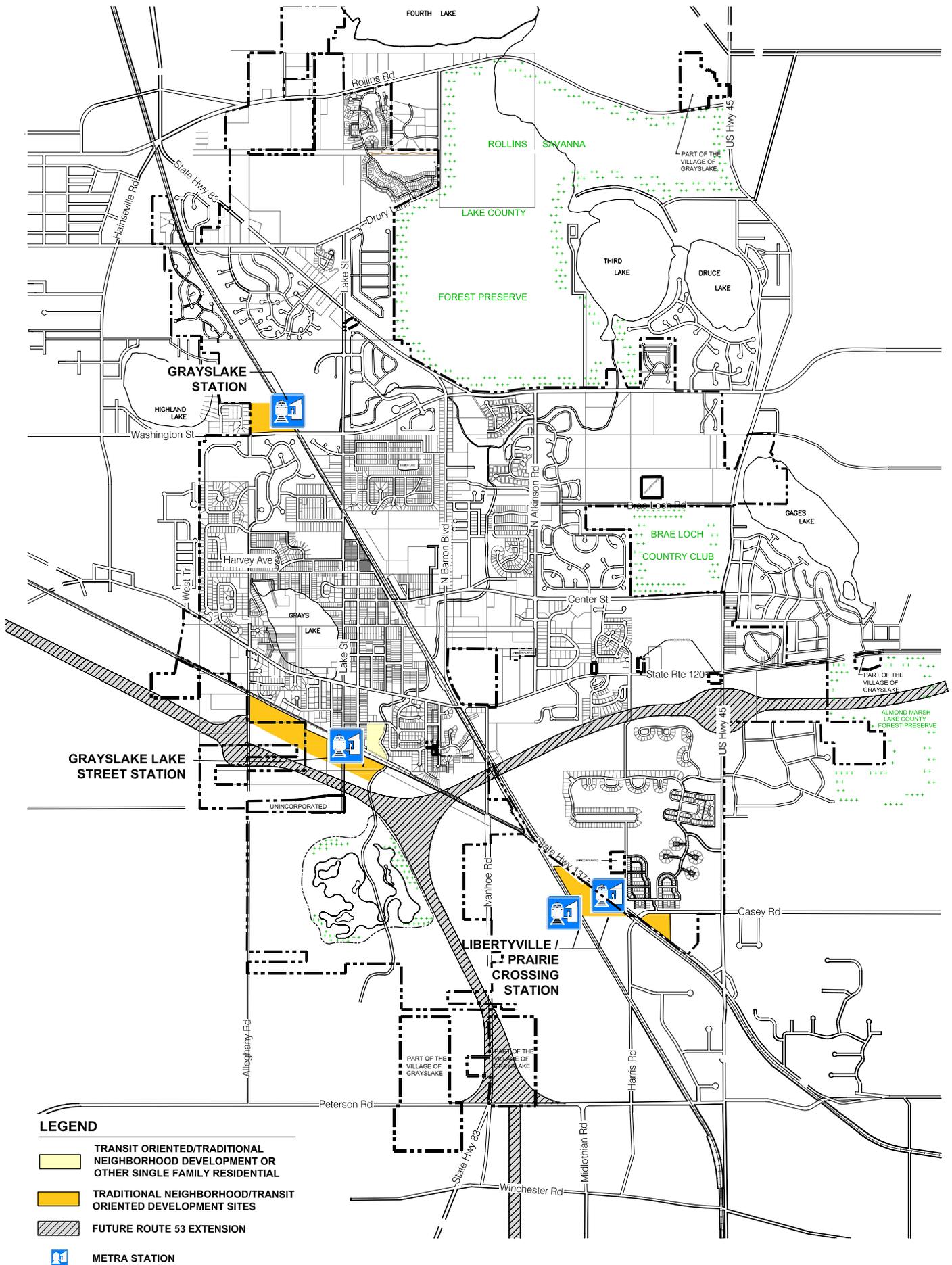
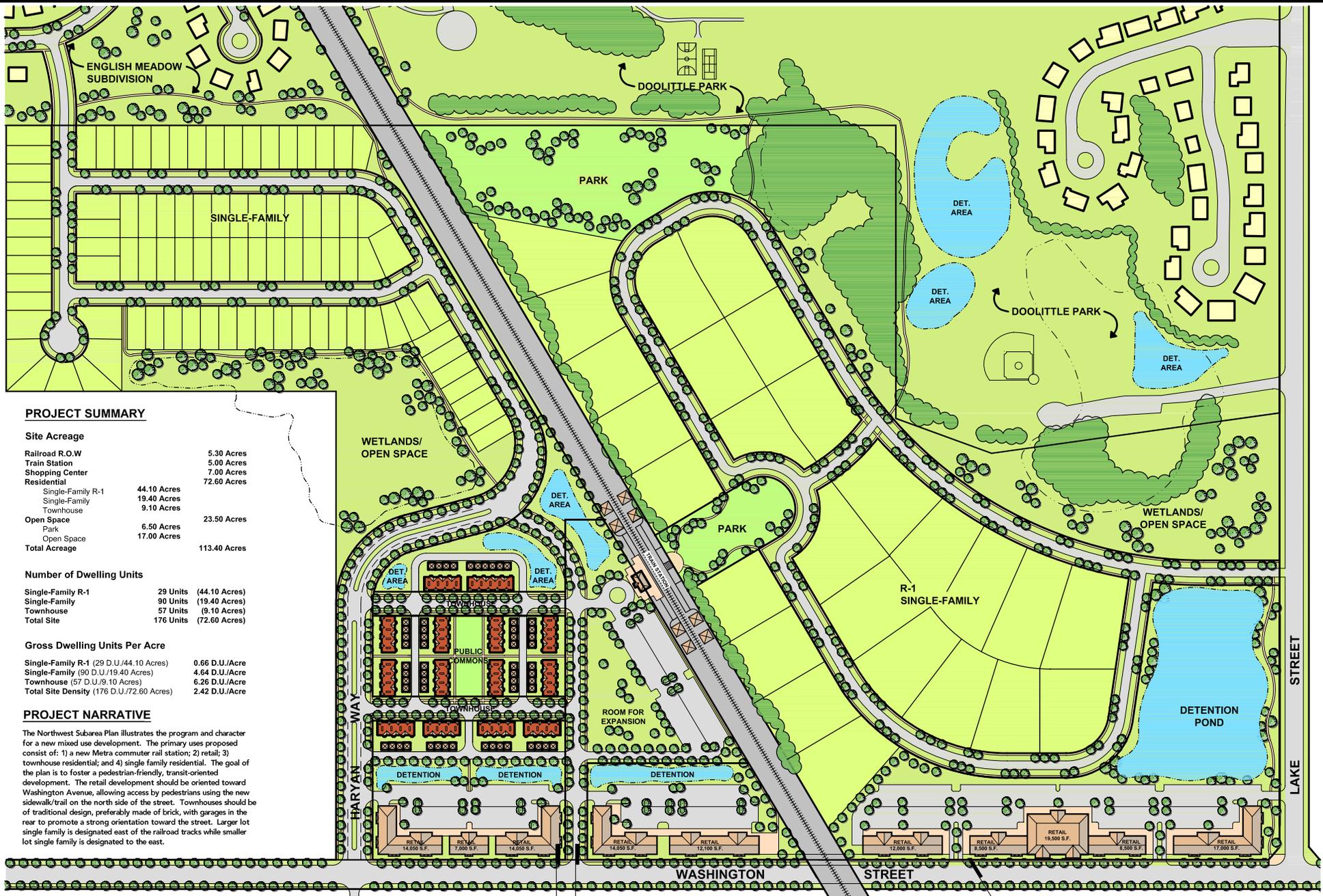


Figure 14:  
**T.O.D. LOCATION MAP**



**PROJECT SUMMARY**

**Site Acreage**

Railroad R.O.W	5.30 Acres
Train Station	5.00 Acres
Shopping Center	7.00 Acres
Residential	72.60 Acres
Single-Family R-1	44.10 Acres
Single-Family	19.40 Acres
Townhouse	9.10 Acres
Open Space	23.50 Acres
Park	6.50 Acres
Open Space	17.00 Acres
<b>Total Acreage</b>	<b>113.40 Acres</b>

**Number of Dwelling Units**

Single-Family R-1	29 Units	(44.10 Acres)
Single-Family	90 Units	(19.40 Acres)
Townhouse	57 Units	(9.10 Acres)
<b>Total Site</b>	<b>176 Units</b>	<b>(72.60 Acres)</b>

**Gross Dwelling Units Per Acre**

Single-Family R-1 (29 D.U./44.10 Acres)	0.66 D.U./Acre
Single-Family (90 D.U./19.40 Acres)	4.64 D.U./Acre
Townhouse (57 D.U./9.10 Acres)	6.26 D.U./Acre
<b>Total Site Density (176 D.U./72.60 Acres)</b>	<b>2.42 D.U./Acre</b>

**PROJECT NARRATIVE**

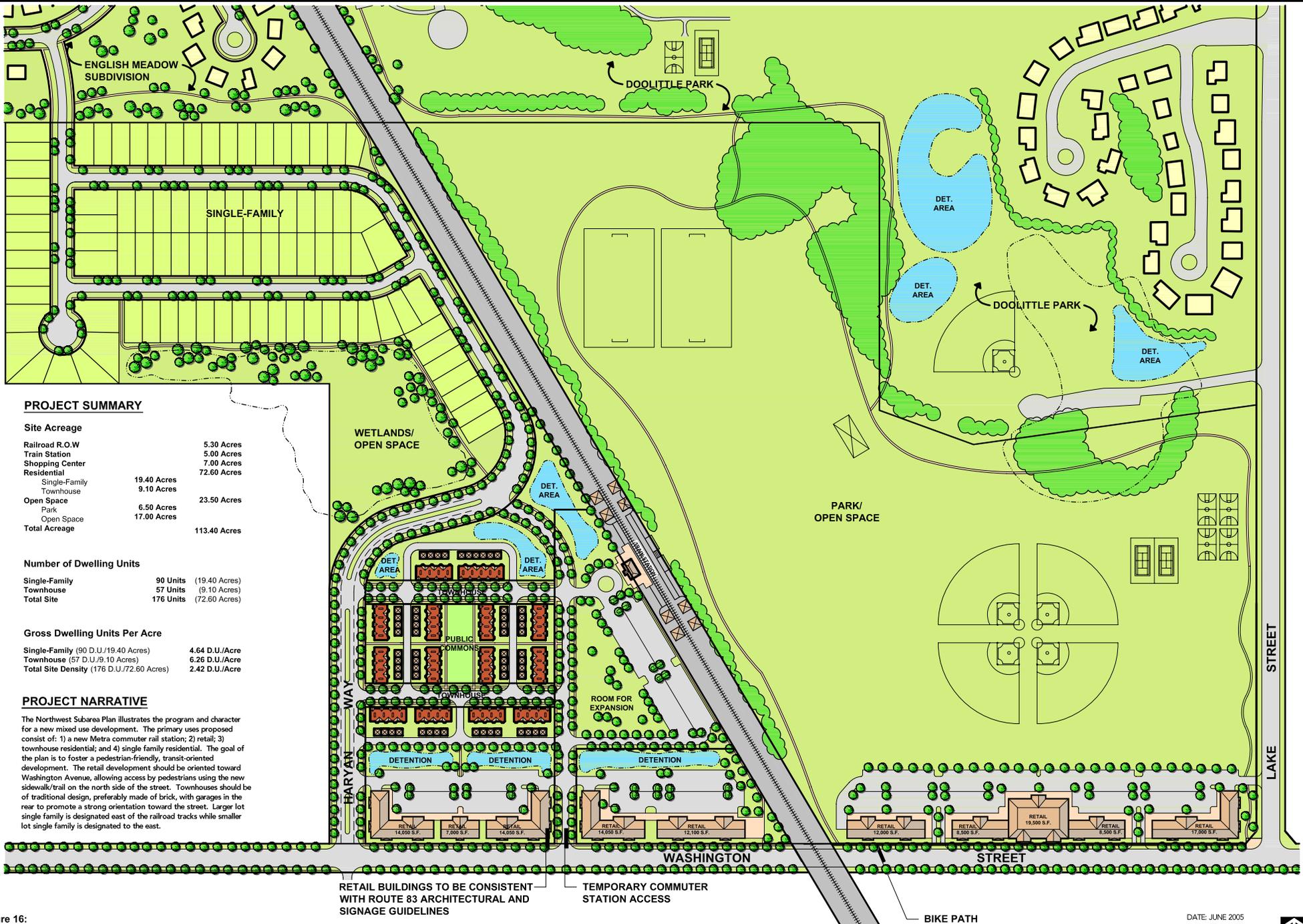
The Northwest Subarea Plan illustrates the program and character for a new mixed use development. The primary uses proposed consist of: 1) a new Metra commuter rail station; 2) retail; 3) townhouse residential; and 4) single family residential. The goal of the plan is to foster a pedestrian-friendly, transit-oriented development. The retail development should be oriented toward Washington Avenue, allowing access by pedestrians using the new sidewalk/trail on the north side of the street. Townhouses should be of traditional design, preferably made of brick, with garages in the rear to promote a strong orientation toward the street. Larger lot single family is designated east of the railroad tracks while smaller lot single family is designated to the east.

RETAIL BUILDINGS TO BE CONSISTENT WITH ROUTE 83 ARCHITECTURAL AND SIGNAGE GUIDELINES

TEMPORARY COMMUTER STATION ACCESS

BIKE PATH

Figure 15:  
**NORTHWEST SUBAREA CONCEPT PLAN - ALTERNATE A**



**PROJECT SUMMARY**

**Site Acreage**

Railroad R.O.W	5.30 Acres	
Train Station	5.00 Acres	
Shopping Center	7.00 Acres	
Residential	72.60 Acres	
Single-Family	19.40 Acres	
Townhouse	9.10 Acres	
Open Space	23.50 Acres	
Park	6.50 Acres	
Open Space	17.00 Acres	
<b>Total Acreage</b>	<b>113.40 Acres</b>	

**Number of Dwelling Units**

Single-Family	90 Units	(19.40 Acres)
Townhouse	57 Units	(9.10 Acres)
<b>Total Site</b>	<b>176 Units</b>	<b>(72.60 Acres)</b>

**Gross Dwelling Units Per Acre**

Single-Family (90 D.U./19.40 Acres)	4.64 D.U./Acre
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<b>Total Site Density (176 D.U./72.60 Acres)</b>	<b>2.42 D.U./Acre</b>

**PROJECT NARRATIVE**

The Northwest Subarea Plan illustrates the program and character for a new mixed use development. The primary uses proposed consist of: 1) a new Metra commuter rail station; 2) retail; 3) townhouse residential; and 4) single family residential. The goal of the plan is to foster a pedestrian-friendly, transit-oriented development. The retail development should be oriented toward Washington Avenue, allowing access by pedestrians using the new sidewalk/trail on the north side of the street. Townhouses should be of traditional design, preferably made of brick, with garages in the rear to promote a strong orientation toward the street. Larger lot single family is designated east of the railroad tracks while smaller lot single family is designated to the east.

Figure 16: **NORTHWEST SUBAREA CONCEPT PLAN - ALTERNATE B**



**TOWNHOUSE RESIDENTIAL**

Photographic Source: *The New Urbanism* by Peter Katz

Photographic Source: *The New Urbanism* by Peter Katz



**COMMERCIAL DEVELOPMENT**

Photographic Source: *The New Urbanism* by Peter Katz



**SITE AMENITIES**

Figure 17:

# NORTHWEST SUBAREA ARCHITECTURAL GUIDELINES

GRAYSLAKE COMPREHENSIVE PLAN

Grayslake, Illinois

DATE: JUNE 2005

**CAMIROS**

Planning, Zoning, Economic Development, Landmarks Administration  
311 South Main Street, Chicago, Illinois 60607 Phone: (312) 762-0271

**Table 6:**  
**T.O.D. DESIGN PARAMETERS**

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The following material provides an overview of transit-oriented design (TOD) principles included in the Village’s Transit-Oriented Development Ordinance that would apply to the planning and design of any TOD development within the village. This material is taken from the Village’s Traditional Neighborhood Development ordinance and serves to inform the reader on current TOD policy.

**PURPOSE**

The purpose of the Village’s Traditional Neighborhood Development ordinance is to promote the development of functionally integrated, dynamic neighborhoods that minimize traffic congestion, infrastructure investments and environmental degradation. Such neighborhoods would also provide a rich and rewarding lifestyle that would be a preferred alternative for some residents.

**APPLICABILITY**

TOD design parameters represent an alternate set of development standards that would apply to land within 2,000 linear feet of a commuter rail station.

**MIX OF USES**

The harmonious mix of uses is central to TOD development. New neighborhood development would consist of residential, commercial/mixed use and open space uses. Key land use principles include:

- Residential Uses: Should incorporate a variety of dwelling unit types.
- Commercial/Mixed Use: Small scale commercial and office uses (not more than 10,000 s.f.) are desirable elements of TOD neighborhoods.
- Open Space: Open space uses, such as natural or scenic corridors, conservation areas, community parks, are essential to well functioning TOD neighborhoods to balance densities greater than that of conventional development.

**DESIGN STANDARDS**

TOD neighborhoods need to have higher standards for site planning and architectural design. Key design standards include:

- Grid street layout with traffic calming and blocks not longer than 500 feet.
- Smaller buildings setbacks designed to encourage strong street orientation.
- Integrated system of sidewalks/paths, especially to transit stations.
- Strong architectural standards, with an emphasis on pedestrian friendly design.
- Landscape and streetscape design improvements to unify the neighborhood.
- Tasteful signage standards and lighting standards to promote safety.

2. *Figure 18: Downtown Architectural Guidelines*, provides examples of architectural design development character consistent with the vision of the downtown and larger Village Center.

## **AFFORDABLE HOUSING**

The need for affordable housing was recently addressed by the Affordable Housing Planning and Appeal Act, Public Act 93-0595. The purpose of the Act is to “encourage counties and municipalities to incorporate affordable housing within their housing stock sufficient to meet the needs of their county or community.” According to Section 25 of the Act, prior to July 1, 2004, all non-exempt local governments must approve an affordable housing plan. Therefore, determination must be made if the Village of Grayslake is currently an exempt or non-exempt local government.

The Act requires that certain calculations be made regarding the cost and affordability of housing in the community, both owner-occupied and rental. The Act defines affordable owner-occupied housing units and affordable rental units differently. Affordable owner-occupied housing units are those units that are affordable to households with a gross household income that is less than 80% of the median household income within the County. Affordable rental units are those units that are affordable to households with a gross household income of not more than 60% of the median household income within the County. In the case of both ownership and rental housing, housing costs must constitute no more than 30% of household income. The determination of whether a community is exempt is made by totaling the number of owner-occupied and rental units. To qualify as an “exempt local government”, there must be not less than 10% of the total housing stock in the municipality that meet the affordable housing criteria explained above. The Act allows for the use of data from the most current U.S. Census in making findings on the availability of affordable housing.

According to the Act, at least 10% of the total year-round housing units must be affordable, as determined by the Illinois Housing Development Authority to be an “exempt local government”. According to the Census, Grayslake has a total of 6,633 total housing units. Therefore, approximately 663 housing units would be required to be affordable.

### ***Owner-Occupied Housing***

The median annual household income of Lake County is \$66,973, and a household that earns 80% of that amount would have a median gross income of approximately \$53,578 per year. According to Section 15 of the Act, owner-occupied housing that is affordable means housing in which mortgage, taxes and fees constitute no more than 30% of gross household income. As a result, housing costs for households at this income threshold should be about \$1,340 per month. This amount translates to an owner-occupied unit with a value of approximately \$114,000, allowing for taxes, fees, and interest. According to the Census, approximately 2.6 percent of the total housing units in Grayslake, or 175 units, are considered affordable owner occupied housing units, valued at less than \$100,000 (see *Table 7: Value of Owner-Occupied Housing*).



### CONDOMINIUM RESIDENTIAL

CONDOMINIUM RESIDENTIAL SHOULD BE DESIGNED AS SMALL SCALE BUILDINGS. BUILDINGS SHOULD BE ORIENTED TOWARD THE STREET WITH PARKING AND SERVICE IN THE REAR. FRONT FACADES SHOULD HAVE DECORATIVE STONEMARK, BOLDNESS, PITCHED ROOFS ARE STRONGLY ENCOURAGED.



### COMMERCIAL RESIDENTIAL MIXED USE

THIS WILL BE THE TYPICAL FORM OF DEVELOPMENT IN AND AROUND THE CORE AREA. THE FIRST FLOOR COMMERCIAL SPACE SHOULD BE EMPHASIZED THROUGH ACCENTS ON WINDOW TREATMENT, AWNINGS/CANOPES AND SIGNAGE. UPPER STORY RESIDENTIAL SPACE SHOULD BE ACCENTED WITH PITCHED ROOFS, FINALS, CORNICES, BAY WINDOWS AND OTHER FEATURES. POCESSED BRICKS SHOULD BE PERMITTED WHILE PROJECTING BALCONIES SHOULD NOT.



### TOWNHOUSE RESIDENTIAL

TOWNHOUSE DEVELOPMENT SHOULD BE DESIGNED TO FORM NEIGHBORHOODS. PRIVATE STREETS WITHIN THE DEVELOPMENT CAN BE SIZED SMALLER THAN PUBLIC STREETS, CREATING A MORE INTIMATE SETTING. BUILDINGS SHOULD BE OF TRADITIONAL DESIGN WITH FULL MASONRY EXTERIORS. GARAGES SHOULD BE A MIX OF ATTACHED AND DETACHED. SMALL COMMON GREEN SPACES SHOULD BE DESIGNED AS FOCAL POINTS.



### SINGLE FAMILY RESIDENTIAL

SMALL LOT SINGLE FAMILY IS A VIABLE HOUSING FORM IN THE DOWNTOWN. IT CAN PROVIDE FOR SINGLE FAMILY LIFESTYLES AT A DENSITY CLOSE TO THAT OF TOWNHOUSES. IT IS IMPORTANT THAT EACH OF THE HOUSES HAVE DISTINCT FACADE DESIGNS TO AVOID LOOKING LIKE TRACT HOUSING. THE TYPICAL LOT SIZE WOULD BE 35'x 105'. HOWEVER, VARIETY IN LOT WIDTH IS ENCOURAGED TO CREATE VARIETY IN THE FRONT FACADES. BOTH BRICK AND WOODSIDING ARE APPROPRIATE EXTERIOR MATERIALS. THE COMBINATION OF MATERIALS MUST BE CAREFULLY INTEGRATED.



### OVERVIEW OF DOWNTOWN ARCHITECTURAL GUIDELINES

ARCHITECTURAL AND DESIGN GUIDELINES ARE ONE OF THE KEYS TO SUCCESSFUL DOWNTOWN IMPROVEMENT. THE DOWNTOWN'S APPEAL IS ONE PRIMARILY TO ITS CHARACTER AND ITS RELATIONSHIP TO COMMUNITY HERITAGE. NEW DEVELOPMENT THAT IS NOT SYMPHETIC TO THE VISUAL CHARACTER OF THE DOWNTOWN WILL DIMINISH ITS APPEAL AND ITS VITALITY.

THE EXISTING CHARACTER OF THE DOWNTOWN IS THAT OF THE QUINTESSENTIAL MIDWESTERN SMALL TOWN. WITHIN THE CORE AREA, BUILDINGS ARE MASSED TOGETHER ALONG THE STREET TO FORM A TRADITIONAL SHOPPING DISTRICT. CONSISTENT WITH BUILDINGS FROM THE EARLY 20TH CENTURY, BUILDING MATERIALS FOCUS ON BRICK, STONE AND WOOD. WHILE NOT EXTRAVAGANT IN THEIR DESIGN AND DETAILING, THESE BUILDINGS RETAIN AN ENDURING SENSE OF CHARACTER.

IDEALLY, NEW DEVELOPMENT IN THE DOWNTOWN WOULD BE DESIGNED TO REPLICATE THE EXISTING CHARACTER. HOWEVER, CURRENT BUILDING TECHNIQUES AND MATERIALS DIFFER SIGNIFICANTLY FROM THAT USED IN THE EARLY 20TH CENTURY. WHILE NEW BUILDINGS CANNOT BE MADE TO LOOK THE SAME AS OLDER BUILDINGS, THEY CAN BE DESIGNED TO BE COMPATIBLE WITH THE TRADITIONAL CHARACTER OF THE DOWNTOWN. KEY PRINCIPLES OF DESIGN ARE OUTLINED BELOW.

**BUILDING MASSING:** THE EXISTING DOWNTOWN IS COMPOSED LARGELY OF ONE AND TWO STORY BUILDINGS. NEW DEVELOPMENT SHOULD MAINTAIN THE SMALLER SCALE CHARACTER OF THE DOWNTOWN. HOWEVER, IN ORDER TO ENCOURAGE MORE

RESIDENTIAL DEVELOPMENT, MIXED USE BUILDINGS OF SLIGHTLY TALLER HEIGHT SHOULD BE ALLOWED. HEIGHTS OF THREE STOREYS SHOULD BE ENCOURAGED WITH A FEW 3 1/2 AND 4 STORY BUILDINGS ALLOWED.

**ARCHITECTURAL STYLE:** PART OF THE DOWNTOWN'S CHARM IS ITS ECCENTRIC ARCHITECTURE. A MIX OF ARCHITECTURAL STYLES SHOULD BE ENCOURAGED. HOWEVER, BUILDING DESIGN SHOULD BE BASED ON ONE OF THE TRADITIONAL ARCHITECTURAL STYLES. MODERN INTERPRETATIONS OF THESE STYLES ARE ACCEPTABLE.

**BUILDING MATERIALS:** EMPHASIS SHOULD BE PLACED ON TRADITIONAL MATERIALS OF CLAY BRICK, STONE AND WOOD, WITH THE LATTER USED PRIMARILY FOR ACCENTS AND DETAILS. MATERIALS SUCH AS CONCRETE BLOCK, DRIVEWAY CONCRETE PANELS AND OTHER MODERN MATERIALS ARE NOT CONSISTENT WITH THE DOWNTOWN'S TRADITIONAL CHARACTER AND SHOULD NOT BE USED ON PRIMARY FACADES. PLATE GLASS WINDOWS ON STOREY FRONTS ARE APPROPRIATE, BUT LARGE GLASS PANELS ON UPPER FLOORS SHOULD BE AVOIDED.

**DESIGN DETAILS:** DESIGN ACCENTS OF PARTICULAR FEATURES OF A BUILDING IS AN ESSENTIAL ELEMENT OF DOWNTOWN CHARACTER. FEATURES SUCH AS DOWNSIES, WINDOWS, CORNICES, AND OTHER DETAILS SHOULD BE HIGHLIGHTED THROUGH STRATEGIC USE OF MATERIALS AND SHAPED FORMS.

FIGURE 18:  
**DOWNTOWN ARCHITECTURAL GUIDELINES**

**Table 7: Value of Owner-Occupied Housing**

<b>Housing Value</b>	<b>Number</b>	<b>% of Total Owner-Occupied</b>
Less than \$50,000	24	0.5
\$50,000 to \$99,999	151	3.1
\$100,000 to \$149,999	1163	23.6
\$150,000 to \$199,999	1296	26.3
\$200,000 to \$299,999	1954	39.7
\$300,000 to \$499,999	312	6.3
\$500,000 to \$999,999	24	0.5
\$1,000,000 or more	0	0
Median Value Owner-Occupied	\$192,900	

Source: U.S. Census, 2000

### ***Rental Housing***

Rental units are considered affordable if the rent does not exceed 30% of the gross household income of households earning 60% of the median income of Lake County. A household that earns less than 60% of the Lake County median household income earns approximately \$40,177 annually. Therefore, affordable rental housing in Grayslake for a household with this income threshold should cost no more than \$1,004 per month. Approximately 1,138 rental units, or 17% of total housing units in Grayslake, are considered affordable as defined in the Act (see *Table 8: Gross Rent*).

**Table 8: Gross Rent**

<b>Gross Rent</b>	<b>Number</b>	<b>% of Total Rental Units</b>
Less than \$200	88	6.3
\$200 to \$299	41	2.9
\$300 to \$499	61	4.4
\$500 to \$749	326	23.4
\$750 to \$999	622	44.7
\$1,000 to \$1,499	186	13.4
\$1,500 or more	44	3.2
No cash rent	25	1.8
Median gross rent	\$820	

Source: U.S. Census, 2000

More than 19% of all housing units in Grayslake are considered “affordable” as defined in Affordable Housing Planning and Appeal Act. Determination has been made that the Village of Grayslake contains sufficient affordable housing and qualifies as an “exempt local government” according to Section 15 of the Act. The Village is to be commended on its past housing policy decisions, which have led to the development of a significant supply of affordable housing. Because of this, Grayslake is not faced with the problem of adding new affordable housing in a community with a mature housing stock.

## **INFILL RESIDENTIAL DEVELOPMENT GUIDELINES**

The majority of Grayslake’s residential development has already occurred and the supply of undeveloped land for residential use is scarce. As the supply of land for residential development decreases, there will be increased interest in existing developed areas for infill development. Infill development is often sensitive because it represents significant change to mature neighborhoods. The majority of infill residential development is expected to be single family because little undeveloped and/or underdeveloped multiple family land exists in the village. It is important to protect existing neighborhoods from incompatible development while allowing for the exercise of property rights. To provide adequate safeguards against incompatible infill development, the Village should consider the following guidelines when reviewing infill development proposals.

- 1. *The zoning of property proposed for infill development should not be changed to facilitate greater density.*** Typically, infill development is not efficient in terms of lot yield because land parcels are, essentially, remnant parcels that are not of an efficient size and shape. Accordingly, the average lot size of infill lots are typically larger than conventional lots within the zoning district. This notwithstanding, the zoning classification of infill development should not be changed to facilitate greater density or higher efficiency. This said, density can be used as an incentive for superior design or public benefit. Some density incentives may be appropriate within the downtown area.
- 2. *All lots should be regularly shaped and have adequate street frontage.*** The design of infill development is often fraught with awkward configurations. Greater density could often be achieved if the principles of good subdivision design are compromised. One way of compromising good design is to reduce the lot frontage on some lots through the use of “flag” lots or other irregular layouts.
- 3. *All lots should front onto a public street.*** The use of private streets is often a vehicle for compromising good subdivision design. Insisting on public streets is a way to reinforce good design. Some relief in street standards may be appropriate in the downtown area to achieve compatible development character.
- 4. *Consider reasonable requests for planned developments.*** There can be a range of issues to consider in proposals for infill development. In certain cases, a relaxation of zoning standards is appropriate in order to obtain superior design, minimize impacts on adjacent property and protect important natural resources. An infill development proposal with frontage on Grays Lake would be the kind of development that could benefit from the planned development process.

## NON-RESIDENTIAL LAND USE

### Current Conditions

The Village has experienced significant non-residential development as a result of the residential growth that has occurred, economic development efforts, and the implementation of various subarea plans. As detailed in Chapter 7, this development created new employment opportunities, expanded local services and products, and contributed substantial property taxes to area schools and other districts.

Approximately 12% of land within the Village limits is zoned for various types of non-residential use. Should the Central Range Subarea (see *Appendix H*) be developed for light industrial/office use, the percentage of non-residential land would increase to 24%. Furthermore, if an additional 400 acres of unincorporated land located to the southwest of the Central Range is annexed and zoned for light industrial/office, the percentage of non-residential land would increase to 32% (see *Figure 19: Potential Annexation Areas*).

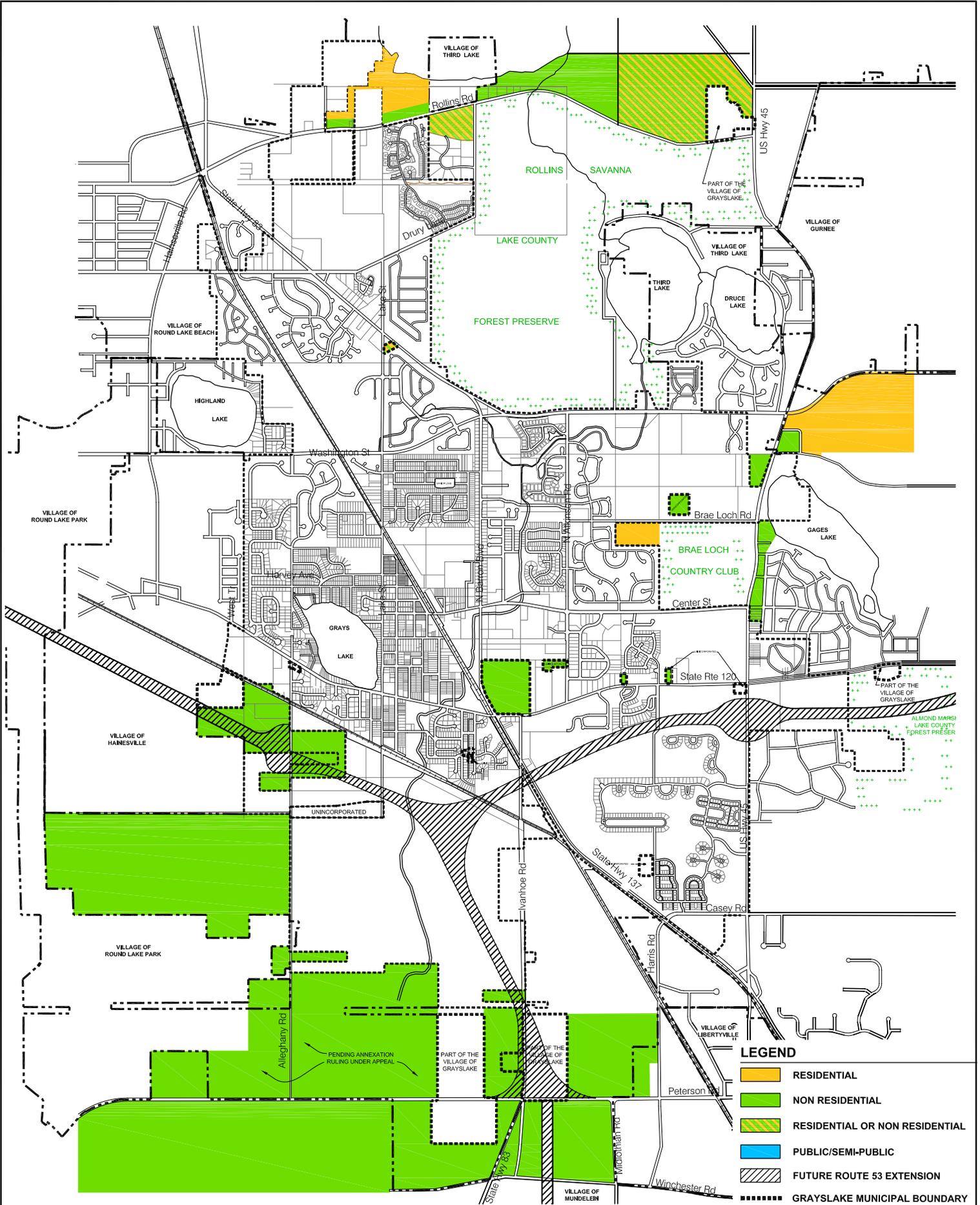
### Future

The Central Lake County area will experience population and employment growth in the next 20 years. Growth in non-residential development can, and should, enhance the quality of life for area residents. Growth in the Central Lake County market and the region will allow Grayslake to maintain high land use standards for its share of this non-residential growth; the use of subarea planning can ensure that quality is maintained. The Central Range subarea represents a major economic growth area for the Village.

**Goal:** Ensure that new non-residential development is of high quality and transforms existing non-residential corridors into high-quality cohesive business areas that improve Grayslake's image.

### ***Non-Residential Land Use Action Plan:***

- A. Pursue annexation of appropriate unincorporated areas as depicted on *Figure 19: Potential Annexation Areas*.
- B. Implement subarea plans for non-residential areas, including guidelines for architecture, signage, and landscaping to provide cohesive commercial areas of high quality. To expedite the implementation of plans for commercial corridors, such as Route 83, the Village should pursue aggressive enforcement and incentives, particularly for signage. To clarify the locations of the various subarea plans that are included in this Comprehensive Plan, see *Figure 20: Key to Subarea Plans*.
  1. Rollins Road/Shorewood Road Subarea Plan (*Figure 13*)
  2. Route 45 Corridor Plan (*Figure 21* thru *25*)
  3. Route 83 Subarea Plan (*Figures 26* and *27*)
  4. Route 120 (Rt. 45 to West Trail) Corridor Subarea Plan (*Figure 28* thru *30*)
  5. Route 83 Corridor Streetscape Enhancement Plan (*Appendix D*)
  6. Central Range Subarea Plan (*Appendix H*)



**LEGEND**

- RESIDENTIAL
- NON RESIDENTIAL
- RESIDENTIAL OR NON RESIDENTIAL
- PUBLIC/SEMI-PUBLIC
- FUTURE ROUTE 53 EXTENSION
- GRAYSLAKE MUNICIPAL BOUNDARY
- MUNICIPAL BOUNDARY LINES OR OTHER MUNICIPALITIES

Figure 19:  
**POTENTIAL ANNEXATION AREAS**  
 GRAYSLAKE COMPREHENSIVE PLAN

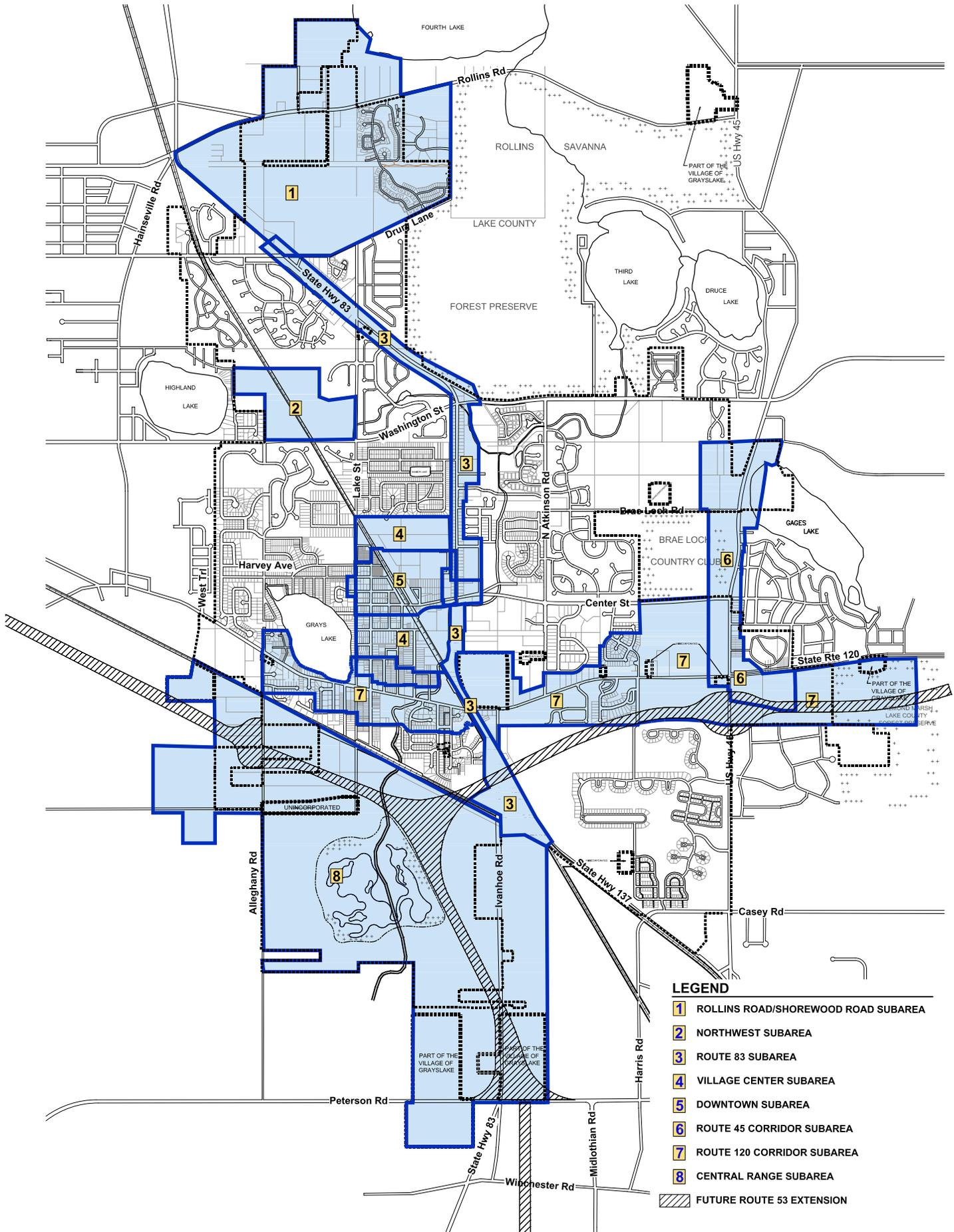
Grayslake, Illinois

DATE: JUNE 2005

0' 500' 1000' 2000' NORTH

**CAMIROS**

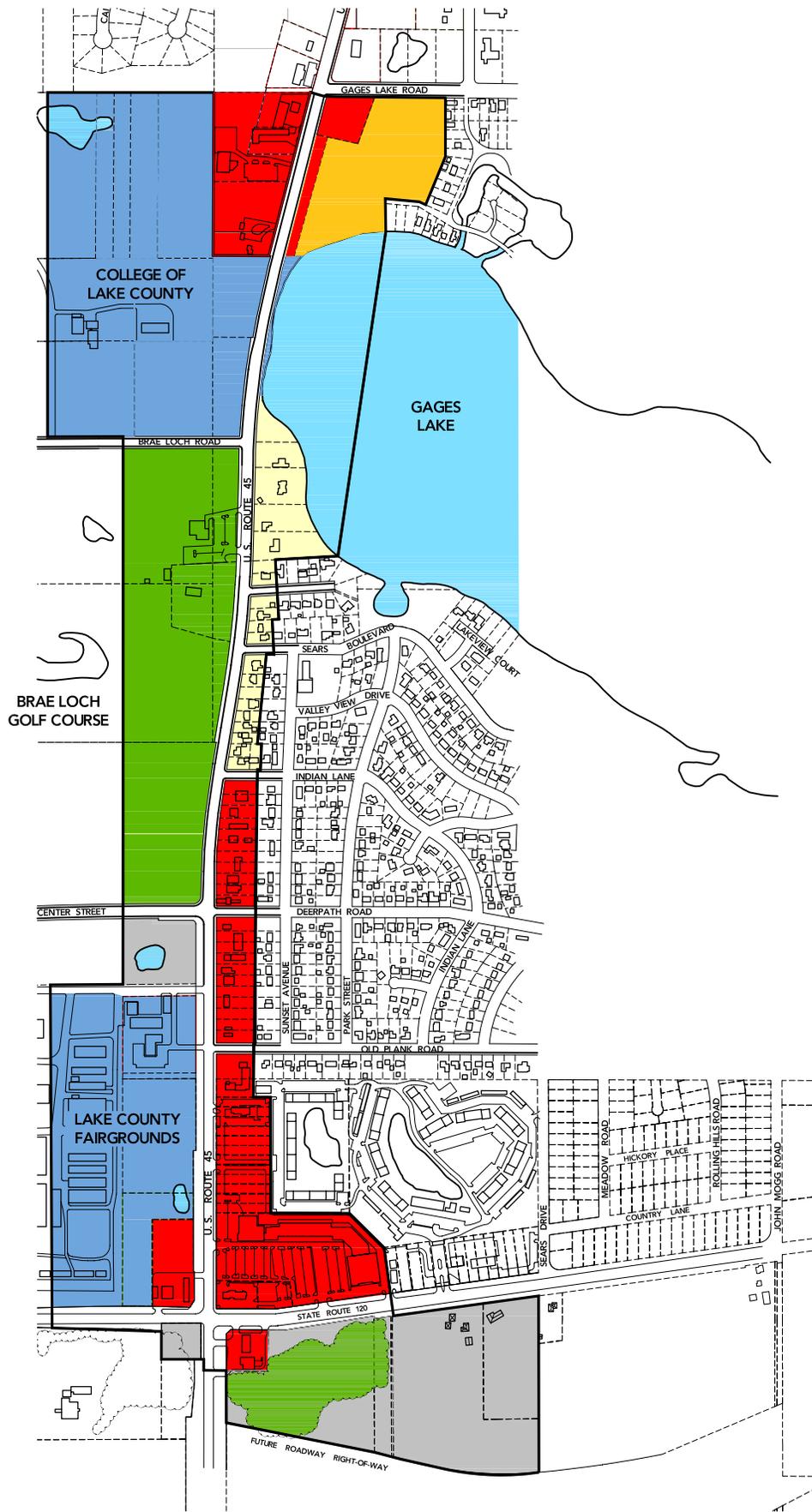
Planning, Zoning, Economic Development, Landscape Architecture  
 411 South Wabash Street, Chicago, Illinois 60607 Phone: (312) 922-9211



**LEGEND**

- 1** ROLLINS ROAD/SHOREWOOD ROAD SUBAREA
- 2** NORTHWEST SUBAREA
- 3** ROUTE 83 SUBAREA
- 4** VILLAGE CENTER SUBAREA
- 5** DOWNTOWN SUBAREA
- 6** ROUTE 45 CORRIDOR SUBAREA
- 7** ROUTE 120 CORRIDOR SUBAREA
- 8** CENTRAL RANGE SUBAREA
-  FUTURE ROUTE 53 EXTENSION

Figure 20:  
**KEY TO SUBAREA PLANS**



**LEGEND**

- SINGLE-FAMILY RESIDENTIAL
- ATTACHED SINGLE FAMILY
- COMMERCIAL
- PUBLIC/ SEMI-PUBLIC
- PARKS/ OPEN SPACE
- VACANT

Figure 21:  
**EXISTING LAND USE**  
**ROUTE 45 CORRIDOR SUBAREA PLAN**

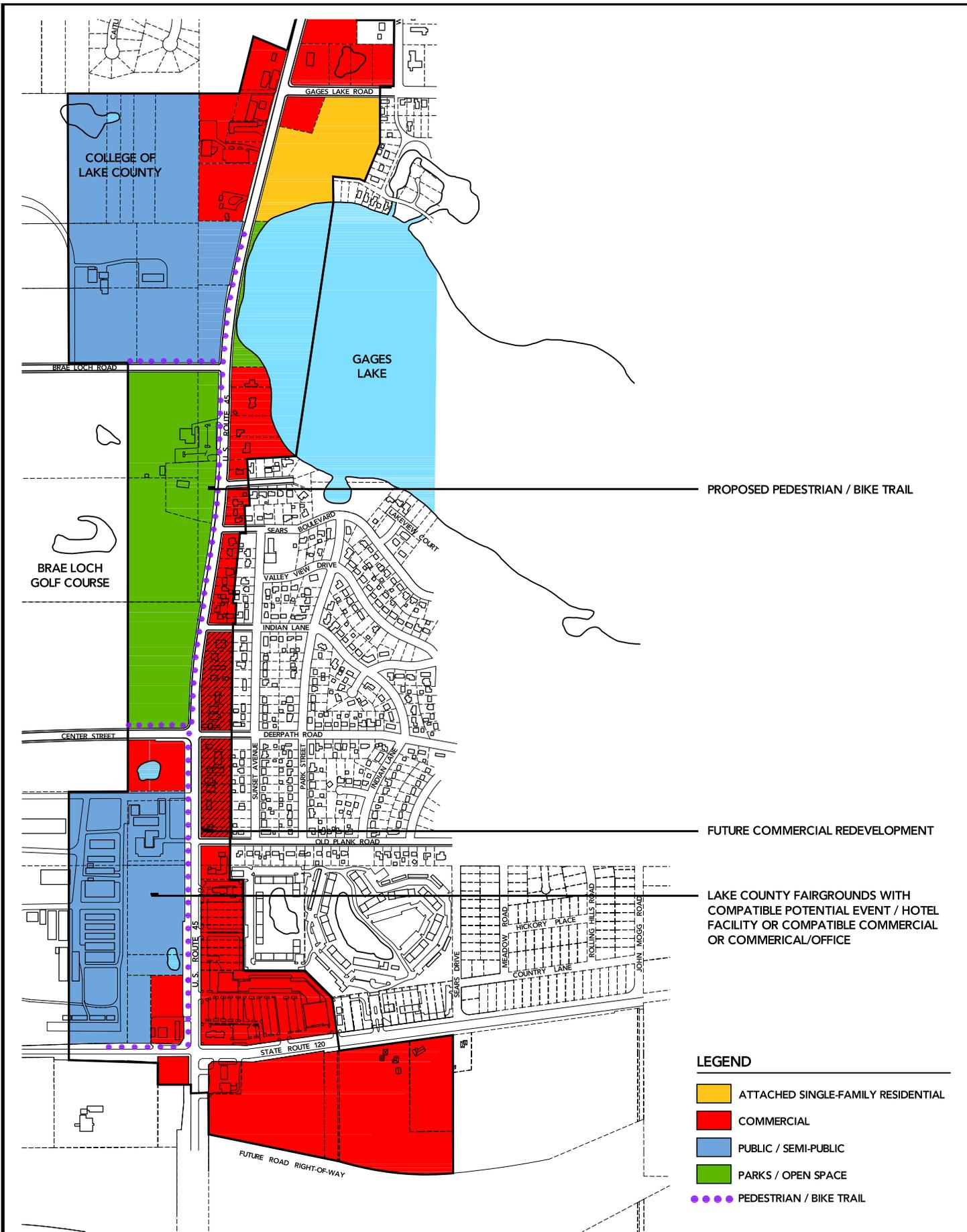
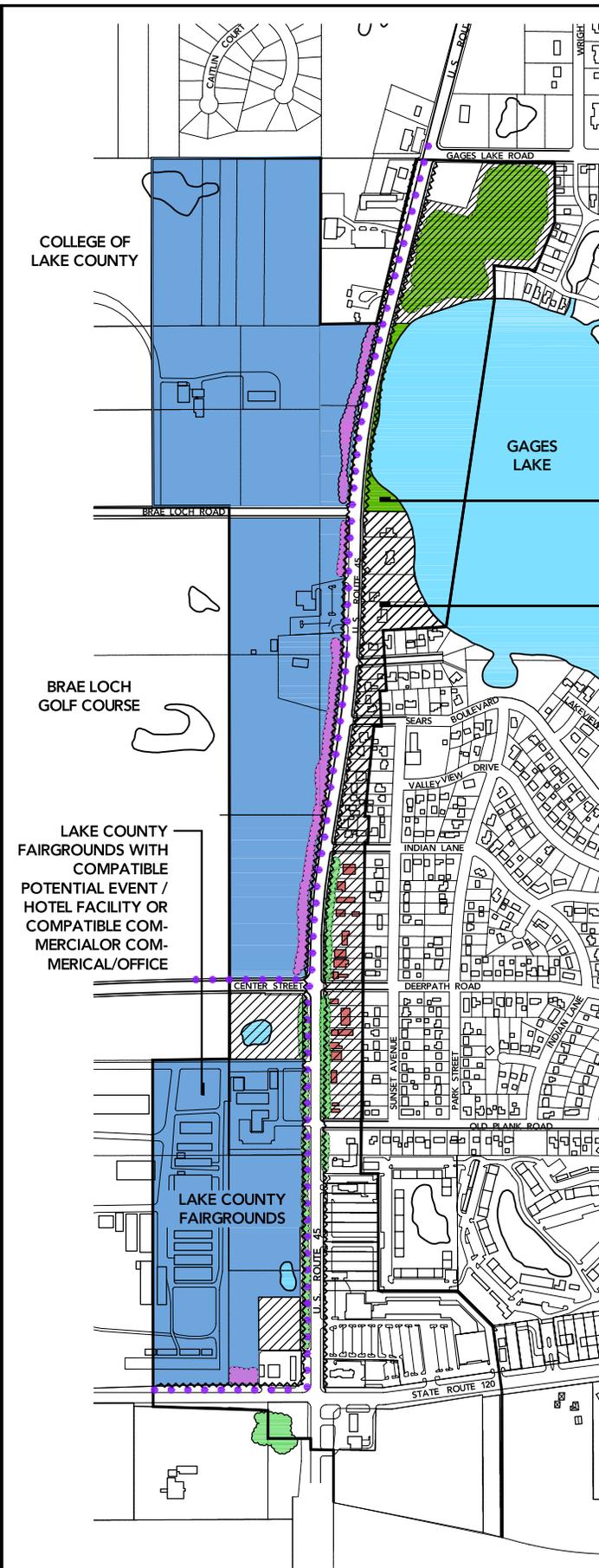


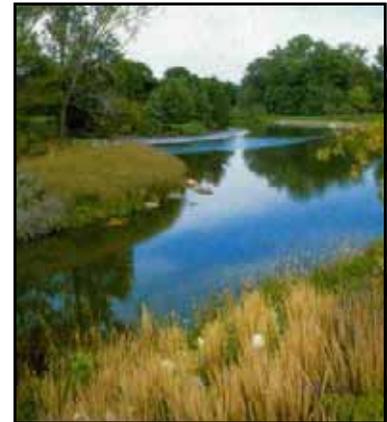
Figure 22:  
**FUTURE LAND USE PLAN**  
**ROUTE 45 CORRIDOR SUBAREA PLAN**



COMBINATIONS OF MANAGED TURF, NATIVE PLANT MATERIALS AND RUSTIC FENCING PROVIDE A VISUAL TRANSITION FROM ROADWAY TO NATURE.

SPECIAL SHORELINE LANDSCAPE MANAGEMENT

APPLY DESIGN STANDARDS TO MANAGE LAND USE CHANGE FROM RESIDENTIAL TO COMMERCIAL



Source: Landscape Architecture magazine, September 2003.  
(Above) THE SHORELINE OF THE LAKE SHOULD INCORPORATE NATURAL WETLAND EDGE TREATMENTS AS MAINTAINED LANDSCAPE MATERIAL CREATES DRAMATIC, SWEEPING VISTAS.



(Left) INCORPORATE ANTIQUE STREETLIGHTS AS IMPLEMENTED IN THE DOWNTOWN AREA TO PROVIDE VISUAL CONSISTENCY THROUGHOUT GRAYSLAKE.

**LEGEND**

-  SELECTIVE WOODLAND PRESERVATION
-  DESIGN REVIEW OF DEVELOPMENT AND REDEVELOPMENT SITES
-  OPENSOURCE/ PUBLIC LANDS
-  FACADE RENOVATION CANDIDATES
-  COMMERCIAL STREETSCAPE ENHANCEMENT
-  PUBLIC LANDS FRONTAGE LANDSCAPING
-  PEDESTRIAN / BIKE TRAIL
-  SPLIT RAIL FENCE

- NOTES:
- 1.) APPLICATION OF COMMUNITY ARCHITECTURAL DESIGN STANDARDS ARE REQUIRED.
  - 2.) SEE APPENDIX D: ROUTE 83 CORRIDOR STREETSCAPE ENHANCEMENT PLAN FOR INTERSECTION AND R.O.W. TREATMENT REQUIREMENTS
  - 3.) FAIRGOUNDS PROPERTY COULD REDEVELOP AS COMMERCIAL/OFFICE.

Figure 23:  
**ENHANCEMENT PROGRAM  
ROUTE 45 CORRIDOR SUBAREA PLAN**

EXISTING CONDITION



CANOPY TREES

LANDSCAPE IMPROVEMENTS IN BETWEEN BUILDINGS

ENHANCE FACADE OF EXISTING BUILDINGS

ORNAMENTAL TREES

NEW BUILDING

ORNAMENTAL STREET LIGHTING

PERENNIAL ACCENT FOR ENTRY LANDSCAPING

PUBLIC SIDEWALK

LANDSCAPE SCREENING IN FRONT OF PARKING

COMMON ACCESS DRIVE REPLACES INDIVIDUAL DRIVEWAYS

PERPENDICULAR PARKING

CONTINUOUS BUILDING FACE WITH STREETSCAPE IMPROVEMENTS

Figure 24: PROTOTYPICAL COMMERCIAL AREA IMPROVEMENT SKETCH ROUTE 45 CORRIDOR SUBAREA PLAN

NOTE: APPLICATION OF COMMUNITY ARCHITECTURAL DESIGN STANDARDS ARE REQUIRED.

DATE: JUNE 2005



**PLAN DESCRIPTION**

THIS PLAN ILLUSTRATES THE OVERALL DIRECTION OF PROTOTYPICAL LANDSCAPE IMPROVEMENTS TO BE MADE TO EXISTING COMMERCIAL DEVELOPMENT WITHIN THE ROUTE 45 CORRIDOR

CANOPY TREES IN 6' LANDSCAPE SETBACK TO BUFFER ADJACENT RESIDENTIAL AREA

PEDESTRIAN / BIKE TRAIL ON WEST SIDE OF ROUTE 45

NATURALISTIC ORNAMENTAL GRASS AND WILDFLOWER PLANTINGS IN SELECTED LOCATIONS TO ACCENT EXISTING PLANT MATERIAL ALONG FRONTAGE ADJACENT TO OPEN SPACE/ PUBLIC LANDS

5' LANDSCAPE SETBACK WITH CANOPY TREES

Figure 25:  
**PROTOTYPICAL COMMERCIAL AREA  
 IMPROVEMENT PLAN  
 ROUTE 45 CORRIDOR SUBAREA PLAN**

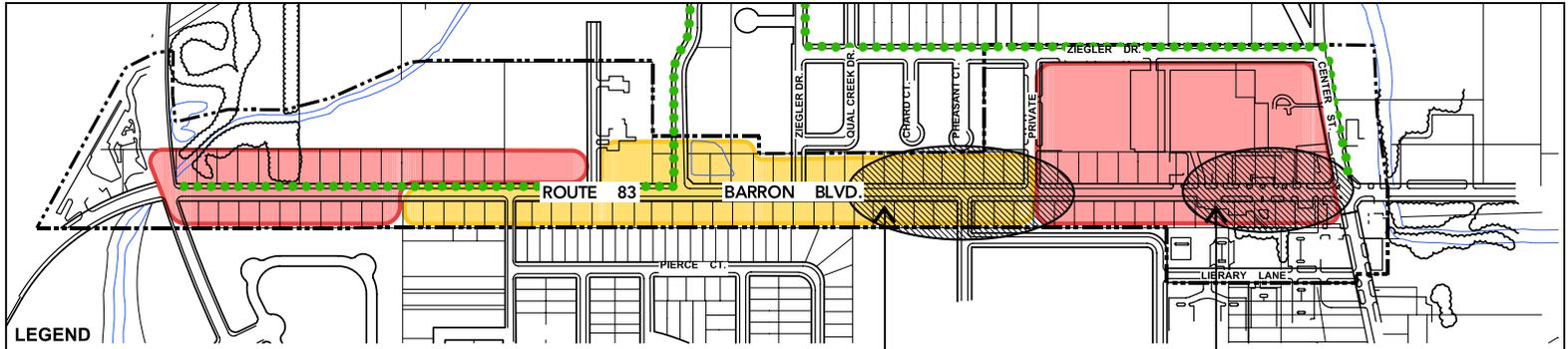
NOTE: APPLICATION OF COMMUNITY ARCHITECTURAL DESIGN STANDARDS ARE REQUIRED.



**SUBAREA NARRATIVE**

THE ROUTE 83 SUBAREA, THAT SEGMENT OF ROUTE 83 BETWEEN CENTER STREET AND WASHINGTON STREET, IS AN AREA IN TRANSITION. THE ORIGINAL PATTERN OF DEVELOPMENT WAS RESIDENTIAL USES FRONTING DIRECTLY ONTO ROUTE 83. THIS WAS AN ACCEPTABLE SITUATION WHEN GRAYSLAKE WAS A RURAL COMMUNITY AND ROUTE 83 WAS NOT HEAVILY TRAVELLED. AS THE COMMUNITY GREW, TRAFFIC ON ROUTE 83 INCREASED AND LAND ALONG THIS ROUTE WAS NO LONGER WELL SUITED FOR RESIDENTIAL USE. HOWEVER, THE DIVISION OF LAND INTO SMALLER LOTS NOW MAKES IT DIFFICULT TO REDEVELOP THE LAND FOR COMMERCIAL USE. IN ADDITION, THE MARKET PROBABLY WILL NOT SUPPORT CONTINUOUS COMMERCIAL DEVELOPMENT ALL ALONG ROUTE 83. FURTHERMORE, HOMEOWNERS WHO WISH TO REMAIN SHOULD HAVE SOME PROTECTION AGAINST THE IMPACTS OF NON-RESIDENTIAL REDEVELOPMENT.

THE ROUTE 83 SUBAREA PLAN SEEKS TO ADDRESS THE ISSUES AND CONSTRAINTS OF THE AREA IN A WAY THAT ACCOMMODATES A DIVERSITY OF LAND USES WHILE IMPROVING THE APPEARANCE AND FUNCTION OF THE AREA. THE ESSENTIAL ORGANIZATION OF THE LAND IS OUTLINED IN THE FUNCTIONAL DIAGRAM, WHICH DESIGNATES COMMERCIAL USE FOR THE ROUTE 83/CENTER STREET AND ROUTE 83/WASHINGTON STREET INTERSECTION AREAS AND RESERVES THE MIDDLE AREA FOR RESIDENCE-BUSINESS USE. THE TWO PROTOTYPICAL IMPROVEMENT PLANS ILLUSTRATE THE INTENDED IMPROVEMENT OF THE AREA AS A WHOLE. COMMERCIAL AREAS ARE EXPECTED TO IMPROVE THROUGH THE REDEVELOPMENT OF SELECTED BUSINESSES. DEVELOPMENT STANDARDS SHOULD BE BASED ON COMMERCIAL NORMS. RESIDENCE-BUSINESS AREAS ARE EXPECTED TO IMPROVE THROUGH THE CONVERSION/REPLACEMENT OF SOME EXISTING RESIDENCES WITH NEW BUSINESSES DESIGNED TO THE RESIDENCE-BUSINESS STANDARDS. THE REDEVELOPMENT OF SELECTED BUSINESSES IN THE RESIDENCE-BUSINESS AREA WITH THE NEW DEVELOPMENT SHOULD ALSO BE ENCOURAGED.



**LEGEND**

- COMMERCIAL USE AREAS
- RESIDENCE-BUSINESS USE AREAS
- BIKE PATH AND SIDEWALK LINKAGES

**FUNCTIONAL DIAGRAM**

**PROTOTYPICAL RESIDENCE-BUSINESS USE AREA WITH IMPROVEMENT PLAN**

**PROTOTYPICAL COMMERCIAL USE AREA IMPROVEMENT PLAN**

REDEVELOPMENT OF TWO EXISTING RESIDENCES FOR RESIDENCE/BUSINESS USES BASED ON COMMERCIAL/TRANSITIONAL STANDARDS

MINIMUM FRONT AND CORNER SIDE YARDS TO BE MAINTAINED AS LANDSCAPE AREAS; PARKING PROHIBITED

MAINTAIN 10' BUILDING SETBACK TO AUGMENT NARROW R.O.W. AND PROVIDE SPACE FOR STREETScape IMPROVEMENTS

NEW BUILDINGS TO CONFORM TO ROUTE 83 ARCHITECTURAL GUIDELINES

EXISTING DRIVEWAY TO INDUSTRIAL USE

SHARED ACCESS TO MINIMIZE CURB CUTS



**PROTOTYPICAL RESIDENCE-BUSINESS USE AREA IMPROVEMENT PLAN**  
SCALE: 1" = 150'



**PROTOTYPICAL COMMERCIAL USE AREA IMPROVEMENT PLAN**  
SCALE: 1" = 150'

**LEGEND**

- COMMERCIAL
- RESIDENCE-BUSINESS
- RESIDENTIAL

FIGURE 26:

**ROUTE 83 SUBAREA PLAN**

GRAYSLAKE COMPREHENSIVE PLAN

NOTE: APPLICATION OF ARCHITECTURAL DESIGN STANDARDS ARE REQUIRED.

DATE: JUNE 2005  
SCALE: AS NOTED



**CAMIROS**

PLANNING & DESIGN CONSULTANTS, INC.



DATE: JUNE 2005

Figure 27:  
**PROTOTYPICAL COMMERCIAL AREA ENHANCEMENT**  
**ROUTE 83 CORRIDOR SUBAREA PLAN**

NOTE: APPLICATION OF COMMUNITY ARCHITECTURAL DESIGN STANDARDS ARE REQUIRED.

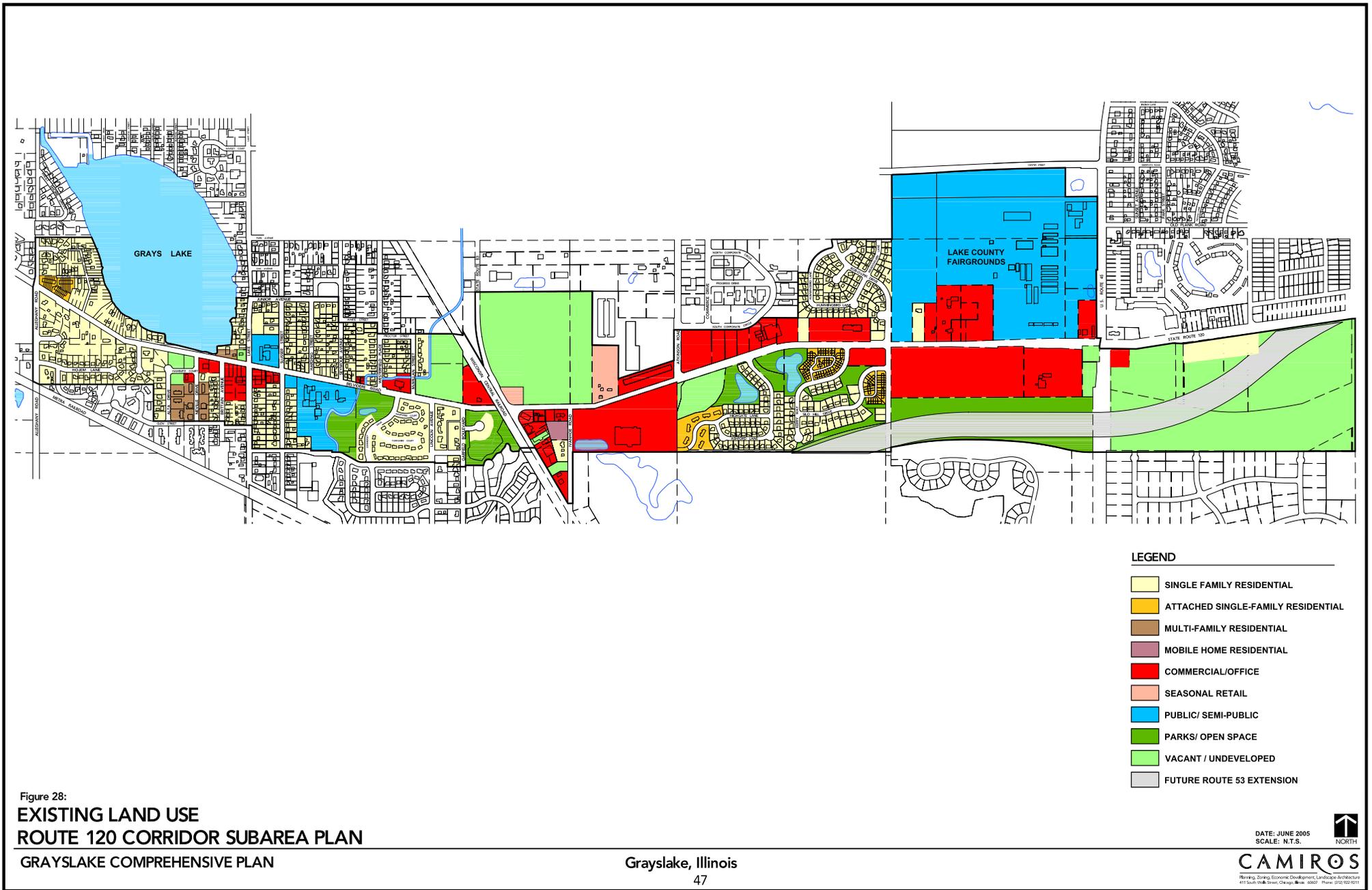


Figure 28:  
**EXISTING LAND USE**  
**ROUTE 120 CORRIDOR SUBAREA PLAN**  
 GRAYSLAKE COMPREHENSIVE PLAN

Grayslake, Illinois

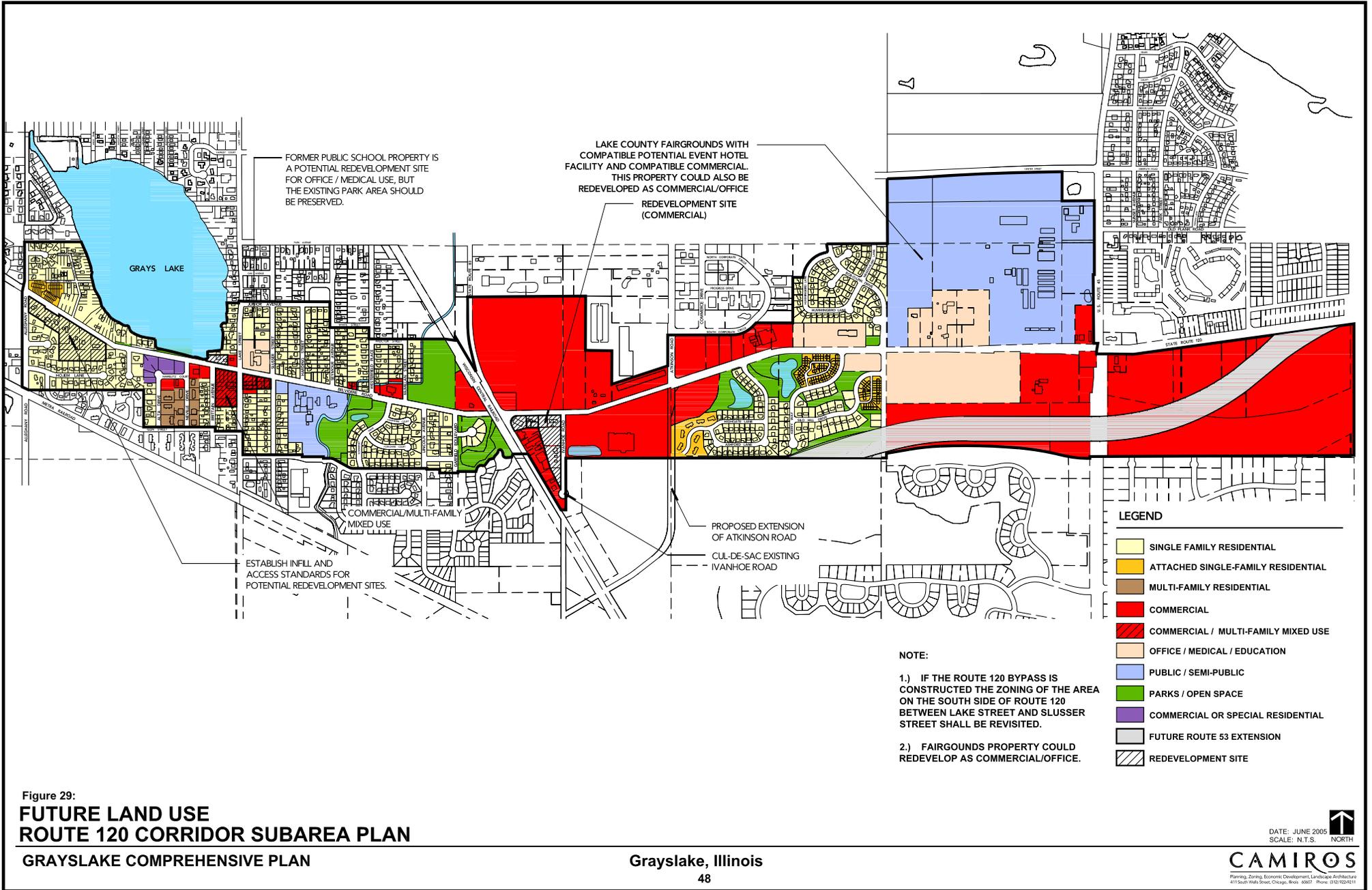
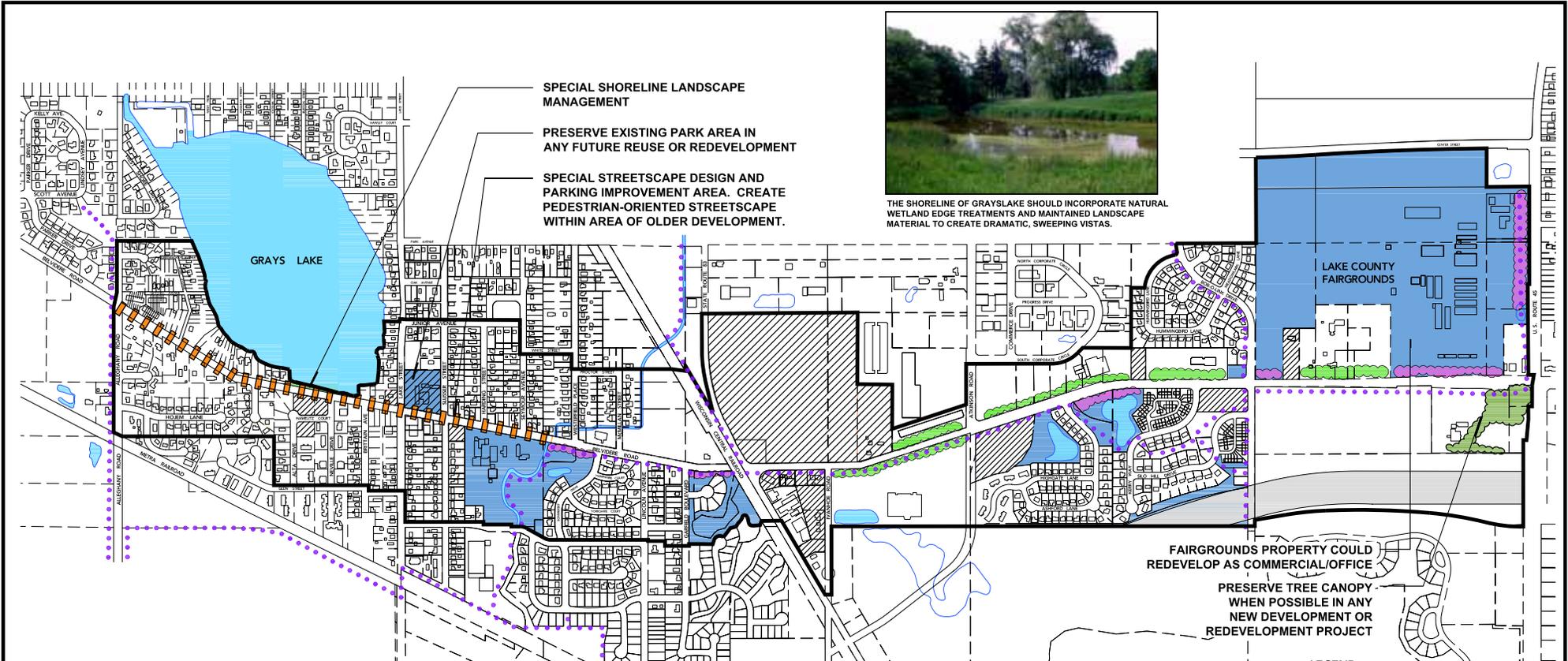


Figure 29:  
**FUTURE LAND USE**  
**ROUTE 120 CORRIDOR SUBAREA PLAN**  
 GRAYSLAKE COMPREHENSIVE PLAN



THE SHORELINE OF GRAYSLAKE SHOULD INCORPORATE NATURAL WETLAND EDGE TREATMENTS AND MAINTAINED LANDSCAPE MATERIAL TO CREATE DRAMATIC, SWEEPING VISTAS.



COMBINATIONS OF MANAGED TURF AND NATIVE PLANT MATERIALS PROVIDE A VISUAL TRANSITION FROM ROADWAY TO NATURE.



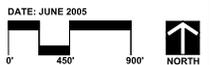
SIGNAGE TREATMENTS AND COORDINATED LANDSCAPE ELEMENTS CREATE A UNIFIED APPEARANCE ALONG COMMERCIAL AREAS AND PUBLIC AREAS.



INCORPORATE ANTIQUE STREETLIGHTS AS IMPLEMENTED IN THE DOWNTOWN AREA TO PROVIDE VISUAL CONSISTENCY THROUGHOUT GRAYSLAKE.

- LEGEND**
- SELECTIVE WOODLAND PRESERVATION
  - DESIGN REVIEW OF DEVELOPMENT AND REDEVELOPMENT SITES
  - OPEN SPACE/PUBLIC LANDS
  - PUBLIC LANDS FRONTAGE LANDSCAPING
  - SPECIAL STREETScape AND PARKING IMPROVEMENT AREA
  - COMMERCIAL STREETScape ENHANCEMENT
  - PEDESTRIAN / BIKE TRAILS
  - FUTURE ROUTE 53 EXTENSION

- NOTES:**
- 1.) APPLICATION OF COMMUNITY ARCHITECTURAL DESIGN STANDARDS ARE REQUIRED.
  - 2.) SEE APPENDIX D: ROUTE 83 CORRIDOR STREETScape ENHANCEMENT PLAN FOR INTERSECTION AND R.O.W. TREATMENT REQUIREMENTS
  - 3.) FAIRGROUNDS PROPERTY COULD REDEVELOP AS COMMERCIAL/OFFICE.



**Figure 30:**  
**ENHANCEMENT PROGRAM**  
**ROUTE 120 CORRIDOR SUBAREA PLAN**  
**GRAYSLAKE COMPREHENSIVE PLAN**

- C. Adopt guidelines extending architecture and landscaping standards for redevelopment areas not included in subarea plans in order to ensure quality development (see *Table 9: Corridor Enhancement Guidelines*).
- D. Encourage the enhancement of floodway areas within business corridors to create accessible open space and improve corridor views.
- E. Provide pedestrian linkages between the community and non-residential areas.

## **THE VILLAGE CENTER**

### **Current Conditions**

The *Comprehensive Plan of 1989* envisioned development of a Village Center in the downtown business district. Pursuant to this concept, the Village took steps toward revitalization of this business district, including infrastructure investments, public facility expansions in the area and economic development programs designed to encourage business investment and restore the area's historic character. An EDC/Chamber contract resulted in community events and activities in the downtown that encourage business, while reinforcing the area's role as a Village Center. The result is a revitalized downtown business district with low vacancy rates.

As the Village has grown, a broader concept of a Village Center has evolved covering a larger geographic area and including a mix of residential, non-residential, open space, and institutional uses. Strong cooperation among various organizations has resulted in the creation of amenities that are increasingly a focus of community activity, including Central Park with its various recreation and open space areas, public library, skate park, Esper A. Petersen Foundation Family Aquatic Center, Grayslake High and Middle Schools, Village Hall, Municipal Historical Museum, Millennium Veteran's Memorial, historic downtown district, senior housing opportunities, and the Heritage neighborhood.

### **Future**

Various community organizations plan to continue to work on enhancing the offerings in the Village Center. Toward this end, the following goal has been established with respect to the Village Center.

**Goal:** Build a multi-faceted Village Center as a community focal point and as a unique amenity that enhances property values and raises community spirit.

TABLE 9

## **CORRIDOR ENHANCEMENT GUIDELINES**

---

The following standards and guidelines are to be applied to new development, redevelopment and improvement of existing properties along any of Grayslake's major corridors including Route 83, Route 45, Route 120, Washington Street, Rollins Road and portions of Center Street.

### **I. ARCHITECTURAL DESIGN GUIDELINES**

- a) emphasize traditional architectural design in new buildings or renovations
- b) incorporate pitched roofs
- c) incorporate traditional details such as window/door trim, cornices and accents
- d) emphasize main entrance through design details
- e) use quality exterior materials with an emphasis on brick and stone
- f) orient new buildings toward the street to create a pedestrian environment

### **II. SITE DESIGN ENHANCEMENT OF EXISTING COMMERCIAL AREAS**

- a) establish 10' minimum front yard landscape setback
- b) install curbing to define pavement and landscape areas
- c) provide for interior parking lot landscaping per Figure 5 in Appendix D
- d) screen parking along frontage via stone walls and picket fences

### **III. SITE DESIGN ENHANCEMENT OF RESIDENCE-BUSINESS AREAS**

- a) locate all parking in rear or side yards
- b) screen parking visible from street using stone wall and picket fences
- c) use landscaping to screen parking from adjacent properties
- d) all front yards should be fully landscaped

### **IV. SITE DESIGN STANDARDS FOR NEW COMMERCIAL DEVELOPMENT**

- a) locate parking on side or rear yards, not in front yards
- b) front yards may be reduced to 10 feet to promote pedestrian orientation
- c) use space between building and the street for landscaping and sidewalks
- d) provide shared driveway access between uses to minimize curb cuts
- e) design any required stormwater facilities as natural features visible from the street

### **V. STREETScape IMPROVEMENTS**

- a) provide decorative street lighting per Figure 4 in Appendix D
- b) provide 1 street tree and 1 ornamental tree per 100' of frontage
- c) provide sidewalk or bike path per Village plan
- d) provide "gateway" improvements at key intersections per Figure 10 in Appendix D

### **VI. SIGNAGE STANDARDS**

- a) all freestanding signs shall be monument-type signs consistent with Figure 12 of Appendix D
- b) all signs shall be externally illuminated
- c) freestanding signs shall incorporate traditional details such as moldings, coping, etc.
- d) building signs shall be designed in materials and colors sympathetic to the building
- e) window signs shall be limited to neon accent signs or incidental or informational signs

***Village Center Action Plan:***

- A. Continue the development of the Grayslake Village Center in the area bounded by Route 83 (east), Grayslake Middle School/Central Park (north), Lake Street/High School Campus (west), and Belvidere Road (south), and as generally shown on *Figure 31: Village Center Subarea Plan*, including:
1. adding community amenities in the Village Center;
  2. encouraging residential development of higher density and high quality within the Center;
  3. extending Downtown Streetscape Concepts throughout the area and developing a multi-year financial plan to construct the improvements;
  4. continuing revitalization of the downtown business district as an integral part of the Village Center;
  5. creating programs to encourage the restoration and/or preservation of historic architecture in the “Heritage Area”. The “Heritage Area” being located roughly south of Center Street to Route 120 and Lake Street east to the railroad tracks;
  6. constructing distinctive identifying entryway archways at Library Lane/Route 83, Hillside/Lake Street, Lake Street/Belvidere Road, and Center/Route 83 intersections (see *Figure 32: Village Center Archway Design*);
  7. encouraging the organizing of events and activities designed to attract residents and customers to the Village Center;
  8. creating a continuous program to market on an ongoing basis the Village Center, its activities, and its amenities as a community focal point and as a destination for tourists and customers;
  9. completing any needed pedestrian linkages between the Village Center and the community’s neighborhoods;
  10. completing appropriate rezonings in the “Heritage Area” to eliminate multi-family zones;
  11. implementing a redevelopment plan for the Gelatin Company property on Railroad Avenue, including, in part, residential uses;
  12. adopting appropriate “tear down” regulations for the “heritage area” to preserve the area’s historical character while allowing reinvestment;
  13. adopt a regulatory structure and incentive program to encourage restoration of building facades along Center Street to their original designs as depicted in the records of the Grayslake Historical Society.

## NEW DOWNTOWN RESIDENTIAL NEIGHBORHOOD



THE REDEVELOPMENT SITES NORTH OF THE DOWNTOWN CORE OFFER THE OPPURTUNITY TO CREATE A NEW RESIDENTIAL NEIGHBORHOOD WITHIN THE VILLAGE CENTER. ALTHOUGH COMPRISED OF A SERIES OF INDIVIDUAL DEVELOPMENTS, THESE SHOULD BE LINKED TOGETHER TO FORM ONE COHESIVE NEIGHBORHOOD. THIS NEIGHBORHOOD SHOULD TAKE ON A MORE URBAN CHARACTER, WITH SMALLER YARDS, GARAGES OFF ALLEYS AND HIGHER DENSITY. DEVELOPMENT TYPES WOULD INCLUDE SMALL LOT SINGLE FAMILY, TOWNHOUSES, CONDOMINIUMS AND MIXED RESIDENTIAL/COMMERCIAL USES.

## PERIMETER STREETScape TREATMENT

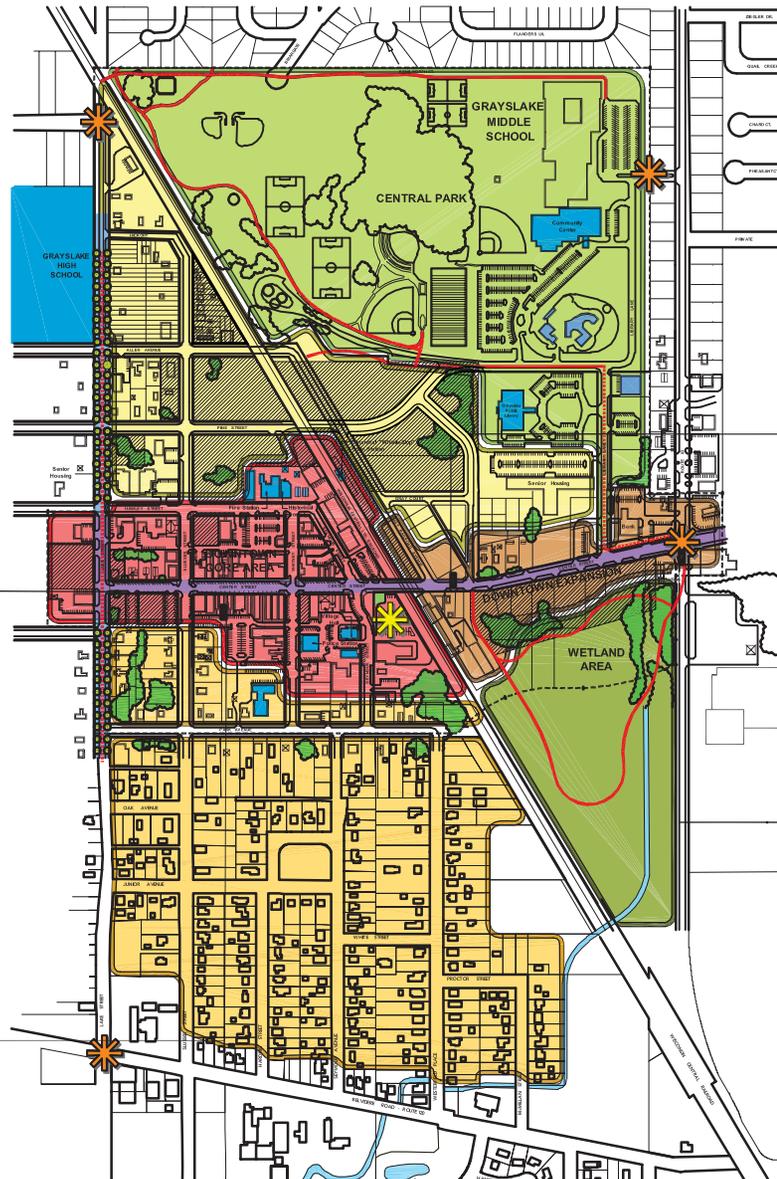


AREAS WITHIN THE VILLAGE CENTER THAT ARE NOT PART OF THE DOWNTOWN CORE SHOULD HAVE A SEPARATE AND DISTINCT STREETScape CHARACTER. THIS STREETScape DESIGN WOULD EMPHASIZE A MORE RESIDENTIAL CHARACTER. DESIGN ELEMENTS WOULD INCLUDE HISTORIC STREETLIGHTS, FLOWER BEDS WITHIN STREET PARKWAYS AND PICKET FENCES.

## DOWNTOWN STREETScape TREATMENTS



A CONTINUATION OF THE EXISTING DOWNTOWN STREETScape IMPROVEMENT IS PROPOSED THROUGHOUT THE DOWNTOWN CORE AREA AND ALONG THE CENTER STREET EXPANSION AREA.



## VILLAGE CENTER VISION STATEMENT

THE VILLAGE CENTER IS ENVISIONED AS A DYNAMIC, INTERESTING AND VITAL PLACE WHERE PEOPLE WORK, LIVE, SHOP AND PARTICIPATE IN CULTURAL AND CIVIC ACTIVITIES. COMPRISED OF THE DOWNTOWN AREA, ADJACENT NEIGHBORHOODS AND PUBLIC FACILITIES THAT FORM THE HEART OF THE COMMUNITY, THE VILLAGE CENTER FOSTERS A RANGE OF ACTIVITIES FOUND NOWHERE ELSE IN THE VILLAGE. WHILE THE DEMAND FOR COMMERCIAL AND RESIDENTIAL SPACE FOSTERS SIGNIFICANT REDEVELOPMENT, THE VILLAGE CENTER RETAINS ITS TRADITIONAL SMALL TOWN/DOWNTOWN CHARACTER. THUS, WHILE THE VILLAGE CENTER OF THE FUTURE IS A PLACE OF GROWTH AND DEVELOPMENT, THIS ACTIVITY IS CHANNELLED TO MAKE THE VILLAGE CENTER A FULLER EXPRESSION OF ITSELF, AND GRAYSLAKE.

## COMMERCIAL REDEVELOPMENT



SIGNIFICANT OPPORTUNITIES FOR COMMERCIAL REDEVELOPMENT EXIST WITHIN THE DOWNTOWN CORE AREA AND THE EASTERN DEVELOPMENT TO BE DESIGNED IN A MANNER CONSISTENT WITH THE VISION FOR THE VILLAGE CENTER. THESE EXAMPLES ILLUSTRATE THE KIND OF DEVELOPMENT PROPOSED, CHARACTERIZED BY ATTRACTIVE FACADES, STRONG ORIENTATION TO THE STREET/SIDEWALK AND UPPER LEVEL RESIDENTIAL UNITS.

## VILLAGE CENTER ENTRY FEATURE



A FORMAL ARCHED ENTRY FEATURE IS PROPOSED TO MARK THE APPROACHES TO THE VILLAGE CENTER. THE PROPOSED DESIGN CALLS FOR BRICK COLUMNS WITH STONE ACCENTS SUPPORTING A CAST IRON ARCH. THE ENTRY FEATURE WILL INCLUDE A SPECIAL DOUBLE LUMINAIRE VERSION OF GRAYSLAKE'S HISTORIC CHARACTER STREETLIGHT.

## LEGEND

- VILLAGE CENTER ENTRY FEATURES
- PERIMETER STREETScape TREATMENT
- DOWNTOWN STREETScape TREATMENT
- BIKE TRAILS ON STREETS
- BIKE TRAILS THROUGH OPEN SPACE
- DOWNTOWN CORE AREA
- DOWNTOWN BUSINESS EXPANSION
- FESTIVAL SPACE
- PUBLIC USE CAMPUS
- NEW DOWNTOWN RESIDENTIAL NEIGHBORHOOD
- HERITAGE NEIGHBORHOOD
- WETLAND AREA
- PUBLIC FACILITIES
- REDEVELOPMENT SITES
- EXISTING TREES
- VILLAGE CENTER BOUNDARIES

Figure 31:  
**VILLAGE CENTER SUBAREA PLAN**



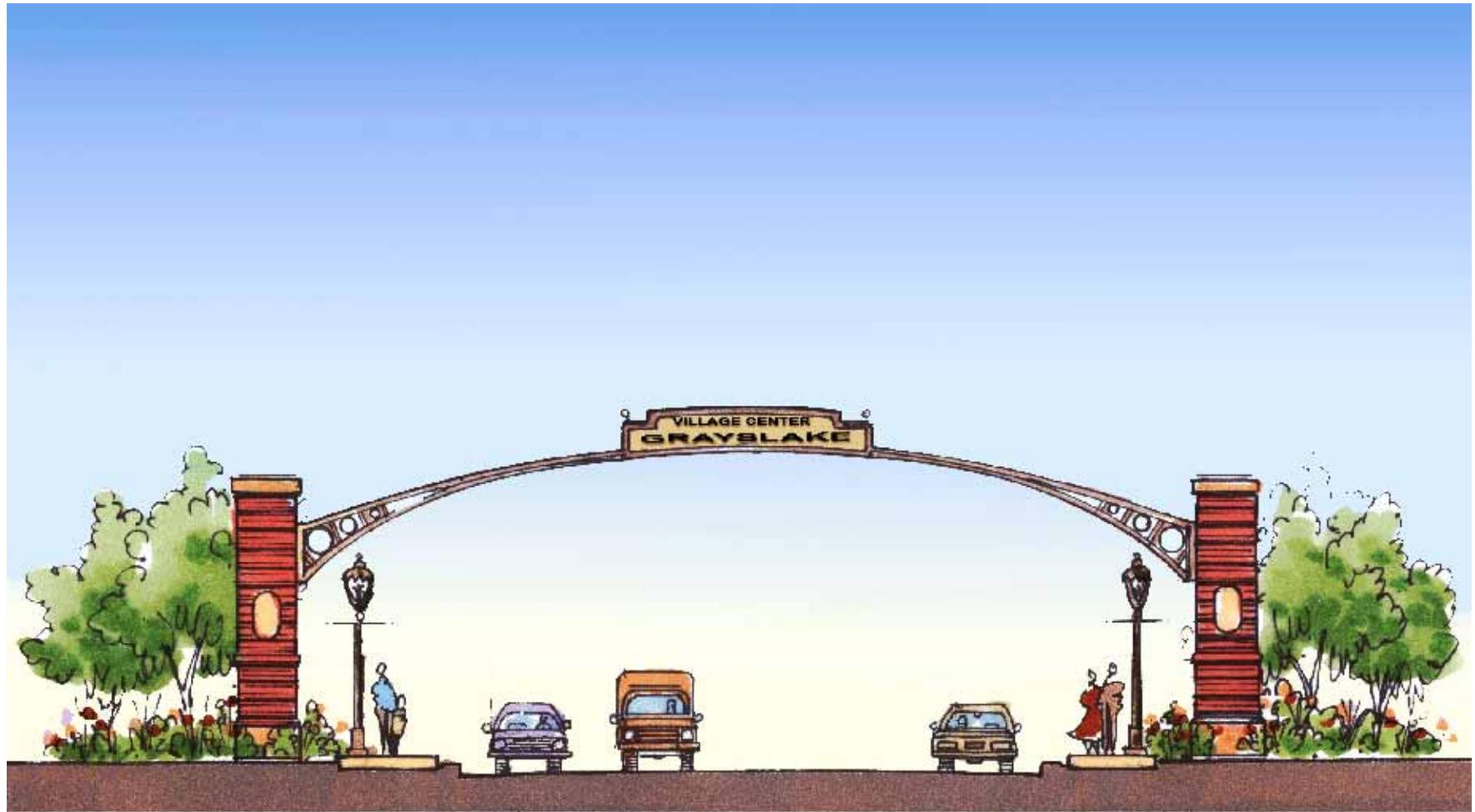


Figure 32:  
**VILLAGE CENTER ARCHWAY DESIGN**

GRAYSLAKE COMPREHENSIVE PLAN

Grayslake, Illinois

## **THE DOWNTOWN AREA**

The downtown area is a part of the larger Village Center. However, the downtown area has particular issues that merit individual discussion. The key issues associated with the downtown are the preservation of the downtown's unique character and fostering compatible infill redevelopment and renovation of existing buildings. Adopt a regulatory structure and incentive program to encourage restoration of building facades along Center Street to their original design as depicted in the records of the Grayslake Historical Society.

### **Future Land Use**

The intent of plans for the downtown area is to preserve the heritage and unique character of the downtown while allowing it to evolve to meet the current needs of the community and to reach its full development potential. Accordingly, some of the historical uses in the downtown, such as small manufacturing and agricultural support services, are no longer viable and appropriate. *Figure 33: Existing Land Use Map: Downtown Subarea Plan*, illustrates the current land use configuration while *Figure 34: Future Land Use Plan: Downtown Subarea Plan*, illustrates the land use policy for the downtown area.

The overall direction of land use policy in the downtown is to preserve the traditional commercial core and public/semi-public service uses while encouraging mixed commercial/residential infill development as well as residential development on the downtown's periphery. This policy is expected to result in the expansion of primary commercial use from the traditional core area eastward along Center Street to the Route 83 intersection. This land use policy is also expected to foster the creation of new residential neighborhoods on the northern fringes of the downtown, replacing obsolete industrial uses. A proposal to extend Pine Street eastward via an at-grade railroad crossing would help connect emerging residential areas together and provide improved access to key public services such as Central Park and the library.

### **Infill Development and Renovation**

A number of factors have created a situation in which the downtown area has the potential to foster significant infill development and renovation of existing buildings. It is anticipated that, potentially, hundreds of new condominium units could be developed as part of mixed-use commercial/residential buildings. A significant amount of new commercial space could also be developed, whether as ground floor commercial space as part of mixed-use commercial/residential buildings or as stand-alone commercial space. It is difficult to project the ultimate form and composition of new development. Currently, the mixed-use format is seen as being prevalent due to the demand for residential condominiums. However, as the downtown evolves, there could be demand for stand-alone commercial space. The investment in new buildings should also strengthen the market for renovation/rehabilitation of existing older buildings.

While it is not possible to foresee how the market for new development and renovations of existing older buildings will unfold, it is important to direct such activity and provide a vision for the kind of downtown area will be created through the policies and plans

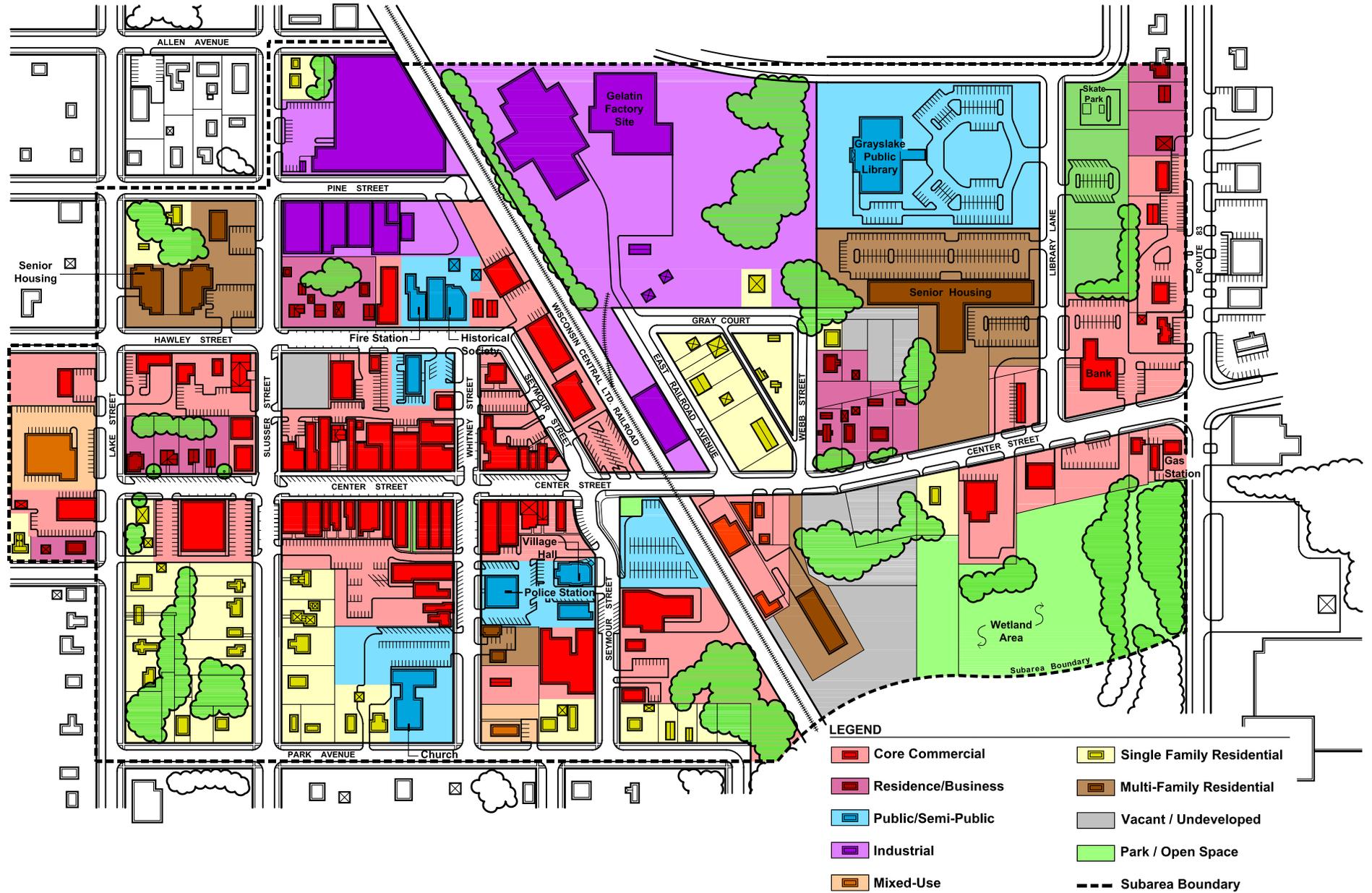


Figure 33:  
**EXISTING LAND USE**  
**DOWNTOWN SUBAREA PLAN**

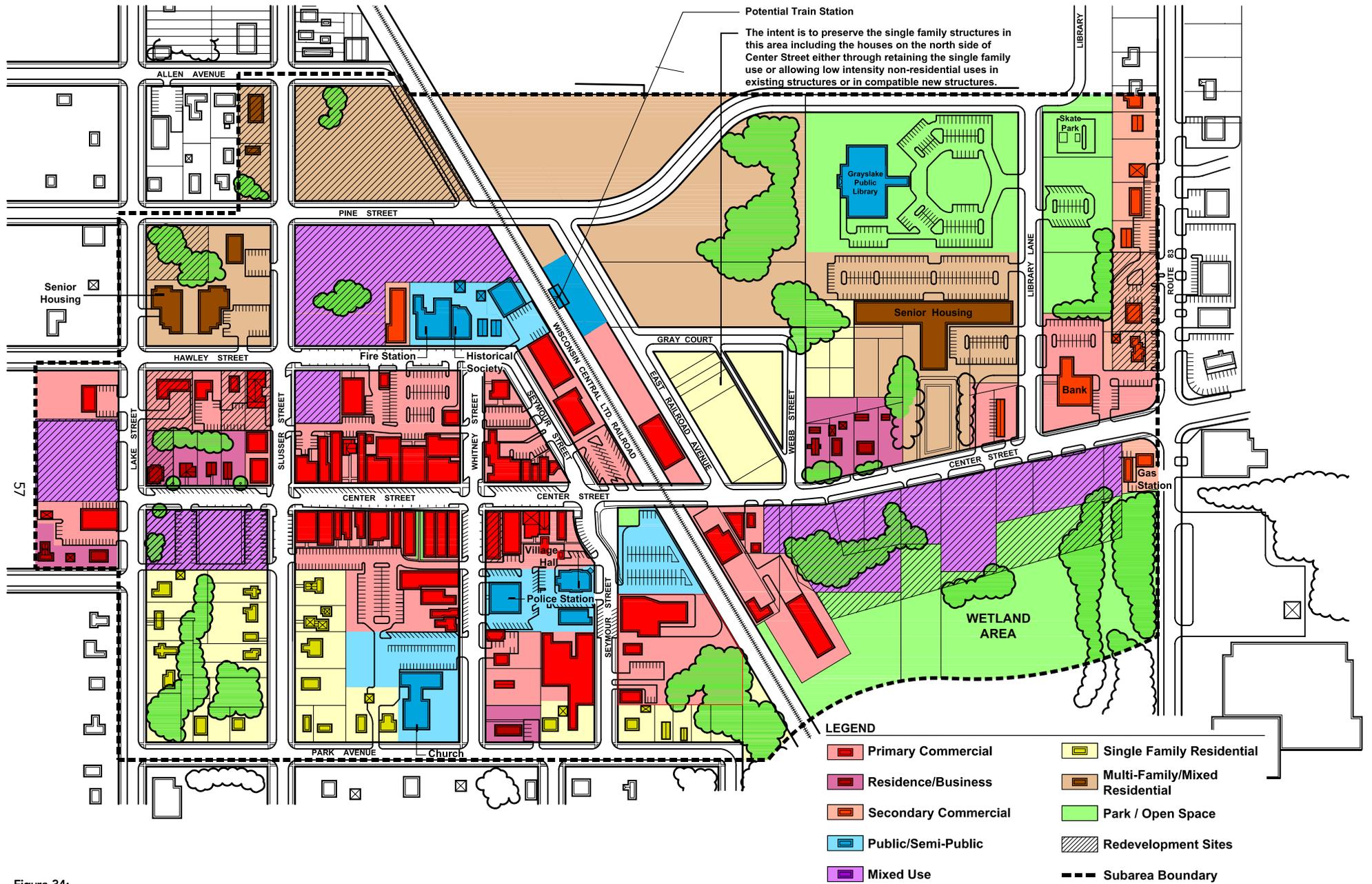


Figure 34:  
**FUTURE LAND USE  
 DOWNTOWN SUBAREA PLAN**

contained in this Comprehensive Plan. The primary vehicle for directing new development and investments is the Future Land Use map for the Downtown Subarea Plan. The vision for the kind of downtown area these policies and plans will foster is presented in *Figure 35: Illustrative Plan: Downtown Subarea Plan*. This Plan provides an interpretation of how market forces might respond to the policies of this Comprehensive Plan, and to development potential. The figure is intended to be a flexible guide in this context.

The Illustrative Plan provides an indication of the downtown's potential character and design quality. It must be stressed that the Illustrative Plan is not a blueprint for new development within the downtown, but an expression of its potential character. Inevitably, the actual form of new development will be different from that shown on the Illustrative Plan. However, the Illustrative Plan should be used as a guide for directing new development within the downtown.

The Illustrative Plan depicts a downtown that preserves its essential character, with compatible new development that adds interest and diversity to the area. The key elements of this vision for the downtown of the future consist of:

- The existing core commercial area is preserved. New development, envisioned primarily as mixed-use commercial/condominium development, within the traditional core is carefully controlled to reinforce the historic qualities of this area. This new development will add new stores to enhance the shopping appeal of the downtown as well as new residents to strengthen the commercial market.
- Additional mixed-use commercial/condominium development is envisioned in the area east of Slusser Street between Hawley and Pine Street, replacing older industrial uses.
- A new rowhouse/townhouse development is shown north of Pine Street and west of the railroad tracks. The Plan depicts an “urban” style development that is more compact and pedestrian oriented than conventional suburban townhouse developments. Urban-style development is more appropriate for the desired character of the downtown.
- Pine Street is shown extended eastward, connecting new development east and west of the railroad tracks and providing enhanced access to Village Center, Downtown, Central Park and the library.
- A relatively large area of single-family/townhouse redevelopment is shown east of the railroad north and south of Pine Street extended, on the site of the former gelatin factory. The exact nature of the product type and unit mix is to be determined. Single-family units should be of an urban style on smaller lots of traditional layout.
- A potential train station is between Center Street and Pine Street. While approval of new stations can be difficult to garner, a new station in this location would add an important dimension to the downtown by improving residential viability in the Village Center.



- The south side of Center Street east of the railroad is seen as a major area of commercial expansion. This area is currently comprised of vacant land, buildings and underutilized property. New development is envisioned as mixed-use commercial/condominium development. However, it may be that stand-alone commercial development could be viable at this location. The new development should be designed in a traditional manner to function as an extension of the downtown core area.
- A prominent and attractive entry feature is shown on Center Street just west of Route 83, marking one entry into the Village Center.
- A festival area has been designated on the southeast corner of Center and Seymour Street. This recommendation seeks to formalize this site as the location of community festivals and activities, including the annual Summer Days event.

### **Downtown Design Controls and Guidelines**

The design quality of new development, renovations of existing buildings and public improvement is particularly important in the downtown area. The downtown area is the focal point of community heritage and civic activity. The character and quality of the area must be protected through village review and guidance of development proposals and infrastructure improvements. This section discusses the application of architectural guidelines and public design features to reinforce the downtown's unique character.

### ***Downtown Architectural Guidelines***

The quality of design of future redevelopment projects within the downtown area is crucial to the preservation of Grayslake's community character, as well as its vitality and appeal. New construction should draw upon the design elements of existing historic buildings. While not expressly duplicating them, new infill development should respect the historic character of the area.

The overall redevelopment strategy in the downtown is to preserve the four-block core area and support redevelopment on the periphery that is sympathetic and consistent with the core area. The core area consists of the three blocks radiating from the corner of Center Street and Whitney Street. Clearly, the closer a redevelopment project is to the core area, the more critical will be the compatibility of the design.

The best way to ensure high-quality, compatible design of downtown redevelopment is to establish design guidelines that can be applied as part of the development approval process, as outlined in this section. Regulatory structure and incentive programs can encourage the restoration of building facades to their original designs as depicted in the records of the Grayslake Historical Society. Guidelines should be based on an understanding of the inherent character of downtown Grayslake. Based on this existing character, design guidelines have been formulated to guide the design of downtown redevelopment projects.

### ***Character Elements of Existing Downtown Grayslake***

In order to formulate architectural guidelines to reinforce the character of the downtown, it is important to examine the design elements that contribute toward the downtown's character. Specific elements of downtown Grayslake's character to be reinforced are described below.

1. ***Smaller Scale Buildings.*** Older buildings in the core area are all relatively small, particularly with respect to width. Lanson buildings could be constructed providing facades convey a multiple unit concept.
2. ***Lot Line Development.*** Typically, buildings were built to the front and side lot lines, with space provided in the rear for loading and service.
3. ***Varied Facades and Materials.*** With numerous smaller buildings, a variety of facades, building materials, and colors are present.
4. ***Varied Building Heights and Roof Designs.*** While most of the buildings are two-story, a variety of building heights and roof designs exists.
5. ***Pedestrian-Oriented Window and Doorway Designs.*** Because the older core area was designed as a pedestrian-oriented environment, special attention was paid to the design of street-level windows and doorways to appeal to pedestrians.
6. ***Historic Colors.*** A particular series of colors were used in building construction in the late 19<sup>th</sup> Century and early 20<sup>th</sup> Century that can still be seen in downtown buildings. Typically, stronger, richer colors are limited to details and accents.

### ***Architectural Design Guidelines***

Based on the existing character elements of the downtown, the following guidelines have been formulated to provide quality control for redevelopment projects. *Figure 36: Prototypical Downtown Redevelopment* illustrates a case study of the redevelopment site at the southeast corner of Center Street and Lake Street. This figure illustrates how a larger site can be designed to maintain compatibility with the scale and character of the downtown by dividing the building into three separate facades and incorporating historically sympathetic details. Actual examples of compatible architecture are provided in *Figure 18: Downtown Architectural Guidelines*. Architectural guidelines are discussed in greater detail, below.

1. ***Restrict the Size of Infill Buildings in the Downtown.*** In order to maintain the small-town character of downtown Grayslake, new infill buildings should be designed to fit in with the scale of the area. Accordingly, new buildings should meet the following guidelines:
  - a. New buildings along Center Street should have a maximum frontage of 100 feet.
  - b. New buildings along side streets should have a maximum frontage of 125 feet.
  - c. New buildings exceeding the above limits must be designed as separate exterior facades such that each façade looks like a separate and distinct building. Interior space may be fully integrated. Larger buildings could be constructed to provide facades that convey a multiple unit appearance.

IMPLEMENT DOWNTOWN  
STREETScape IMPROVEMENTS

CANOPIES AND  
COLONNADES ALONG  
SIDEWALKS

VARIED ROOF DESIGNS AND  
BUILDING HEIGHTS

SPECIAL FEATURE AT PROMINENT  
INTERSECTIONS

DECORATIVE  
CORNICES

PLAZA SPACE AT PROMINENT  
INTERSECTIONS



VIEW OF PROTOTYPICAL MIXED USE REDEVELOPMENT ON THE SOUTHEAST CORNER OF LAKE STREET AND CENTER STREET

Figure 36:

**PROTOTYPICAL DOWNTOWN REDEVELOPMENT**

GRAYSLAKE COMPREHENSIVE PLAN

Grayslake, Illinois

DATE: JUNE 2005

**CAMIROS**

Planning, Zoning, Economic Development, Land Use and Architecture  
411 South Walsh Street, Chicago, Illinois 60607 Phone (312) 621-1011

2. ***Exterior Building Materials.*** Exterior building materials in new buildings should be compatible with the historic/traditional character of the downtown. To achieve this compatibility, exterior building materials shall be restricted to material types in existence at the time of original construction of the downtown, which ended in the 1920's. The following represents exterior materials to be used along any façade facing a public street:

- a. Brick, of a size and finish compatible with older brick.
- b. Natural stone, including in a variety of surface textures and stone types.
- c. Wood, including wood siding and trim.
- d. Glass, as part of windows and doors only and of sizes, light divisions and color consistent with older architecture.
- e. Polystyrene, used only for architectural moldings and only as accents.
- f. Copper sheathing used on bays, oriels and similar architectural accents.
- g. Roofing materials are not restricted, except as prohibited below.

The following materials are expressly prohibited from use on any façade facing a public street.

- a. Concrete block.
- b. Cultured stone.
- c. Dryvit.
- d. Prefabricated panels.
- e. Metal roofs.

3. ***Exterior Renovation of Existing Buildings.*** It is important to preserve the character of existing buildings in the downtown. To ensure this, the renovation/rehabilitation of existing older buildings should be done in a manner consistent with their original design. To fulfill this objective, any exterior renovation/rehabilitation of older buildings shall be carried out based on existing records of downtown buildings on file with the Grayslake Historical Society. Proposed exterior renovations/rehabilitations that seek to follow other design direction will need to obtain a special use permit before the Village will issue a building permit.

4. ***Building Setbacks.*** Buildings should be sited to reinforce the existing building wall and the pedestrian orientation of the downtown. For this reason, front and corner side yard setbacks shall not be greater than two feet.

5. ***Building Heights and Roof Designs.*** Building heights should be in scale with the existing buildings in the downtown. Two- and three-story buildings should be the norm. A small number of four-story buildings may be permitted by special use. The construction of new one-story buildings in the core area should also be discouraged. Variety in roof design is encouraged, with flat, gable and hip roofs being the most common roof designs. Special design elements within roofs are also encouraged such as gable dormers, towers and cupolas.

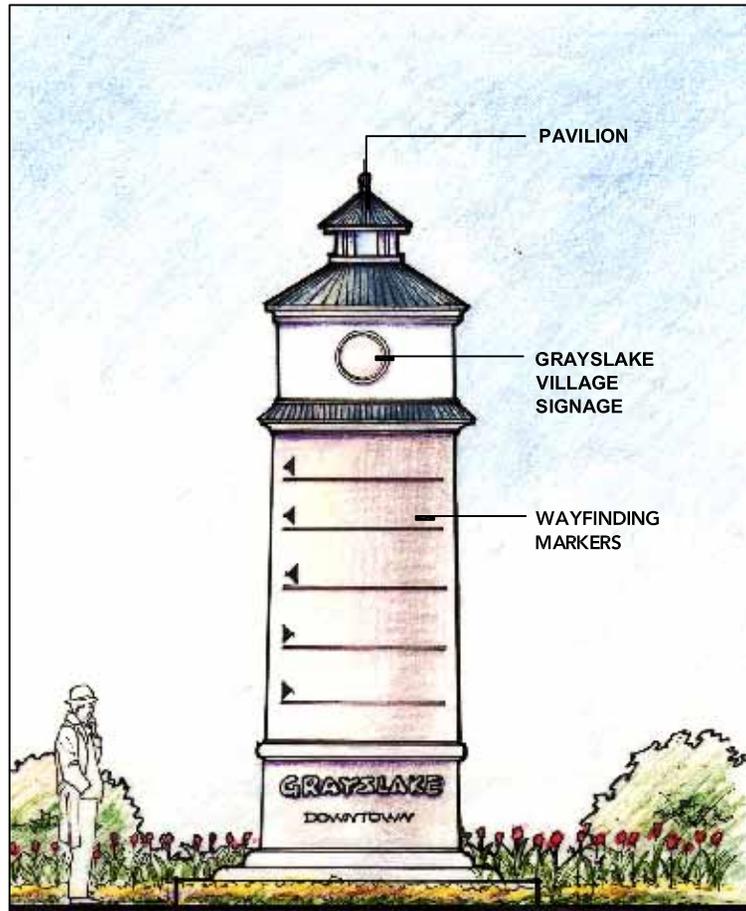
6. **Exterior Colors.** The color palette used on buildings, both new infill buildings and renovated/rehabilitated older buildings, have a strong influence on the aesthetic character and harmony of the downtown. However, colors are difficult to regulate without constraining creativity. Common sense principles should be used to guide the selection of exterior colors. Chief among these is to use strong colors only as accents within an otherwise monochromatic color palette.
7. **Parking.** The downtown area needs parking in order to maintain its vitality. However, it is essential that parking within the downtown be designed and located in a manner that will promote synergy. Large areas of surface parking must be avoided in order to make the downtown a pedestrian-oriented environment. For this reason, underground parking is strongly encouraged in new redevelopment projects as a means of providing a large component of required parking.
8. **Design Review.** The preservation of downtown Grayslake's unique character will not be achieved without the active involvement of the Village. It is recommended that the Village establish a Building Department design review committee comprised of one Village staff member, one Village Trustee and Village Architect. This committee would review and act on proposals for new development and renovation of existing buildings as part of the building permit process for the Center Street core area. The design review committee's actions would be binding, with the right of appeal to the Village Board.

### **Public Design Features**

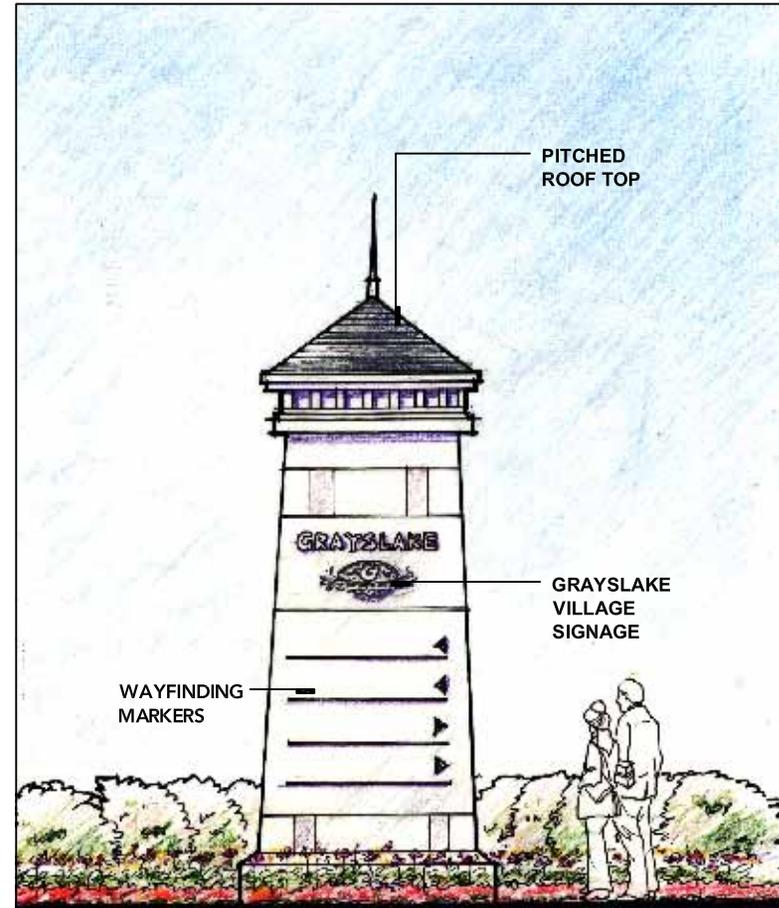
In addition to private sector improvements, such as new development and renovations of existing buildings, the Village should also play a role in enhancing the character of the downtown. The Village's responsibility should be to ensure that streets and alleys are attractive and well maintained. The Village should also provide signage and markers to enhance wayfinding and the overall identity of the downtown.

Three types of public design features/improvements are recommended. First, the Village should expand downtown streetscape improvements commensurate with the expansion of commercial use in the downtown. This means that streetscape improvements would be expanded eastward on Center Street to Route 83 and onto side streets in the core area, such as Hawley, Pine, Slusser, Whitney Street, Library Lane and Lake Streets within the Village Center.

The two other proposed design features are a village center entry feature and a downtown marker. The village center entry feature would take the form of a dramatic arch over streets in strategic locations, which identify the boundaries of the village center, as previously discussed. While the archway identifies the broader village center, the proposed archway location at Center Street and Route 83 will effectively announce entry into the downtown. The other proposed design feature is a "downtown marker," shown on *Figure 37: Community Identification Improvements*. The downtown marker would be placed liberally throughout the downtown area, providing wayfinding assistance and identifying the limits of the downtown. Two possible versions of the marker are shown.



CAST STONE OBELISK A



CAST STONE OBELISK B

Figure 37:  
**COMMUNITY IDENTIFICATION IMPROVEMENTS**

GRAYSLAKE COMPREHENSIVE PLAN

Grayslake, Illinois

DATE: JUNE 2005

**CAMIROS**

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## CHAPTER 5. TRANSPORTATION

### Current Conditions

During the 1990's, a substantial investment was made to add capacity to the central Lake County transportation system, including an expanded roadway system, additional commuter rail facilities, and the continuing development of a bikeway system. Since 1993, \$15.5 million has been invested by the Village in the transportation system in Grayslake. In addition, federal, state, and county agencies have also invested funds to add capacity to the transportation system. These efforts have greatly expanded the capacity of the road and commuter rail systems and have resulted in the construction of one of the most complete community-wide bike path systems in the metropolitan region.

The entire transportation system in the Grayslake area has experienced a substantial increase in use during the last ten years due to both local and county-wide growth. While major Village collectors are of sufficient design capacity, a high level of rush hour traffic congestion on state and county roads is currently evident, and new commuter parking facilities reach capacity soon after construction.

### The Future

Central Lake County will experience significant residential and employment growth in the next 20 years. Population projections adopted by the Northeastern Illinois Plan Commission (NIPC) forecast the addition of over 60,000 new residents in communities to the north and west of Grayslake (see *Table 10: Area Community Population Growth Projections*). NIPC also forecasts an increase in employment from (1990) 14,000 to 31,000 in those communities (see *Table 11: Area Community Employment Growth Projections*). NIPC forecasts increasing traffic volumes on these roadways which will, without substantial transportation expansions, make the current conditions worse. Substantial transportation investments will be required in the next 20 years to accommodate this forecasted population and employment growth.

**Table 10: List of Area Community Population Growth Projections**

<b>Municipality</b>	<b>2000</b>	<b>2030</b>
Antioch	8,788	30,594
Grayslake	18,506	24,094
Lake Villa	5,864	16,546
Lindenhurst	12,539	19,843
Round Lake	5,842	27,338
Round Lake Beach	25,859	29,900
Round Lake Park	6,038	9,954

Source: Northeastern Illinois Planning Commission

**Table 11: List of Area Community Employment Growth Projections**

<b>Municipality</b>	<b>2000</b>	<b>2030</b>
Antioch	4,098	7,228
Grayslake	4,899	10,466
Lake Villa	1,710	2,792
Lindenhurst	567	2,348
Round Lake	2,054	9,597
Round Lake Beach	3,396	5,359
Round Lake Park	205	6,470

Source: Northeastern Illinois Planning Commission

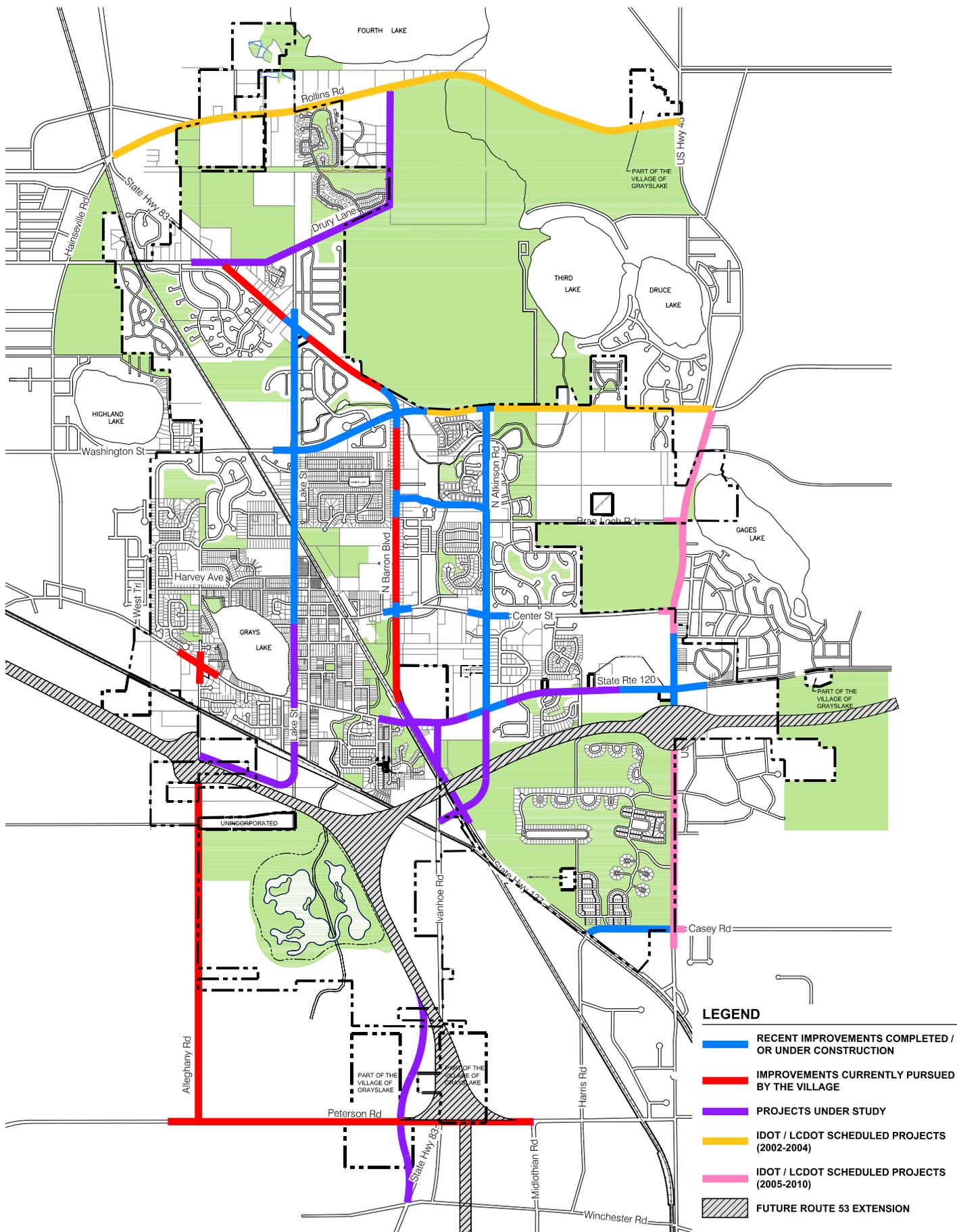
Failure to provide for substantial road, commuter rail, and bike/pedestrian improvements will, in the context of the forecasted growth, adversely affect the Village’s quality of life, reduce residential property values, and severely inhibit the Village’s ability to retain existing businesses and attract new ones.

**Goal:** Protect and improve the Village’s quality of life and enhance the Village’s ability to retain and attract business through expansion of all portions of the transportation system to meet forecasted local and county-wide growth.

***Transportation Action Plan:***

A. Support the continued expansion of the road transportation system in Central Lake County (see *Figure 38: Road System Expansion Map*), including:

1. Expansion of Route 45 (by the State of Illinois) to meet projected traffic volumes;
2. Traffic flow improvements on Route 120, between Lincoln Avenue and Harris Road (by the State of Illinois);
3. Realignment of Route 83 south of its intersection with Route 137 (by the State of Illinois) to meet an extended Atkinson Road;
4. Expansion of Route 83, from Route 120 through its intersection with Shorewood Road, within the existing right-of-way (by the State of Illinois);
5. Expansion of Washington Street (by Lake County) to meet projected traffic volumes;
6. Development of sufficient regional east/west capacity to meet forecasted demand through the development of a Route 120 bypass, as a stand-alone project or as part of the Route 53 extension proposal (by the State of Illinois);
7. Expand and enhance the pedestrian pathway system and continue efforts to connect to the Lake County Forest Preserve trail system.

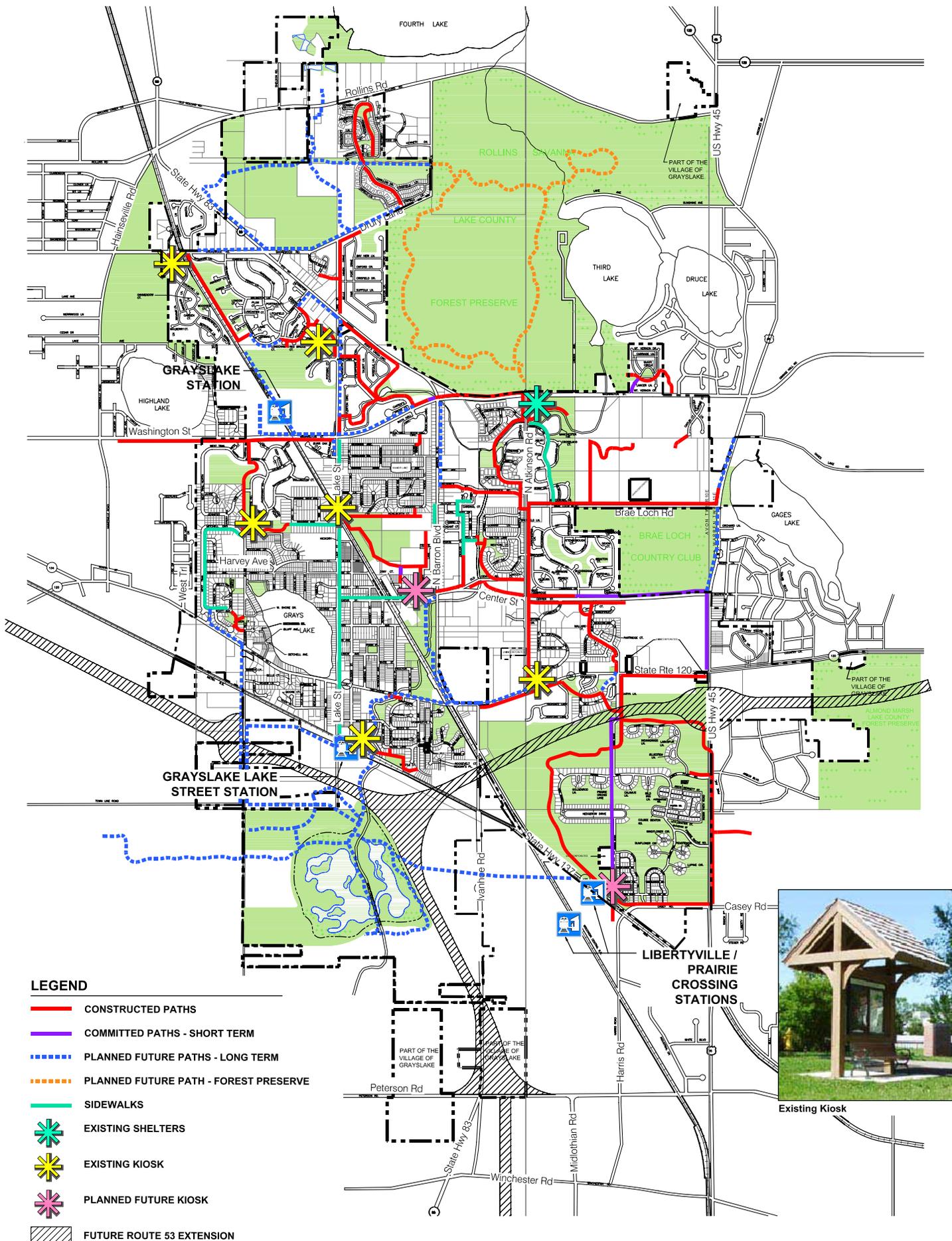


**LEGEND**

- █ RECENT IMPROVEMENTS COMPLETED / OR UNDER CONSTRUCTION
- █ IMPROVEMENTS CURRENTLY PURSUED BY THE VILLAGE
- █ PROJECTS UNDER STUDY
- █ IDOT / LCDOT SCHEDULED PROJECTS (2002-2004)
- █ IDOT / LCDOT SCHEDULED PROJECTS (2005-2010)
- FUTURE ROUTE 53 EXTENSION

Figure 38:  
**MAJOR ROAD SYSTEM EXPANSION MAP**

8. Construction of the Route 53 extension, in accordance with the Village's adopted *Grayslake FAP 342 Tollway Bifurcation Analysis*;
  9. Construction of an extension of Atkinson Road, from Route 120 to Route 137. The extension of Atkinson Road has no connection to Highgate Lane;
  10. Expansion of Brae Loch Road, east of Lancer Lane to meet increased college-related traffic volumes;
  11. Expansion of Shorewood Road, between Route 83 and Rollins Road.
- B. Support expansion of commuter rail service through:
1. Development of the commuter rail station at the Washington Street site;
  2. Continued support for expanded commuter service resulting from the development of an additional track on the Wisconsin Central system;
  3. Support of transit oriented development, at sites designated (see *Figure 14: T.O.D. Location Map*) in this Plan, which will support higher usage levels for commuter rail service.
  4. Support development of a train station in the Village Center.
- C. Continue to develop the community pedestrian circulation system by:
1. Continued development of the bike path system as shown in *Figure 39: Bike Path System*;
  2. Construction or designation of key sidewalk linkages or the designation of existing sidewalks within the community, as shown on *Figure 40: Sidewalk Linkages*;
  3. Continued investment in the bike path system as an important community amenity by:
    - a) construction of shelters, information kiosks, and other path amenities throughout the system;
    - b) implementation of a system-wide signage and identification plan for the system;
    - c) encouraging ongoing year-round use of the path system.
  4. Development of appropriate linkages of the Village's path system to the systems of other local governments within the context of area-wide path plans.
  5. Interconnecting all retail/commercial, industrial, residential, commuter recreation, educational, and neighborhood areas with the Village's path system.



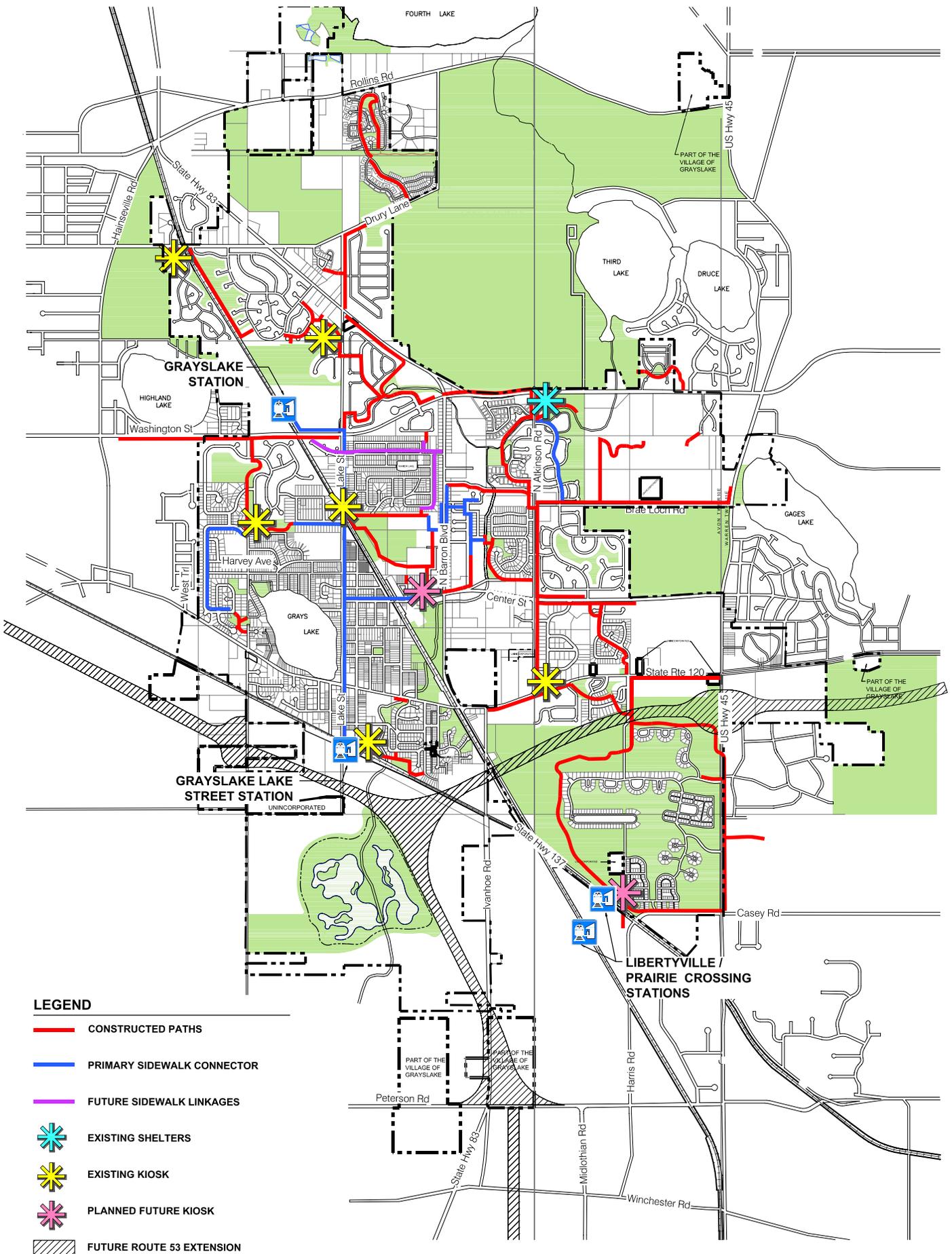
**LEGEND**

- CONSTRUCTED PATHS
- COMMITTED PATHS - SHORT TERM
- - - PLANNED FUTURE PATHS - LONG TERM
- - - PLANNED FUTURE PATH - FOREST PRESERVE
- SIDEWALKS
- ★ EXISTING SHELTERS
- ★ EXISTING KIOSK
- ★ PLANNED FUTURE KIOSK
- FUTURE ROUTE 53 EXTENSION



Existing Kiosk

Figure 39:  
**BIKE PATH SYSTEM**



**LEGEND**

- CONSTRUCTED PATHS
- PRIMARY SIDEWALK CONNECTOR
- FUTURE SIDEWALK LINKAGES
- ★ EXISTING SHELTERS
- ★ EXISTING KIOSK
- ★ PLANNED FUTURE KIOSK
- FUTURE ROUTE 53 EXTENSION

**Figure 40:  
SIDEWALK LINKAGES**

## CHAPTER 6. OPEN SPACE AND NATURAL RESOURCES

### Current Conditions

Grayslake has a long history of supporting the preservation of open space through the protection of environmentally sensitive areas, including wetlands, woodlands, and other natural areas. This is supported by a number of Forest Preserve acquisitions in the Grayslake area, the enactment of the most stringent parkland donation ordinances in the metropolitan region, and the requirement of land dedications for greenway corridors throughout the community. In addition, the Village has encouraged the concept of clustered residential development resulting in the preservation of additional acres of open space through the approval of the Prairie Crossing Subdivision and the enactment of various subarea plans requiring this type of development. The result is the preservation of approximately 3,500 acres of open space in the Grayslake area for public use that otherwise would not have been available.

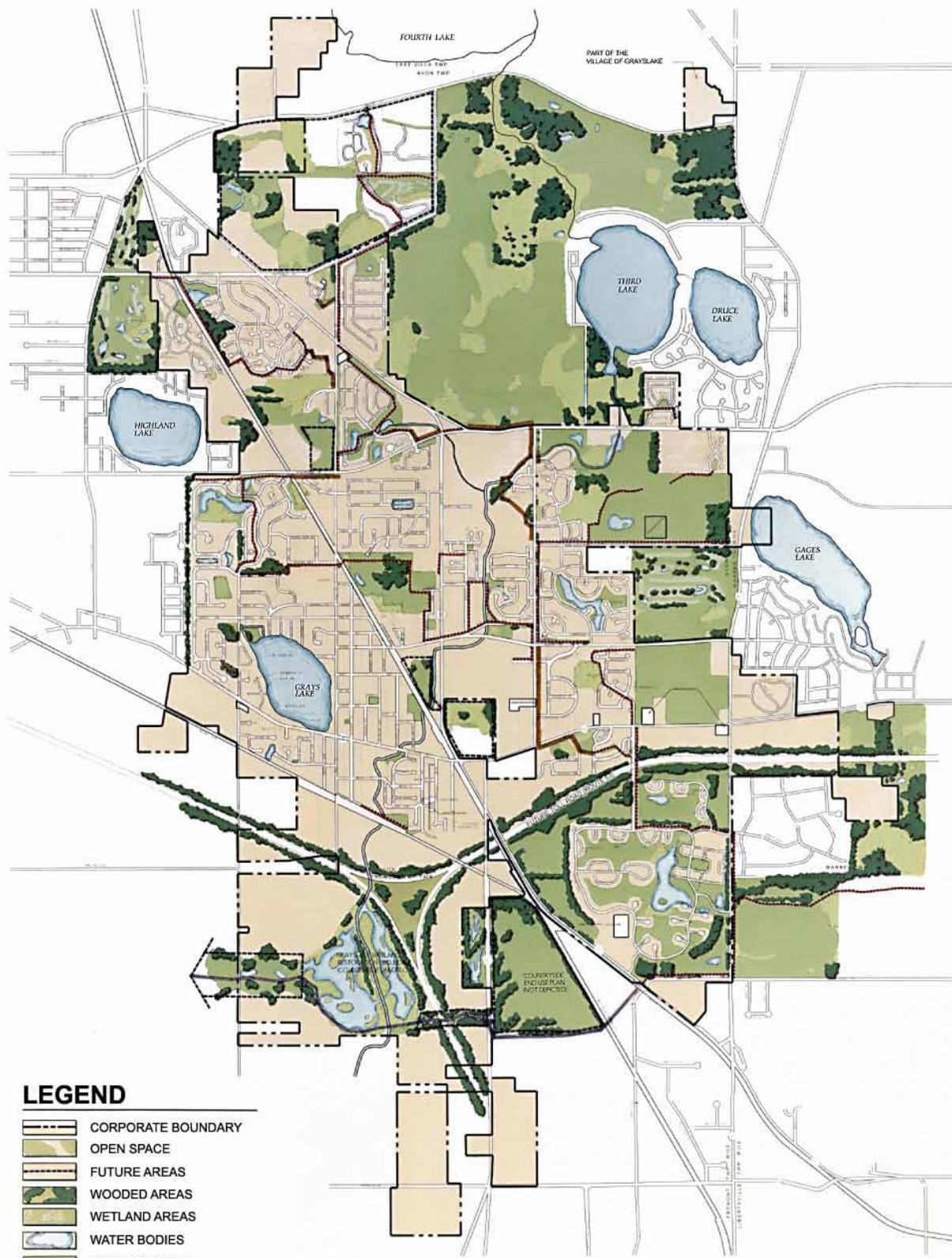
Protection of natural resources has also been a priority for the Village. The Village was one of the first communities in the area to pass a Tree Preservation Ordinance, has encouraged the planting of thousands of trees within the Village, passed stringent clean air requirements, and instituted innovative programs to protect air quality.

As a result of these efforts, the Village is blessed with a large amount of permanently preserved open space, including many natural ecosystems, wetlands, prairies, savannahs, and woodlands. In fact, preserved open space will be the largest single land use within the Grayslake planning area (see *Figure 41: Area Land Resource and Open Space Inventory*).

### The Future

The Village will experience a limited amount of residential growth over the next 20 years and, through implementation of its economic development plans, should experience significant non-residential growth. This scenario will present the opportunity to continue the strong emphasis on environmental protection and open space preservation in the development approval process.

**Goal:** Preservation of environmentally sensitive sites in newly developing areas, preserving and enhancing the existing natural areas of the Village, and support of regional clean air and water efforts through local initiatives.



**LEGEND**

- CORPORATE BOUNDARY
- OPEN SPACE
- FUTURE AREAS
- WOODED AREAS
- WETLAND AREAS
- WATER BODIES
- EXISTING PATHS
- FUTURE PATHS - NEAR TERM
- LONGTERM REGIONAL PATH-GENERAL ALIGNMENT

NOTES: TOTAL APPROXIMATE ACRES IN OPEN SPACE INVENTORY - 3,000-3,500 ACRES  
 PLAN IS ILLUSTRATIVE (BOUNDARIES ARE APPROXIMATE)

Open Space Inventory Illustrates Publicly Owned Land That Includes:  
 Lake County Fairgrounds    Prairie Preservation    Man-Made Lakes  
 Golf Courses (Public)    College of Lake County    Major Trails  
 Forest Preserves    Woodlands    Technology Campus  
 Libertyville Township    Wetlands

Private Property That Includes:  
 Land protected by conservation easements or other permanent legal means  
 Future Areas as depicted in adopted subarea plans

Figure 41:  
**AREA LAND RESOURCE AND  
 OPEN SPACE INVENTORY**

***Open Space and Natural Resources Action Plan:***

A. Promote provision of open space in new development.

1. Use the concept of clustered residential development to preserve at least 50% of a development site for open space in non-infill projects.
2. Require the use of access easements for public access to preserved open spaces, which remain in private hands.
3. Preserve valuable woodlands, wetlands, and other natural features as part of the preserved open space in new developments.
4. Require the extension of public trail systems throughout preserved open spaces.
5. Require the use of natural vegetation abutting wetlands to improve ground water quality, including the use of conservation easements to preserve these buffers on private property.
6. Review and revise, as needed, the Village's landscape requirements for residential and non-residential projects to expand the use of appropriate natural landscaping and the planting of trees.

B. Preserve and Enhance Existing Natural Areas

1. Develop maintenance and enhancement plans for major public wetlands and woodlands within the Village.
2. Implement the activities included in the maintenance and enhancement plans by the ownership agencies.
3. Encourage the planting of trees throughout the community through the use of financial incentives, grants, and the use of public capital improvement funds.
4. Encourage the planting of natural plants along public rights-of-way, trail areas, and other public places.
5. Preserve and enhance the Avon-Fremont Drainage Ditch as a natural resource and community amenity.

C. Expand Grayslake's open space inventory.

1. Expand open space within the Village through:
  - a. acquisition of development rights or access easements for existing floodway areas;

- b. selective purchase of key open space parcels for passive and active recreation and preservation purposes;
  - c. continuation of stringent developer open space requirements within new developments;
  - d. accepting the donation of appropriate lands for preservation purposes.
- D. Incorporate open space plans for the Rollins Savannah, Liberty Prairie Conservancy, Libertyville Township Open Space District, and Almond Marsh Forest Preserve into the Village's open space plans.

## CHAPTER 7. ECONOMIC DEVELOPMENT

### Current Conditions

**Overall:** The Village has experienced a significant expansion in its local economy. This expansion includes the development of numerous commercial, light industrial, and office projects, including Country Faire Plaza, Center Street Square, Walden Square, the Atkinson Industrial Park, Maple View (Jewel/Osco) commercial project, and various individual free-standing commercial and light industrial buildings. Non-residential construction from 1992 through 2003 totaled 1,260,770 sq. ft. with a construction value of \$125,459,115. According to the Economic Development Commission, over 2,000 jobs were created in the local economy during this period and this non-residential development generates approximately \$2,600,000 property tax dollars to area schools each year.

**Historic Downtown:** The Village has also experienced revitalization in its historic downtown business district. This included a substantial amount of private investment in building renovations and greatly reduced building vacancies in the downtown area. Through investment in public improvements including streetscaping and road improvements, retention of municipal facilities within the downtown area, including the construction of expanded village hall and police facilities, the municipality encouraged this revitalization. The Village also entered into a long-term arrangement providing for the opening of a Municipal Historical Museum within the downtown. In order to encourage facade improvements designed to reflect the downtown's history, the Economic Development Commission (EDC) implemented numerous facade grants and low-interest loan programs, which were utilized by many downtown businesses for facade renovations. Currently, the Economic Development Commission is working toward implementation of the *Downtown Action Plan (Appendix A)* and the *Downtown Subarea Plan (Appendix B)*, which were adopted by the Village Board as a guide for further downtown progress. Pursuant to the Village's adopted *Business District Development and Redevelopment Plan (Appendix C)* in 2001, the Village purchased the 201 Center Street building, which will be sold for redevelopment purposes.

**Route 83 Corridor:** The Village has adopted the *Route 83 Corridor Streetscape Enhancement Plan (Appendix D)*, which includes specific signage, architecture, and landscaping plans to guide the development and redevelopment of the Route 83 Corridor into a cohesive business corridor. Implementation of this Plan began after the adoption of a *Route 83 Business District Development and Redevelopment Plan (Appendix E)* for this corridor. A number of new business structures have been built within the corridor pursuant to the standards included in these plans and some existing businesses have utilized EDC grant programs to improve their locations in accordance with the Plan. Recognizing the evolutionary nature of Route 83, which is transitioning from single-family residential to businesses uses, the Village has rezoned parcels within the corridor

for business uses pursuant to the *Route 83 Corridor Streetscape Enhancement Plan* (see *Appendix D*).

***Atkinson Road Business Corridor:*** Since 1991, the Village has expended over \$4 million in road and utility improvements for this corridor. Atkinson Road (Route 120 to Washington Street) is the major north-south roadway which intersects Belvidere Road, Center Street, Brae Loch Road, and Washington Street, providing excellent vehicular access to the corridor; a pedestrian circulation system has been constructed as well. The corridor has developed into a multi-use office, commercial, and limited industrial business area. A new U. S. Post Office in the district further increases the area's visibility.

***Route 45 Corridor:*** The Route 45 corridor (Route 120 to Washington Street) is a major north-south roadway carrying a high volume of area traffic. In past decades, development has occurred within the corridor, primarily outside the limits of the Village. Since the mid-1980's, development has occurred within the Village. Those sites within the Village that have undergone development or redevelopment have done so with the application of definitive development guidelines. There are some parcels within the Village that remain to be redeveloped and reflect the haphazard nature of County decisions on the development prior to annexation. Significant development sites in this corridor remain outside the Village and these also reflect the lack of County development regulation at the time of the initial development and/or the lack of County enforcement.

In addition to the recruitment and development of new businesses within the local economy, the Village has adopted the *Plan for Continued Success*, which supports the development of a private/public partnership to assist in improving the business climate for existing businesses. This includes the development of an implementation infrastructure in the form of a contract between the Village's Economic Development Commission and the Grayslake Area Chamber of Commerce to implement specific programs and services to assist current business and support the recruitment of new businesses.

## **The Future**

Central Lake County will experience significant residential and employment growth in the next 20 years. Population projections adopted by the Northeastern Illinois Plan Commission (NIPC) forecast the addition of over 60,000 new residents in communities to the north and west of Grayslake. NIPC also forecasts an increase in employment from (1990) 14,000 to 31,000 in those communities.

The projected area-wide population growth will increase demands for products and services of all types in the central Lake County market. This growth, with its additional customers (both resident and business), will encourage new business locations within the Village.

In developing a plan for the continued economic development progress of the community, the Village will need to position itself to take advantage of the forecasted population and employment growth for central Lake County.

Planned transportation improvements will expand the road capacity of Route 45, thereby enhancing the business viability of this corridor. Regional transportation improvements like the proposed Route 53 extension would further place Grayslake in the midst of the region's transportation systems, improving the community's ability to attract new business and enhancing the access of existing business to regional markets, suppliers, and labor pools. Recommended improvements to Route 120 and Route 83 would also increase the business viability of these corridors. Peterson Road, on the Village's south boundary, will be a major east-west traffic corridor with business potential. This area known as the Central Range is expected to be the cornerstone of Grayslake's economic development efforts and a major economic engine for Lake County.

**Goal:** Take steps to expand the local economy by recruiting new business and encouraging the success of existing business to provide jobs, increase the availability of products and services to Grayslake residents and businesses, increase revenues to the Village for important Village services, and to provide ongoing non-homeowner revenues for schools and other taxing districts while maintaining the Village's standards for building and community quality.

***Economic Development Action Plan:***

- A. Expand the local economic development effort through expansion of the private/public partnership between the Village's Economic Development Commission and the Grayslake Area Chamber of Commerce.
  - 1. Facilitate the implementation of a new long-term services contract between the EDC and the Chamber of Commerce in order to provide services and programs for existing businesses.
- B. Consider financial support on a case-by-case basis for business or industrial uses which generate significant economic benefits through employment or other business activity.
- C. Aggressively pursue annexation of commercially viable parcels within major road corridors, including:
  - 1. The Route 45 corridor;
  - 2. Areas within the Peterson Road corridor and within the Village's sewer contract area.

- D. Build a cohesive Route 83 business area to expand our economy while improving community image through continued implementation of the *Route 83 Corridor Streetscape Enhancement Plan (Appendix D)*, through:
  - 1. Continued use and implementation of incentive programs to encourage redevelopment of existing properties in accordance with the Plan;
  - 2. Adherence to the Plan's architecture, landscape, and signage concepts for the corridor;
  - 3. Rezoning of property as requested by owners in accordance with the *Route 83 Subarea Plan (Figure 26)*;
  - 4. Development of a pedestrian circulation system within the Route 83 corridor.
  - 5. Continued support of road transportation improvements within the existing right-of-way on Route 83 north of Route 120 and south to Route 137 to improve traffic flow.
  
- E. Make available water and sewer utilities to key economic development parcels to encourage their development, through:
  - 1. The extension of water and sewer service into the Central Range Subarea, promoting the development of the Petersen Road Corridor;
  - 2. Agreements with Lake County for the provision of retail water and sewer service to properties that are annexed into the Village within the Route 45 corridor in areas shown in *Figure 42: Route 45 Water/Sewer Retail Service Area*.
  
- F. Continue to revitalize the downtown business district as one component of a village center, including:
  - 1. Continued implementation of the *Downtown Subarea Plan (Appendix B)* and the *Downtown Action Plan (Appendix A)*;
  - 2. The development of higher density residential to support the long-term vitality of the downtown area.
  - 3. Pursuing redevelopment of identified redevelopment sites (as depicted on approved *Business District Development and Redevelopment Plans (Appendix C)* through Village action including, if needed, public acquisition, to facilitate redevelopment;

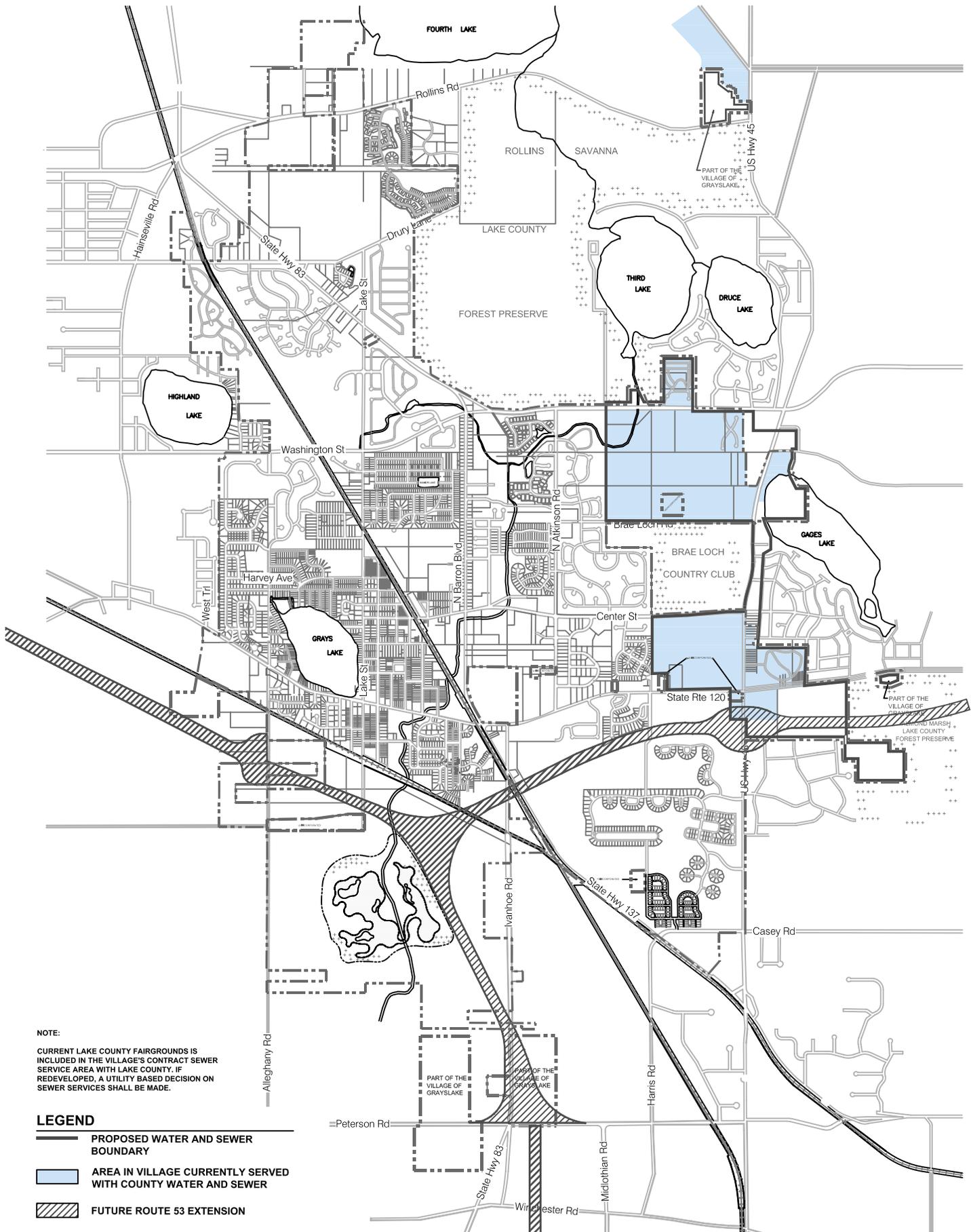


Figure 42:  
**PROPOSED ROUTE 45 AREA WATER/SEWER  
RETAIL SERVICE AREA**

- G. Build a cohesive Route 45 business corridor which expands our economy while improving community image. Implement the *Prototypical Commercial Area Improvement Plan: Route 45* as shown in *Figure 25*, including the use of facade and other grant programs.
- H. Implement the Central Range Economic Development Initiative, which will greatly expand the Grayslake and Lake County economies, through:
  - 1. The enactment of an intergovernmental agreement between Lake County and Grayslake as needed for the extension of sewer service to a portion of the Central Range area;
  - 2. Adherence to the specific development guidelines included in the Central Range Economic Development Initiative, including density, landscaping, environmental, and architecture standards.
- I. Commit resources to implement an ongoing advertising program for the recruitment of targeted businesses.
- J. Develop plans for gaining economic benefit from the presence of the College of Lake County, the High Technology Campus, and the University Center of Lake County, which are located within the community.
- K. In conjunction with the Lake County Fair Association, develop plans for commercial and exposition projects to expand tourist visits to the fairgrounds, surrounding properties, and Lake County.

## **TELECOMMUNICATIONS INFRASTRUCTURE**

The scope of telecommunications infrastructure includes, but is not limited to, cables, broadcast and receiving antennae along with their supporting ground electronics and power supplies, antenna towers, and terminal junction and amplifier cabinets. Recent telecommunications infrastructure includes such innovations as fiber optic cable and cell towers that allow analog or digital transmission of voice, data and video/graphics. While needed to ensure that residents and businesses can communicate, the provision of easements for the necessary communications infrastructure is often an afterthought. The Village's policy is to provide reasonable access to telecommunications providers within public rights-of-way, consistent with Federal Communications Commission (FCC) rules and regulations.

Telecommunications services should be viewed as another utility, or family of utilities, with a complex array of requirements to support the present and future needs of residents, institutions, commercial activities and visitors. As society becomes more information-based, and as available technology becomes more powerful and complex, Grayslake must plan for and manage the incorporation of an infrastructure that supports this inevitable growth and technical change within the physical context of the Village.

There are a number of issues related to telecommunications infrastructure. Deregulation has greatly expanded the number of existing and potential future telecommunications providers that may maintain facilities both within public rights-of-way and on privately owned property. New providers may seek access within the community at any time. In order to coordinate and accommodate the telecommunications infrastructure needed to serve local residents and businesses, suppliers and vendors can assist the Village by providing “as built” information for their physical infrastructure facilities particularly within public rights-of-way. This information can then be incorporated into the Village’s geographic information database.

Telecommunications technology can be expected to continue to evolve. While many transmission lines will continue to take the form of overhead lines or buried cable, wireless technology involving antenna towers and ground support equipment are also part of the infrastructure mix. The Village is prepared to work with telecommunications vendors and suppliers, other local governmental units and neighboring communities to ensure that short-term and long-term needs are assessed and accommodated as appropriate.

## CHAPTER 8. COMMUNITY FACILITIES

### Current Conditions

Community facilities and amenities support property values within a community. When a community has significant and unique amenities, property values are higher and where these types of amenities are not present within a community, property values tend to be lower. Ultimately, community facilities and amenities are just one way that homebuyers and businesses compare municipalities and make location decisions. Communities in Lake County continue to add new types of facilities, including recreation centers, athletic fields, indoor ice facilities, and other amenities in an effort to provide services to their residents and improve their villages' competitive position versus other communities.

Grayslake enjoys a number of unique community amenities, including: the Lake County Fairgrounds with its year-round events, the College of Lake County with its educational offerings and cultural events, over 1,500 acres of Lake County Forest Preserves, a greenway trail system connecting the Village's various neighborhoods, commercial areas, and open spaces, hundreds of acres of park land with both passive and active recreational areas, a community pool, skate park, public library, and public golf courses, including a par 3 executive course. Soon, Illinois' first Multi-University Center will be constructed providing degree opportunities from 12 universities (see *Figure 37: Community Identification Improvements*).

### The Future

As the desirability of other area communities is enhanced by the addition of new community amenities, Grayslake will need to keep pace by continuing to add public amenities to support property values.

**Goal:** Find innovative ways to provide additional amenities, without property tax increases, that will add to the desirability of the community, thereby increasing property values and improving the quality of life.

### *Community Facilities Action Plan*

A. Develop a 10-year plan to:

1. Support the expansion of the Municipal Historical Museum as part of the downtown revitalization effort and as part of the Village Center.

2. Coordinate with school districts to provide public facilities on or near school campuses that can be used by the entire community, thereby reducing school district costs for these amenities.
3. Construct, in conjunction with Metra, a new train depot building at the Lake Street commuter rail station and develop and construct the property train station on Washington Street.
4. Implement the previously approved plan for an indoor ice facility to be constructed on Route 83, including the possibility of a private/public partnership.
5. Upon the request of residents, authorize the creation of special service areas or special assessments for neighborhood private benefit improvements like neighborhood curb and gutter, sidewalks, and street lighting.
6. Implement plans for community identification improvements as depicted on *Figure 37: Community Identification Improvements* (see page 65) at the Village entryways and at appropriate major intersections.
7. Preserve and enhance Grays Lake including the concept of an overlook near Route 120.