



ILLINOIS ROUTE 53/120
CORRIDOR LAND USE PLAN

Environment & Natural Resources Committee

MARCH 3, 2016

IL Rt. 53/120 - It's a long story...

Discussed for nearly 50 years

Numerous attempts to move project forward, including NIPC in the 90's

2010: 53/120 listed as GO TO 2040 Major Capital Project with high potential to reduce regional congestion

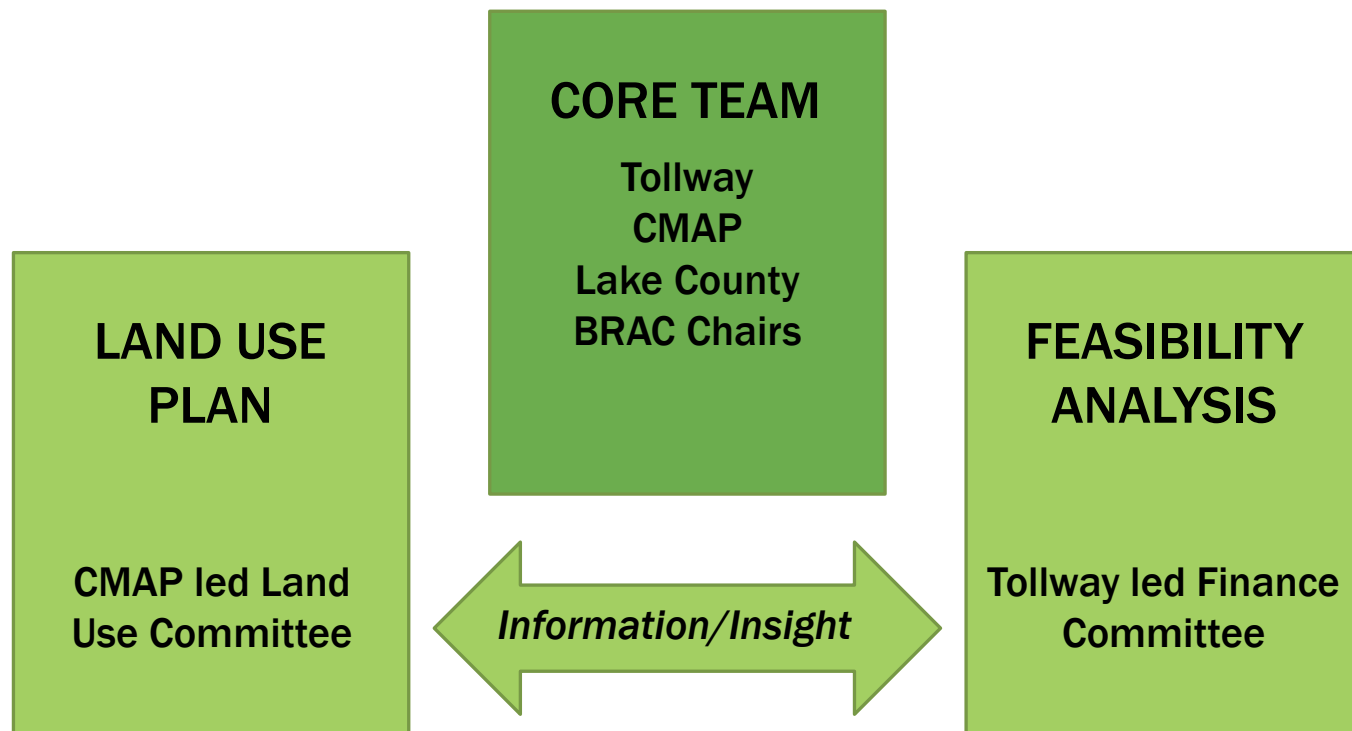
2012: Blue Ribbon Advisory Council Report recommends conditional advancement of facility:

1. Create a transportation system that preserves the environment, communities, and connectivity
2. Design a context-sensitive roadway
3. Respect and preserve the land
4. Create an innovative road funding plan
5. Create a market-based land use, transportation, and open space plan (also recommended in GO TO 2040)



Process Overview

Relationship of CMAP Land Use Strategy & Tollway Feasibility (\$) Analysis



Land Use Committee (partners list)

Co-chairs

Aaron Lawlor, Lake County Board

George Ranney, BRAC Co-Chair

Members

Buffalo Grove

Grayslake

Gurnee

Hawthorn Woods

Kildeer

Lake Zurich

Lakemoor

Libertyville

Long Grove

Mundelein

Round Lake

Round Lake Park

Vernon Hills

Volo

Wauconda

Lake County

Lake County

Partners

Liberty Prairie

Foundation

Openlands

Other Partners/Reviewers

PACE

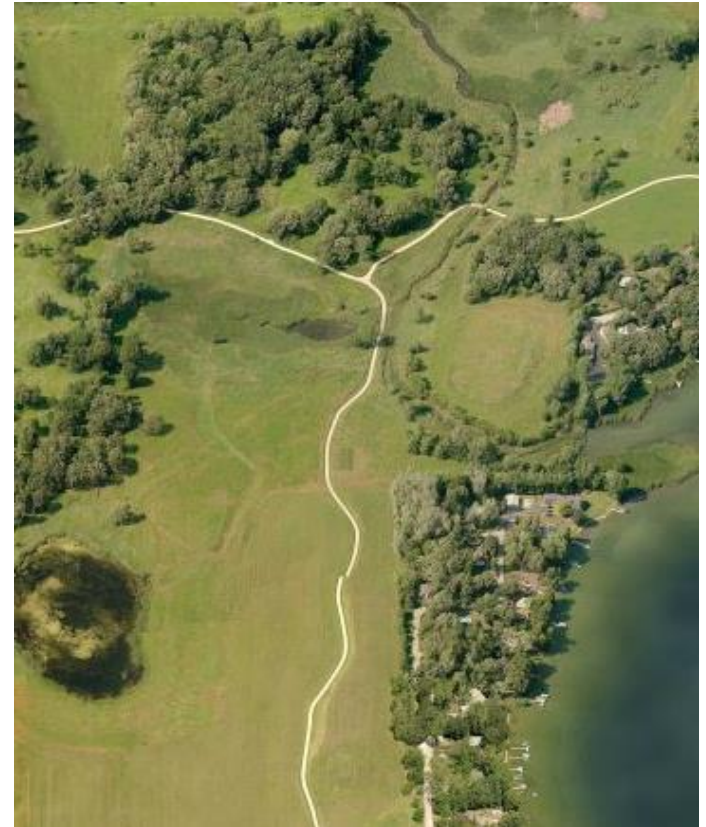
Metra

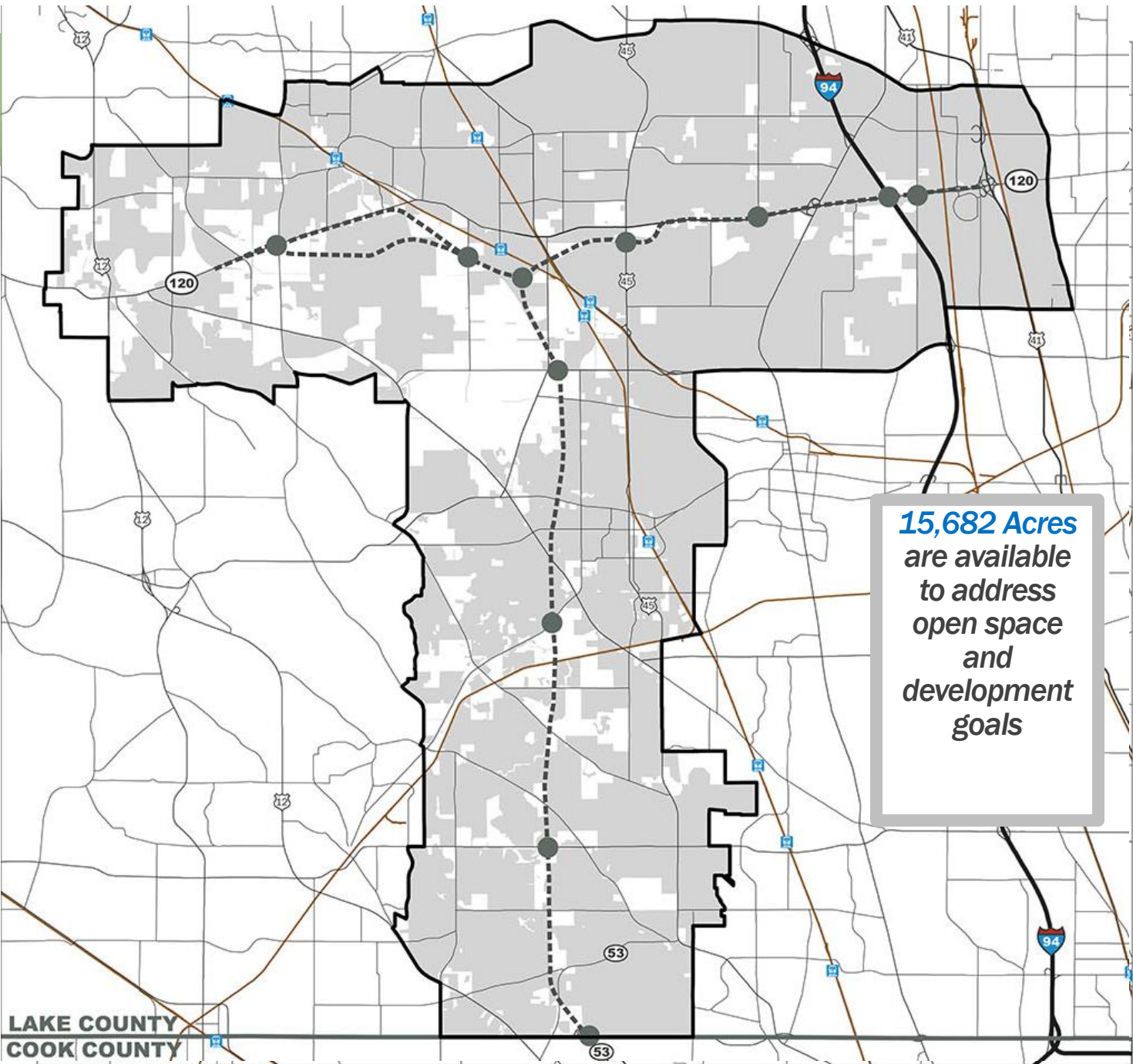
Lake County FPD, SMC

Various other stakeholders

Corridor Land Use Strategy Objectives

1. Utilize a **market-driven approach** to assess the feasibility of future land use change
2. **Balance** economic development, open space, and community character goals
3. Formulate a **multi-jurisdictional economic development strategy**
4. Encourage **mixed-use, pedestrian-friendly and/or transit-supportive land uses**
5. Design land use and transportation systems to facilitate **walking and biking, transit, increase local connectivity**
6. Develop an **integrated open space system**



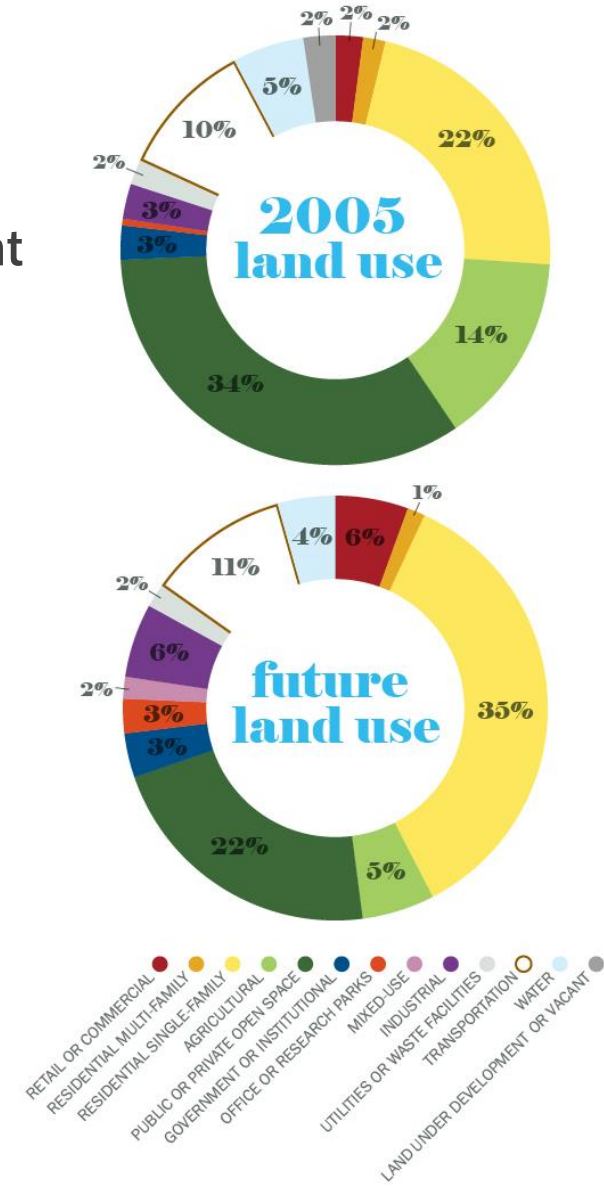


15,682 Acres
are available
to address
open space
and
development
goals

LAKE COUNTY
COOK COUNTY

Existing Local Land Use Plans

- Full build-out depicted in municipal Future Land Use Plans unlikely within the next 30 years
- Growth according to plans would cause significant loss of natural areas and agricultural land
- Plans avoid underutilized or infill sites that could accommodate part of the development demand
- Current zoning in the Corridor does not generally support transit



Outreach

Project Website: www.lakecorridorplan.org

Open Houses

- November 12, 2015 in Grayslake – 180 attendees
- November 19, 2015 in Lake Zurich – 135 attendees
- October 14, 2016 in Libertyville – 75 attendees
- October 15, 2016 in Kildeer – 120 attendees

Input received on draft plan

- 66 comment forms/cards from Open Houses
- 257 comments emailed or submitted through website
- Additional comments from agencies and municipalities
- Numerous comments at LUC meetings

ILLINOIS ROUTE 53/120 CORRIDOR LAND USE STRATEGY



November 12, 2015

Prepared for:
Chicago Metropolitan Agency
for Planning, Illinois Tollway,
and Lake County



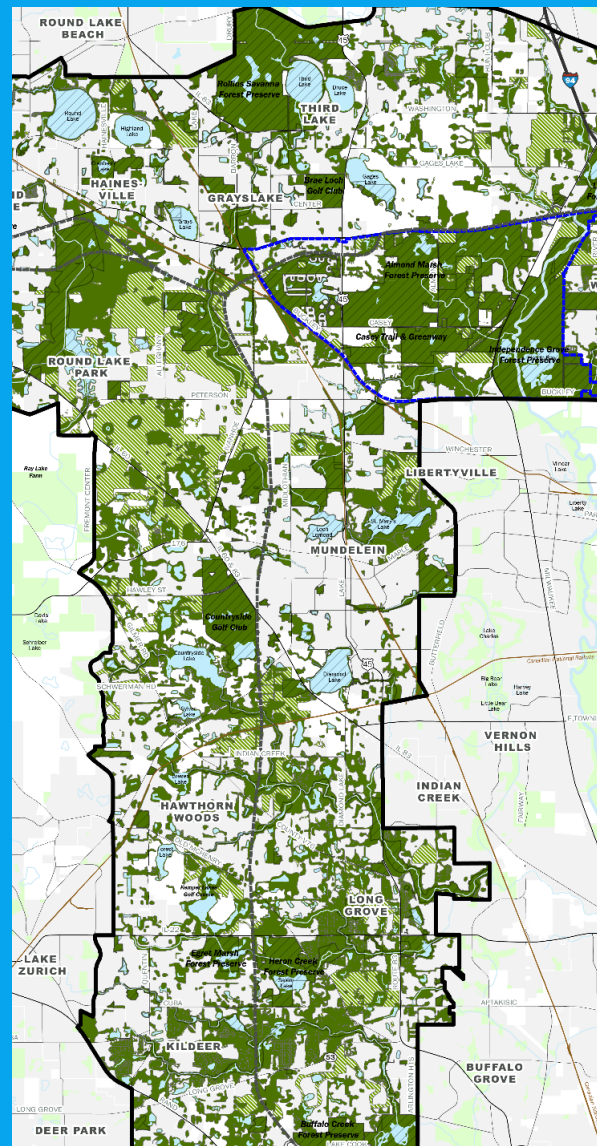
CORRIDOR LAND USE STRATEGY

- Builds upon BRAC Recommendations & Principles
- Uses 2040 market forecasts to recommend a balanced land use approach
- Provides guidance and recommendations at CORRIDOR, PLANNING ZONE, and SITE levels
- Encourages municipalities to actively work together toward implementation
- Preserves local land use authority
- Avoids prescriptive, parcel-based land use plans
- Provides guidance and recommendations that are applicable regardless of 53/120 facility status

CORRIDOR-WIDE FRAMEWORK

Ecological Network

- Provides overview of Core and Opportunity Landscapes
- Highlights value of resources and connected network
- Identifies direct and indirect impacts to resources
- Provides strategies for resource protection and enhancement



Open Space & Natural Resources Framework

Core Landscapes should be prioritized for preservation, highly mitigated if impacted

Opportunity Landscapes are best opportunities to achieve Plan and Corridor OSNR goals; locations are suggested; decisions are made by municipalities and other Corridor stakeholders

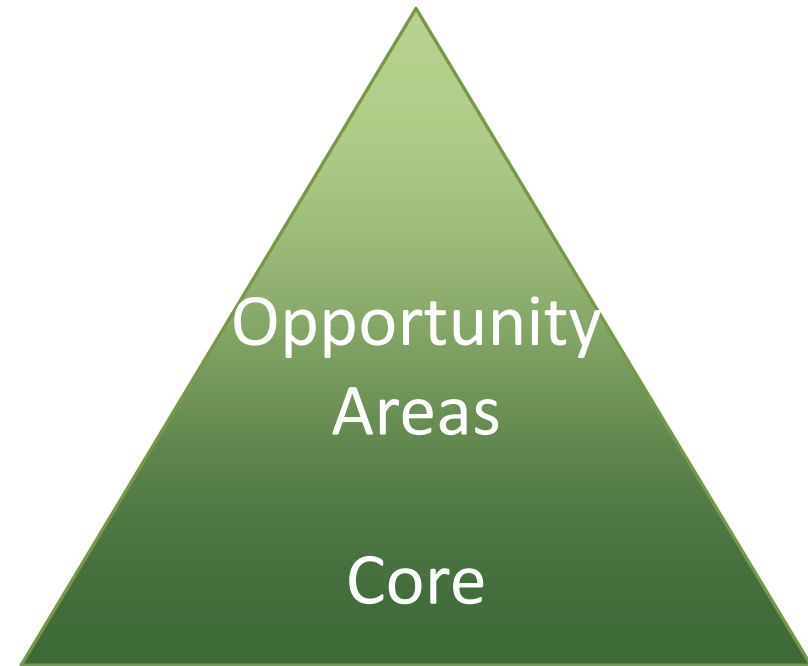
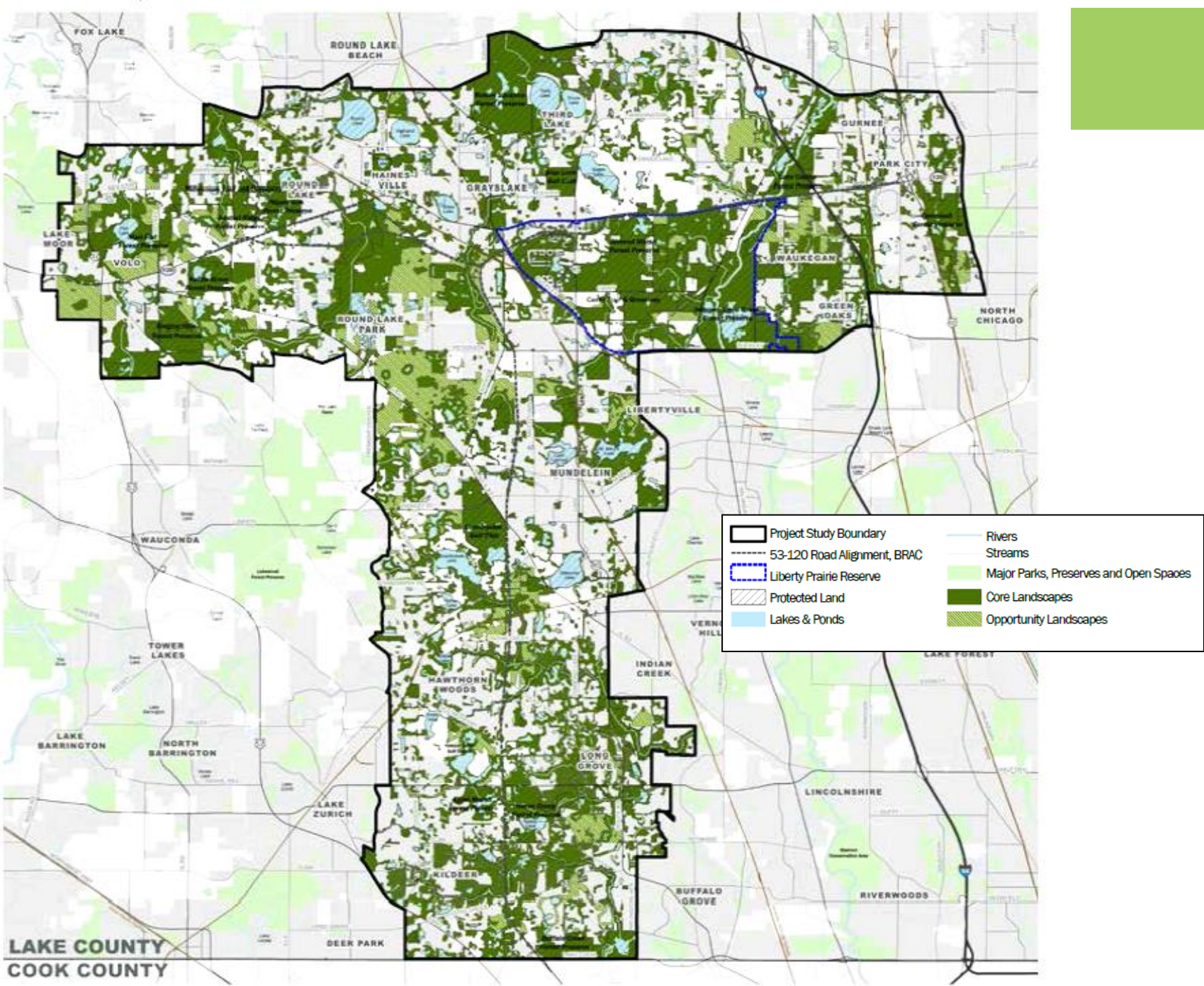


Figure 2: Core and Opportunity Networks
 Sources: The Lakota Group, WRD Environmental



OSNR Framework: Core landscapes

Core Landscapes

1. Protected Land (Conservation Easements, Deed, INAI, INPC, Preserves, Municipal Parks)
 - Threatened and Endangered Species Habitat Boundaries
2. Forested areas within pre-settlement forest zones
3. Forested areas outside of pre-settlement forest zones
4. ADID Wetlands + 100' buffers
5. Non-ADID Wetlands + buffers
6. Stream Corridors + buffers
7. Core Prairies and Grasslands (rare / remnant ecosystems)
8. Floodway and Floodplain
9. SMC Flood Hazard Mitigation Areas

OSNR Framework: Core landscapes Protected Landscapes and Woodlands

Figure 3: Protected Landscapes

Sources: Easements (National Conservation Easement Database, 2013) Deed Restrictions (Dave Holman, 2014) IL Natural Areas (ILDNR, 2014) IL Preserve Commission (ILDNR, 2014)

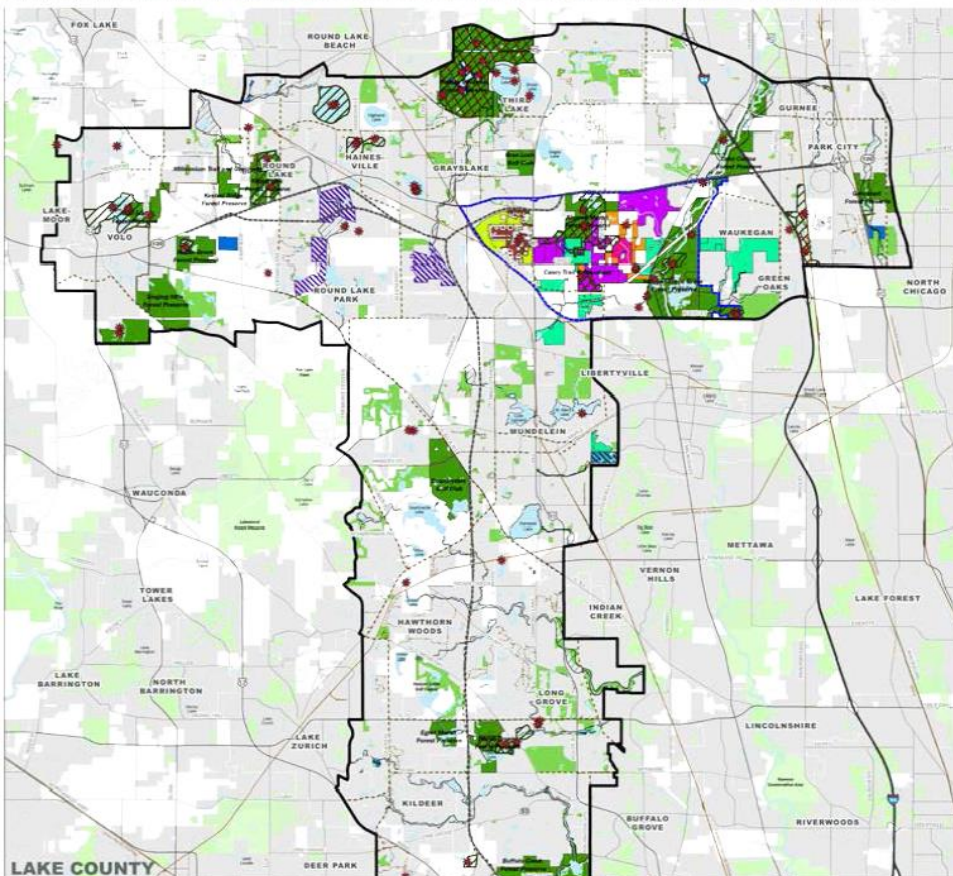
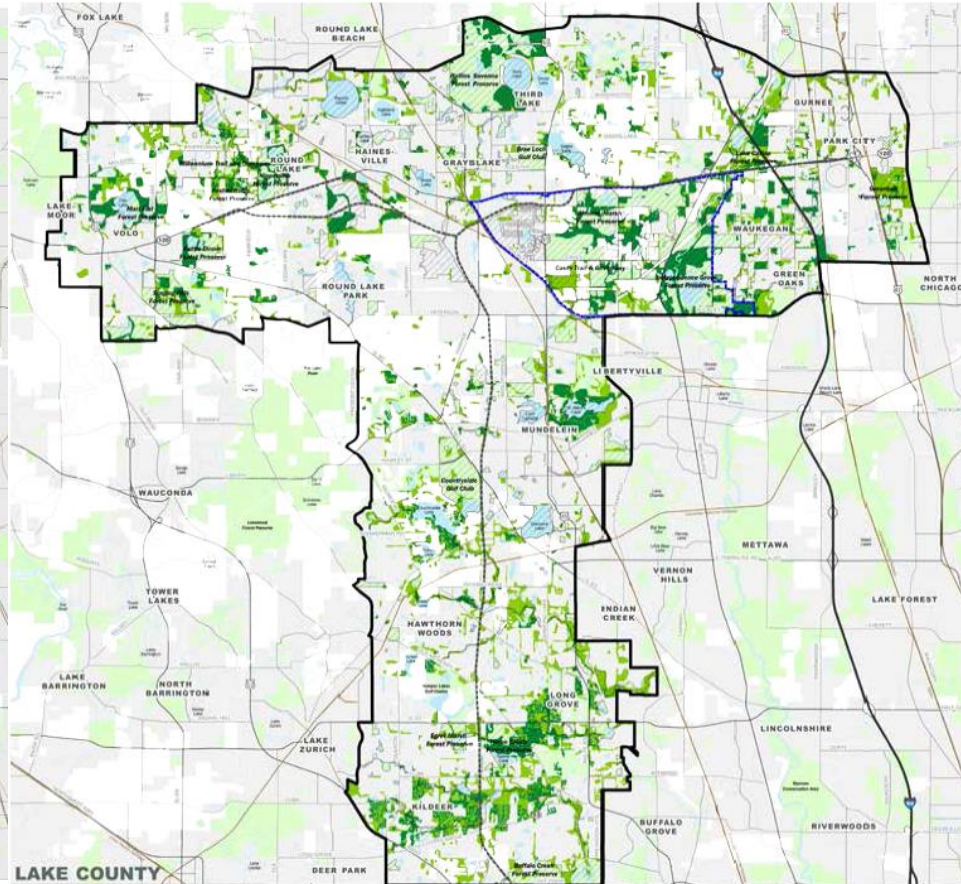


Figure 4: Woodlands

Sources: Chicago Wilderness GIS 2.2, McBride, J. & Bowles, M., 2007



OSNR Framework: Core landscapes Wetlands and Water Resource Buffers

Figure 5: Wetlands
Sources: ADID Wetlands (Lake County, 1992), Wetlands (Lake County, 2002), Mitigation Banks (USACE RIBITS, 2014)

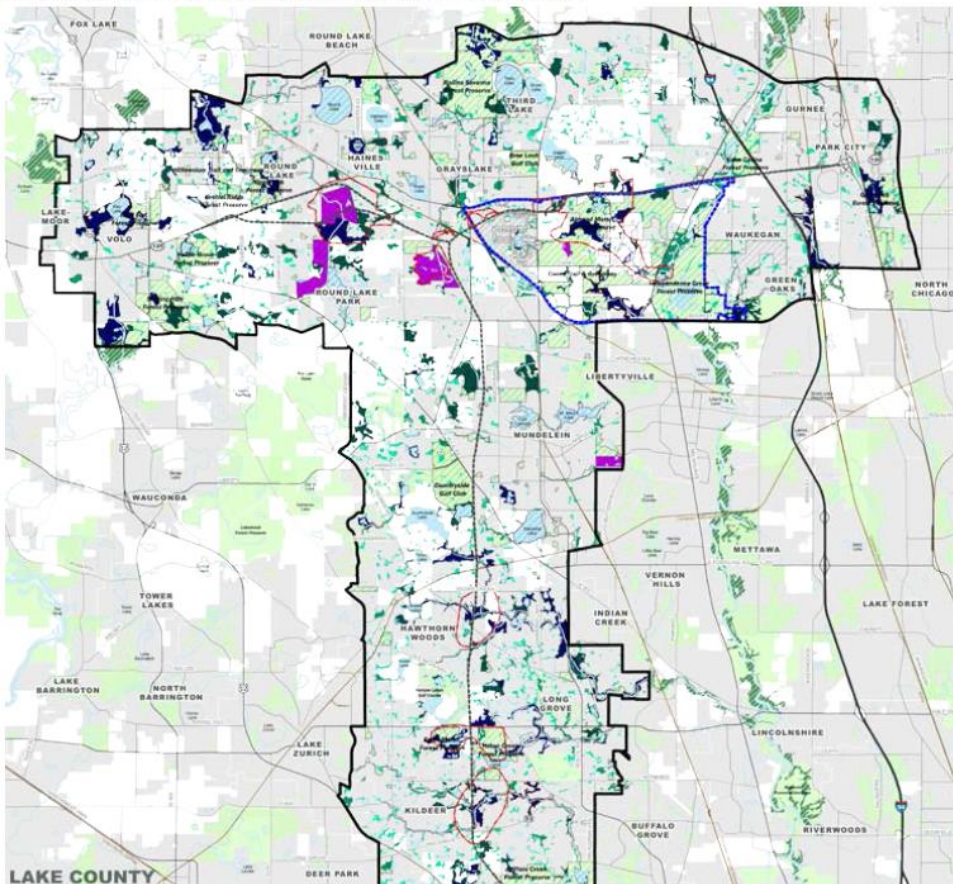
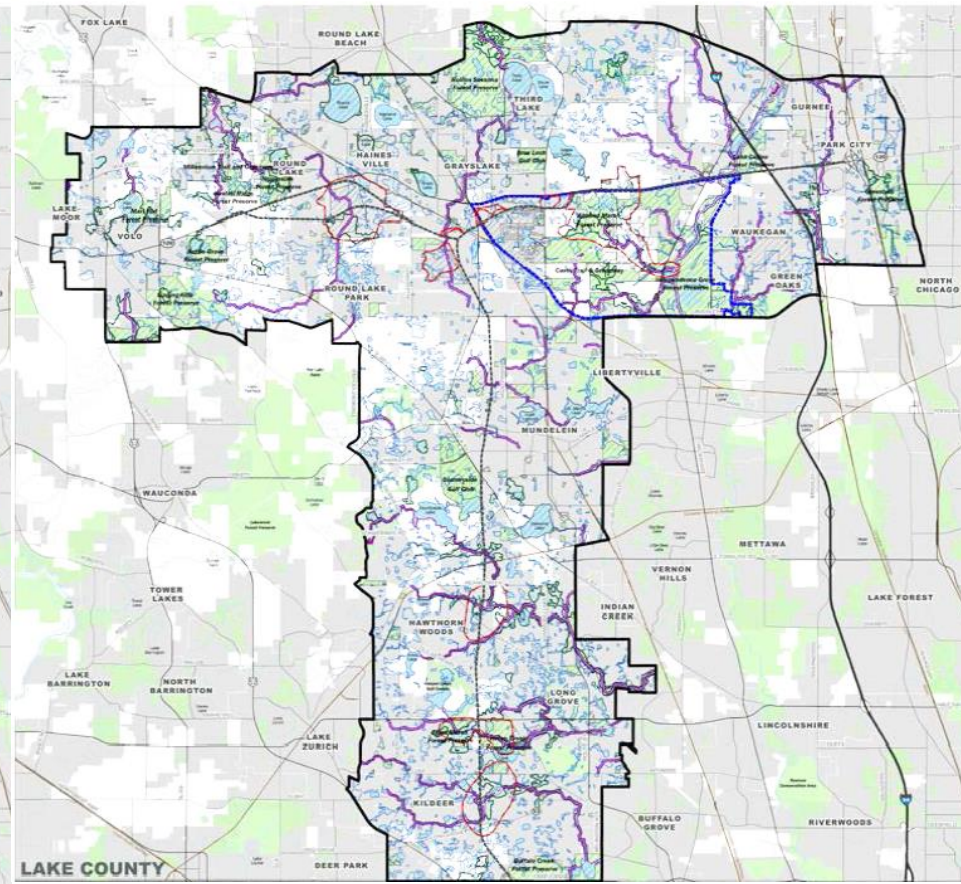


Figure 6: Water Resource Buffers
Sources: WRD Environmental



OSNR Framework: Core landscapes

Floodplain and Core Prairies and Grasslands

Figure 8: Floodplain
Sources: FEMA, 2014

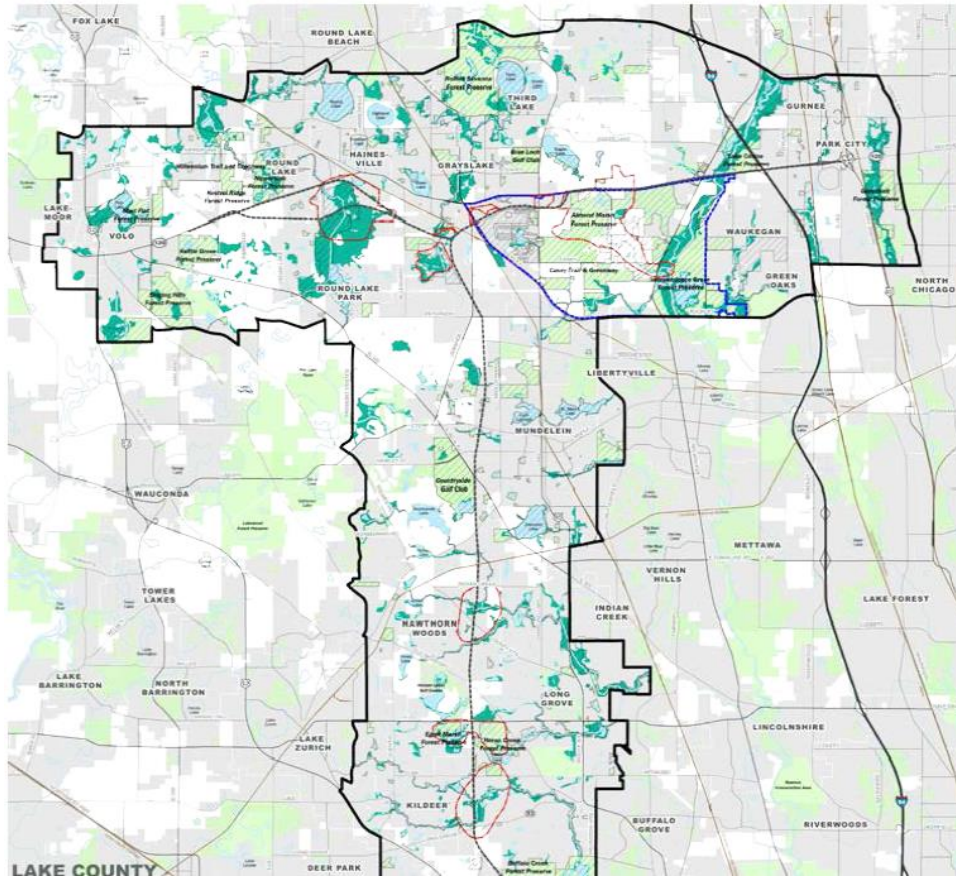
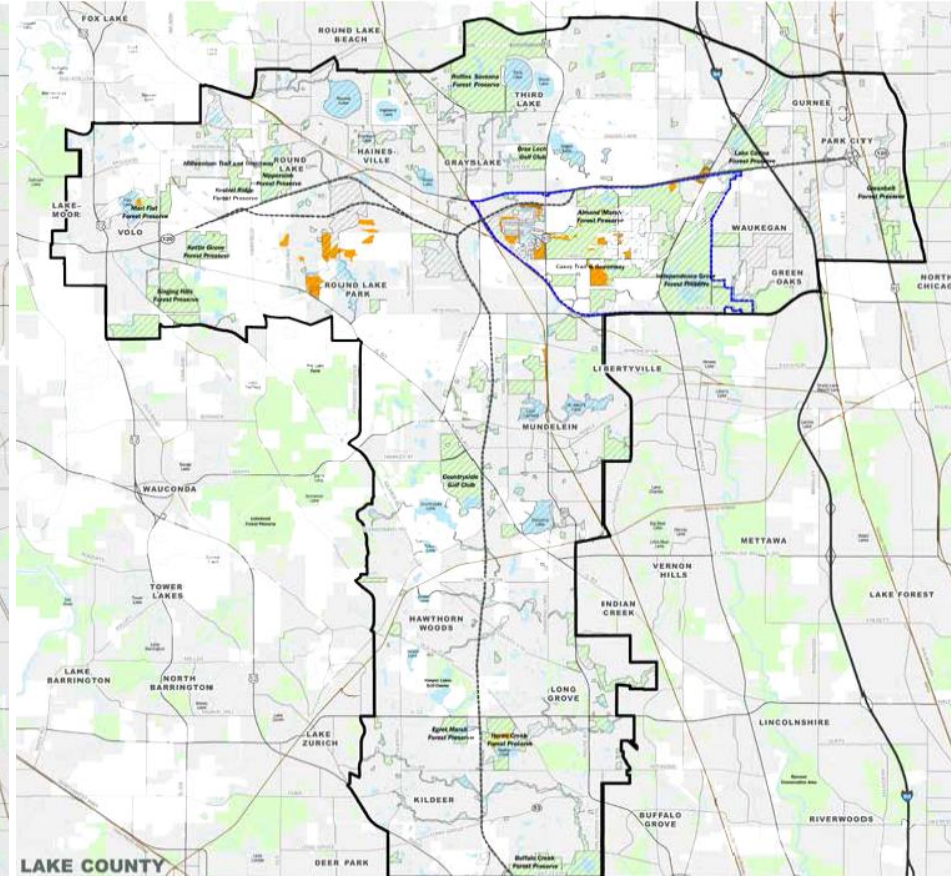


Figure 7: Core Prairies and Grasslands

Sources: WRD Environmental, Green Infrastructure Vision 2.2, National Land Cover Database



OSNR Framework: Opportunity Areas

1. Wetland mitigation
2. Aquatic and terrestrial restoration
3. Connectivity and trails
4. Large open space preserves
5. Backyard conservation (e.g., 100' buffers in developed areas)
6. Agriculture / working landscapes
7. Water quality improvement
8. Community / neighborhood parks
9. SMC Floodplain Buyout Properties
10. Headwaters Protection

OSNR Framework: Opportunity Areas Large Open Space and Connectivity

Figure 12: Large Open Space Opportunities
Sources: WRD Environmental

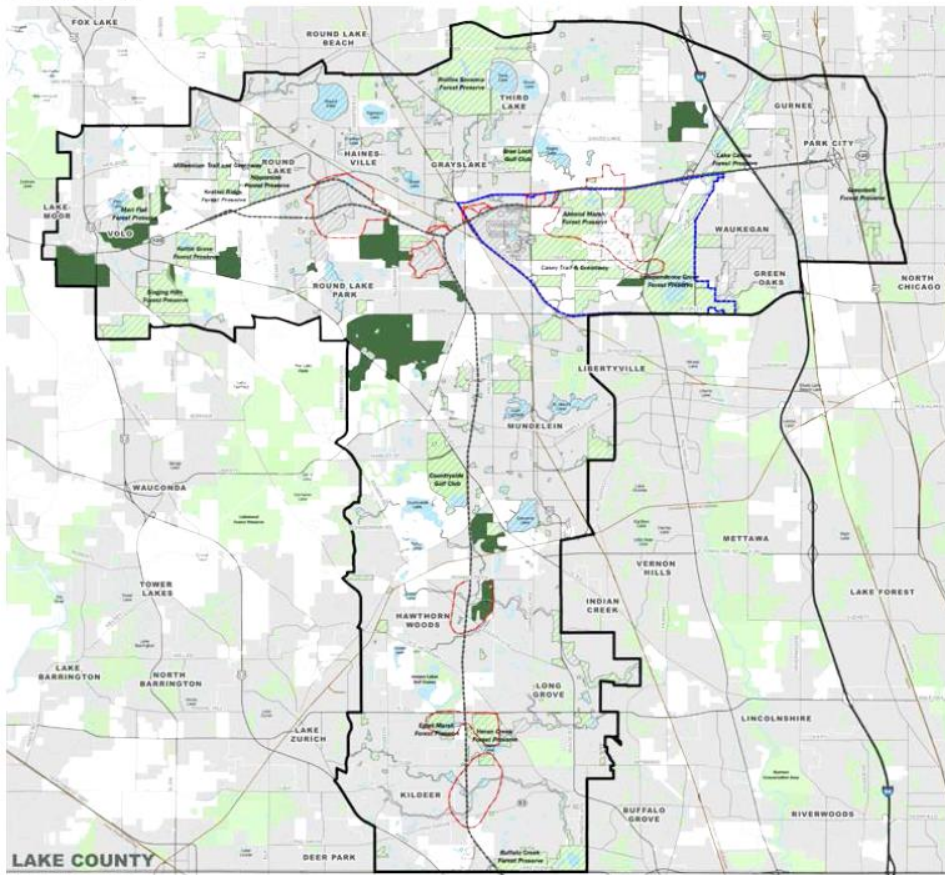
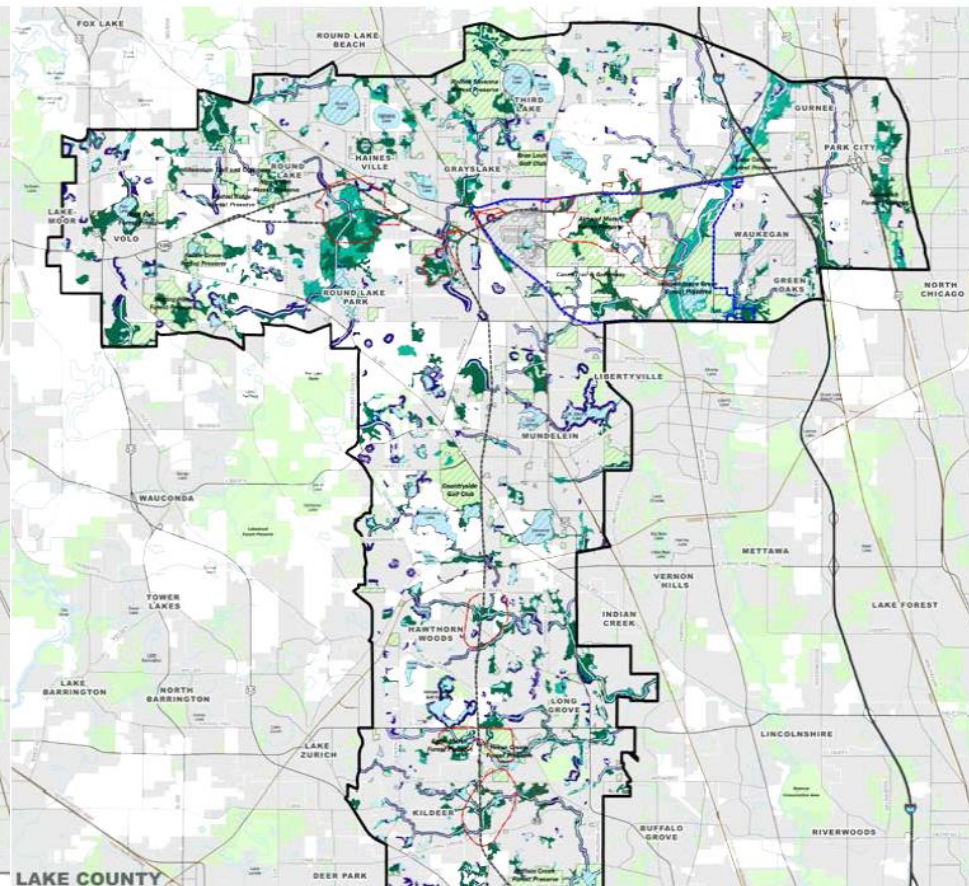


Figure 11: Connectivity Opportunities
Sources: Lake Co., 2002, FEMA, 2014



OSNR Framework: Opportunity Areas Working Landscapes and Local Parks and OS

Figure 14: Working Landscapes
Sources: WRD Environmental, Lake County, David Holman Survey

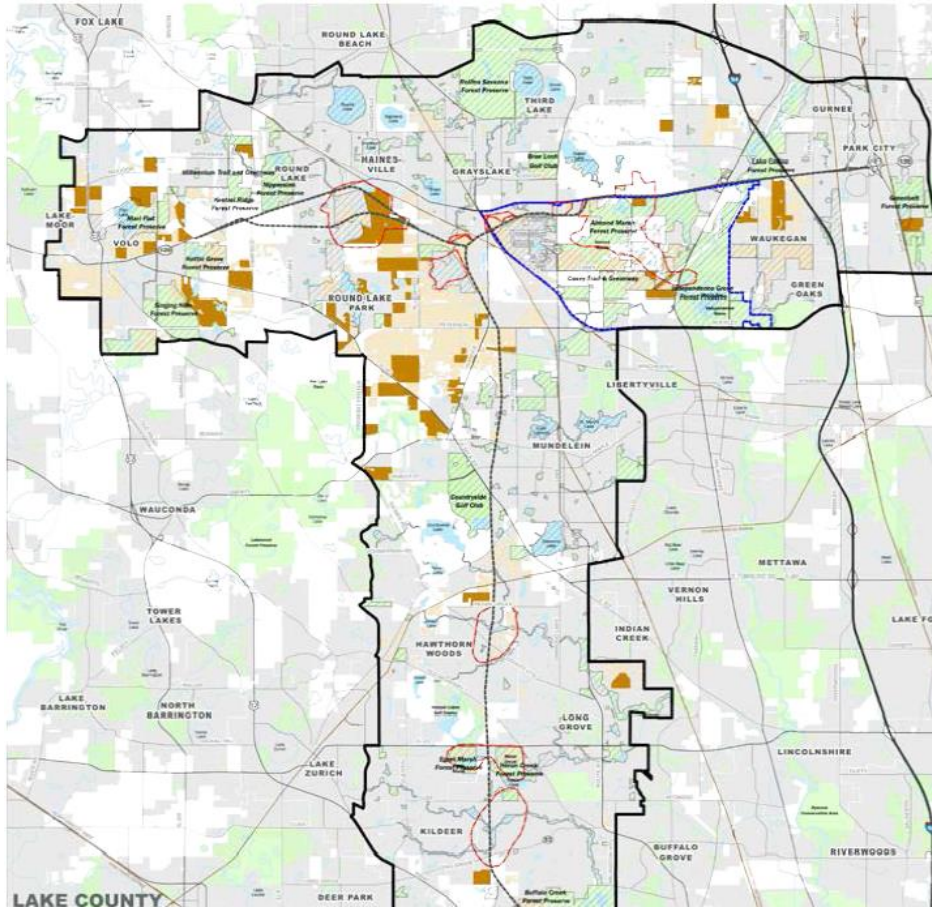
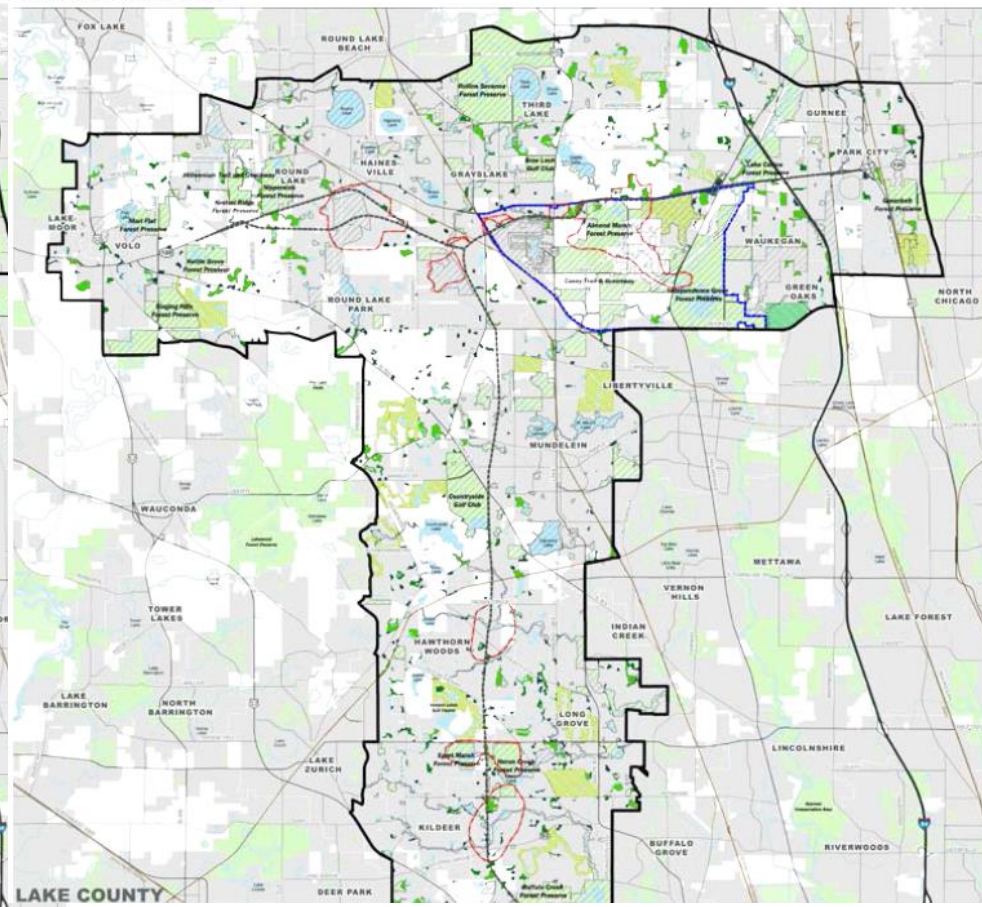


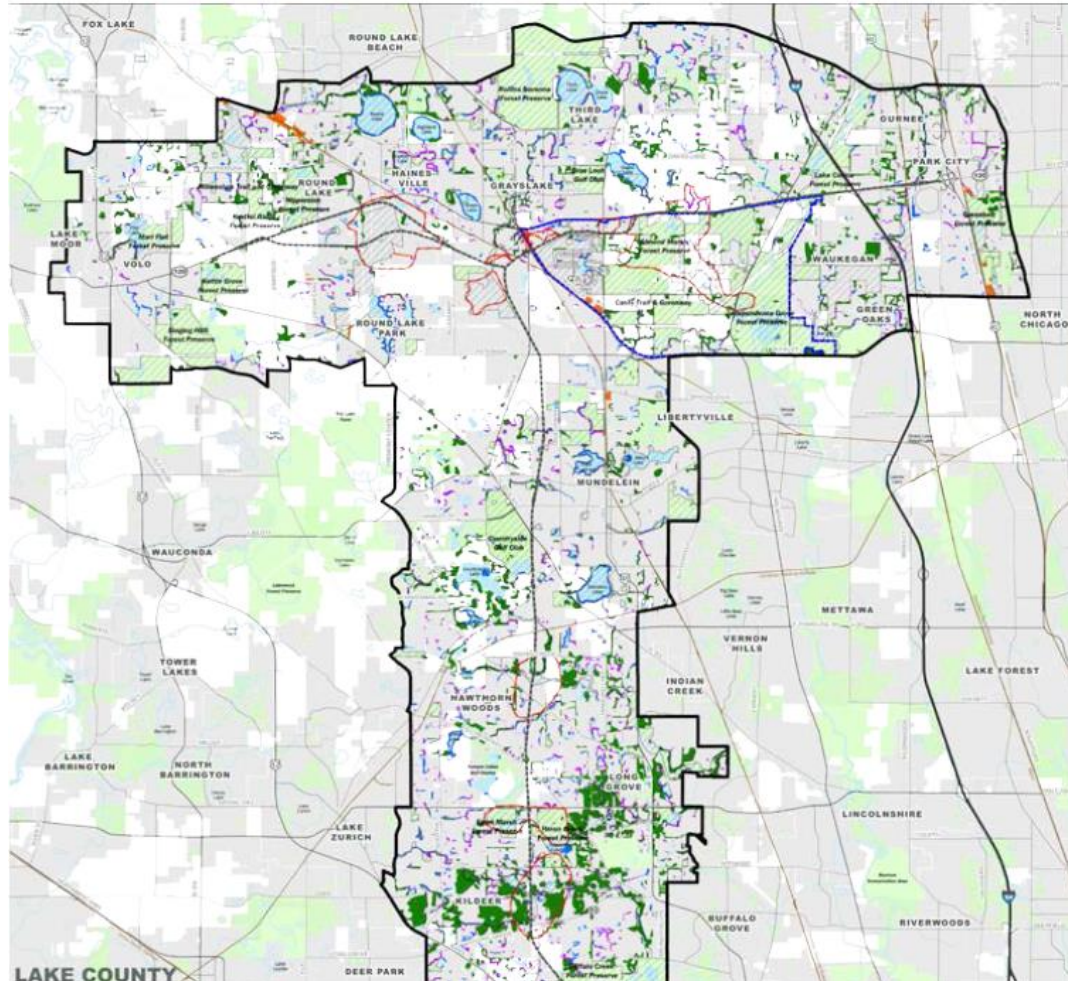
Figure 15: Community/Neighborhood Parks & Unprotected Open Spaces
Sources: Lake County, WRD Environmental



OSNR Framework: Opportunity Areas Private Land Conservation

Figure 13: Private Land Conservation Opportunities

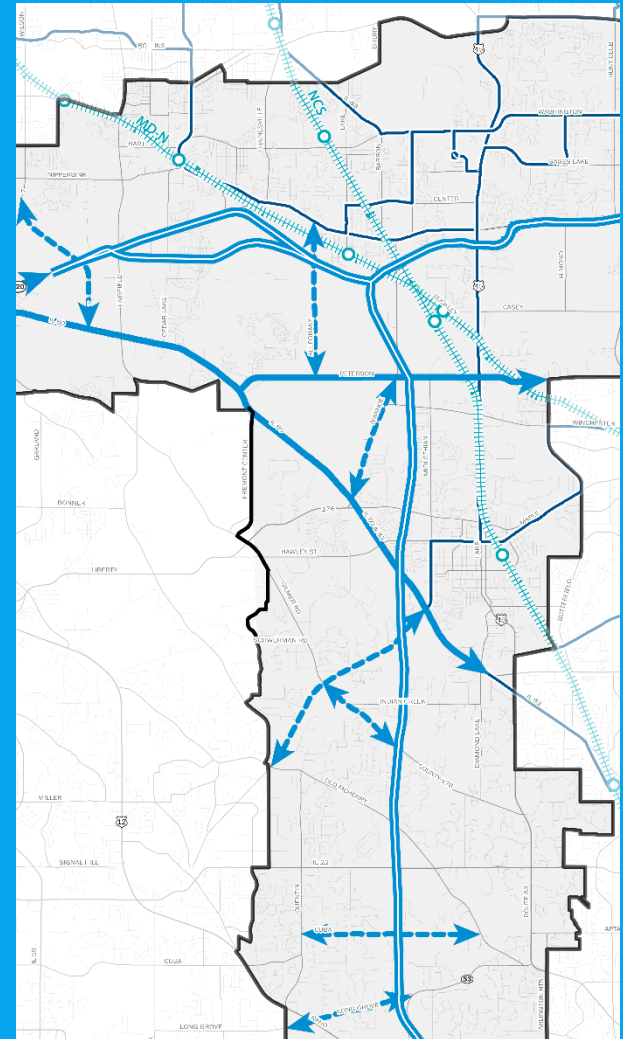
Sources: WRD Environmental, Lake Co., 2002, Green Infrastructure Vision 2.2, National Land Cover Database



CORRIDOR-WIDE FRAMEWORK

Transportation and Land Use Nexus

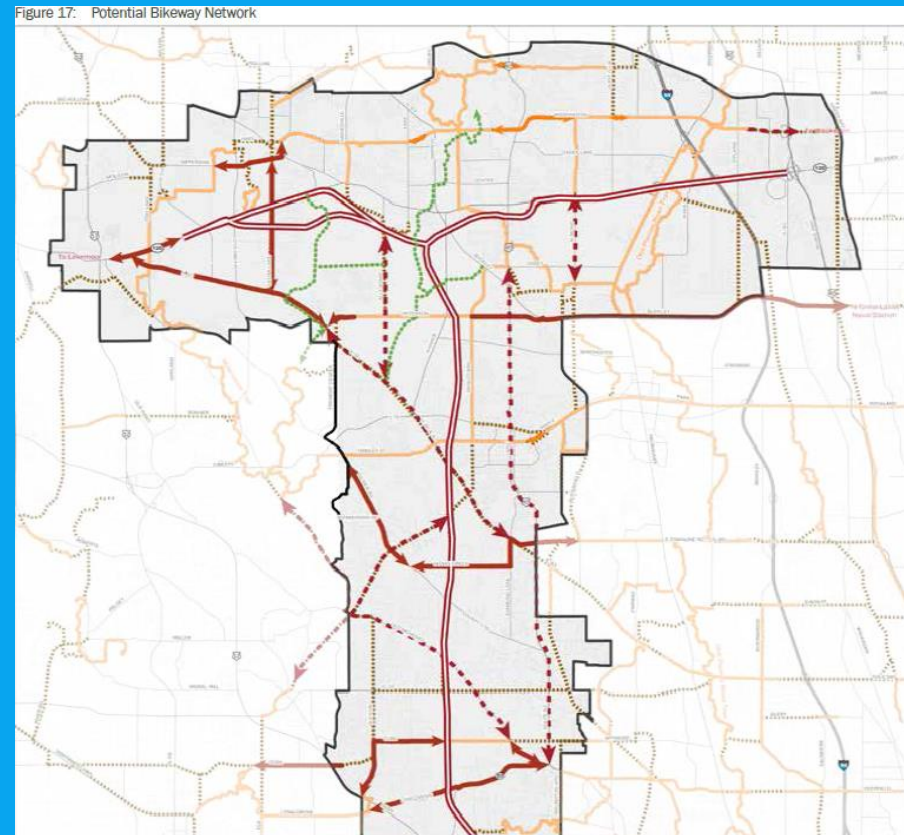
- Highlights connection between transportation and land use
- Identifies potential transit connections to explore



CORRIDOR-WIDE FRAMEWORK

Transportation and Land Use Nexus

- Prioritizes bikeway and trail opportunities to connect and expand the network



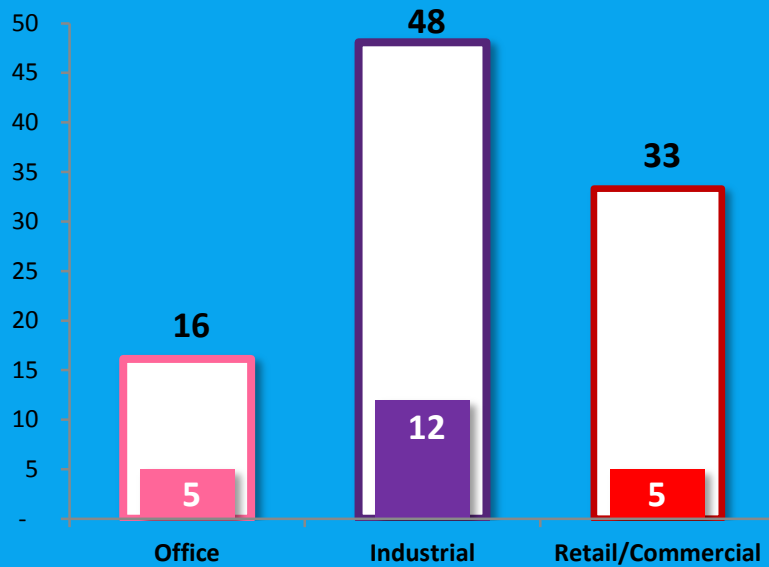
CORRIDOR-WIDE FRAMEWORK

Market Forecast and Land Use

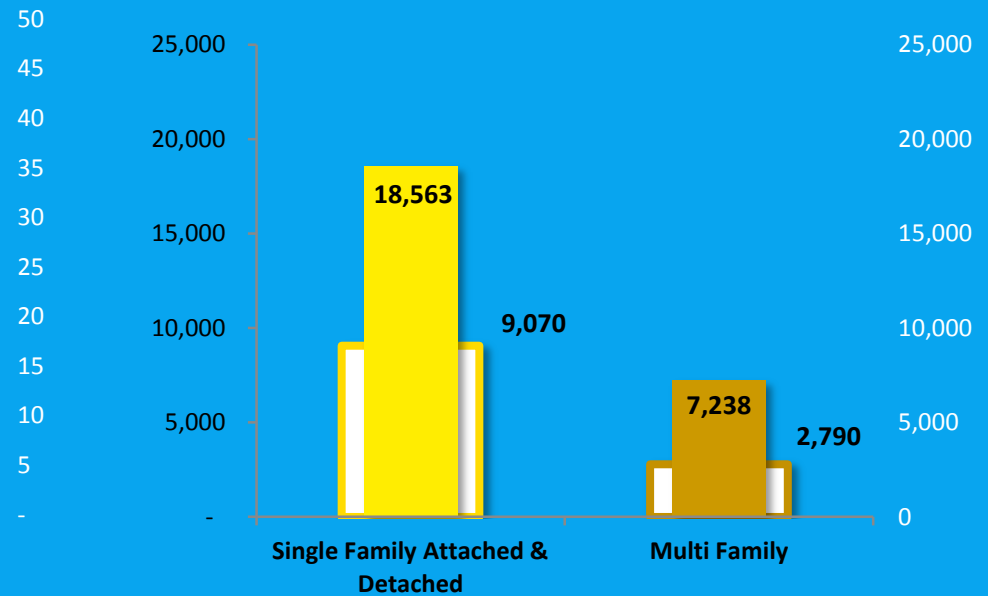
- Identifies development potential for Office, Industrial, Residential, and Retail
- Identifies sites where land use change is anticipated
- Introduces balanced land use framework and trade-offs
 - Preserved open space and natural resources
 - Commercial development and tax revenues
 - Community character vis-a-vis residential density and design

CORRIDOR-WIDE FRAMEWORK

Non-Residential (Millions of SF)



Residential (Units)

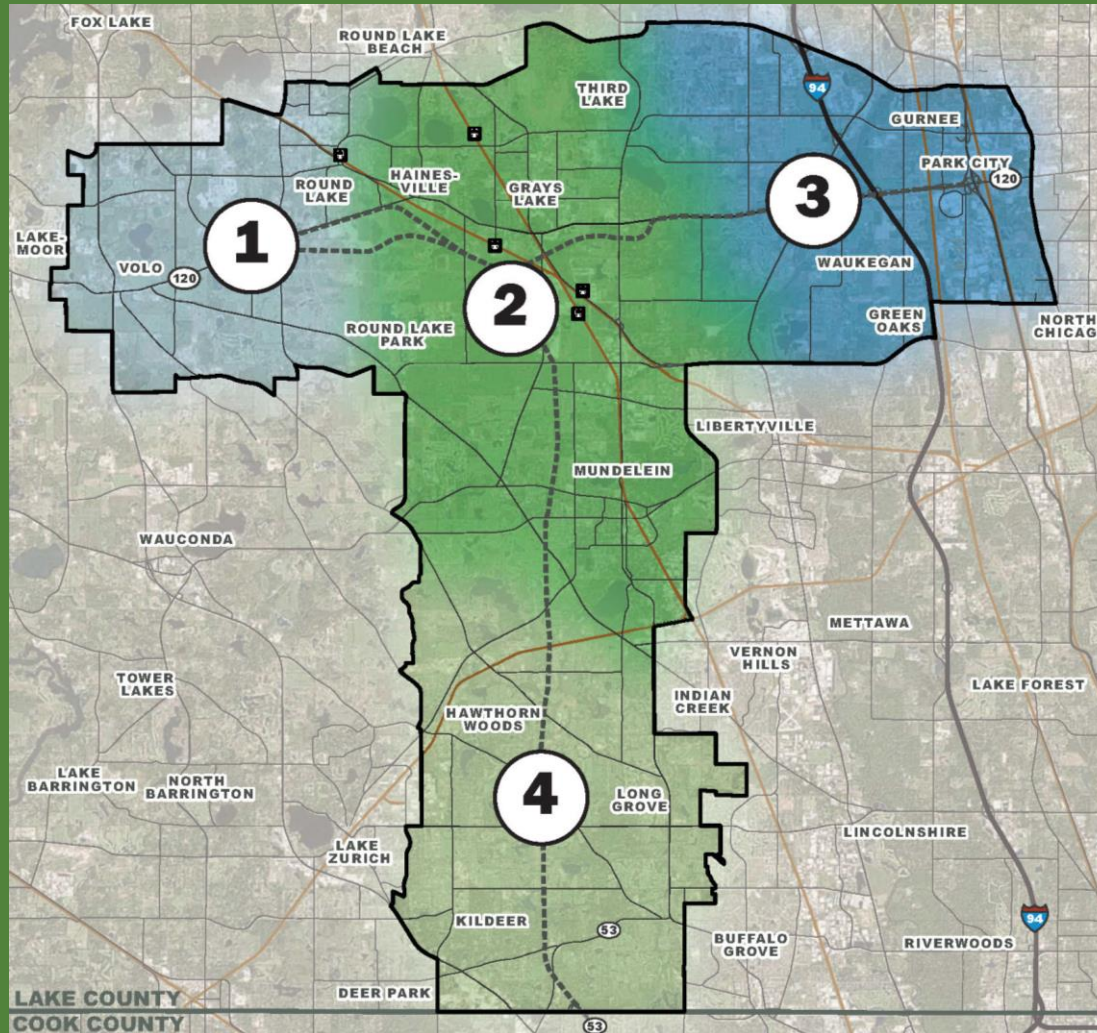


■ Market Demand for 2040 (High)

□ Future Land Use Plans

PLANNING ZONE FRAMEWORK

Four planning zones with soft boundaries



PLANNING ZONE FRAMEWORK

Each Zone identifies

- Municipalities
- Existing land use
- Overview of character and opportunities
- Market potential for land uses
- Suggested Balanced Future Land Use Mix

PLANNING ZONE FRAMEWORK

Figure 24: Zone 1 Forecasted Market Ranges

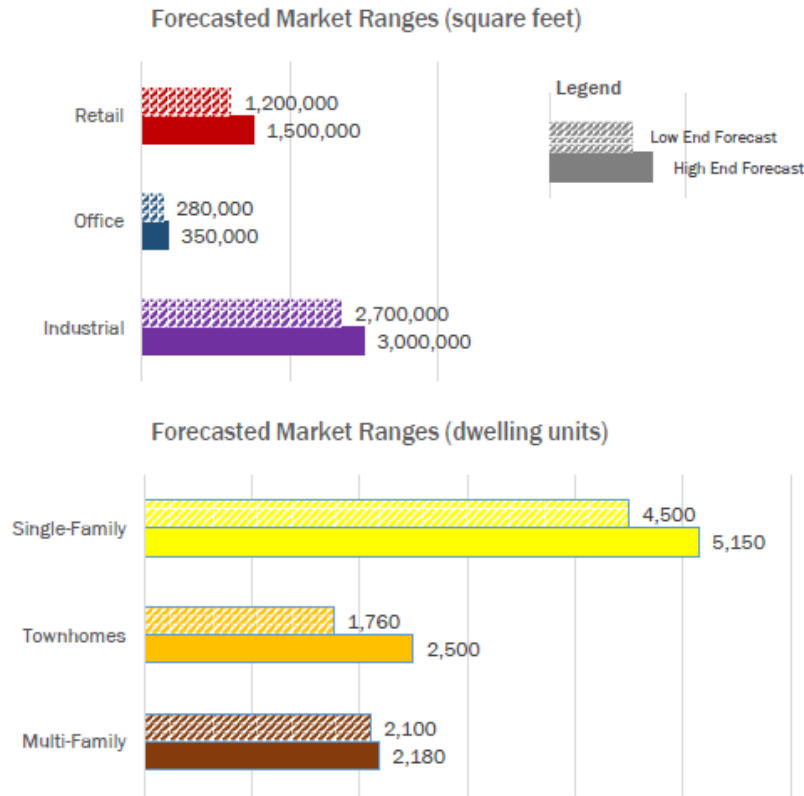
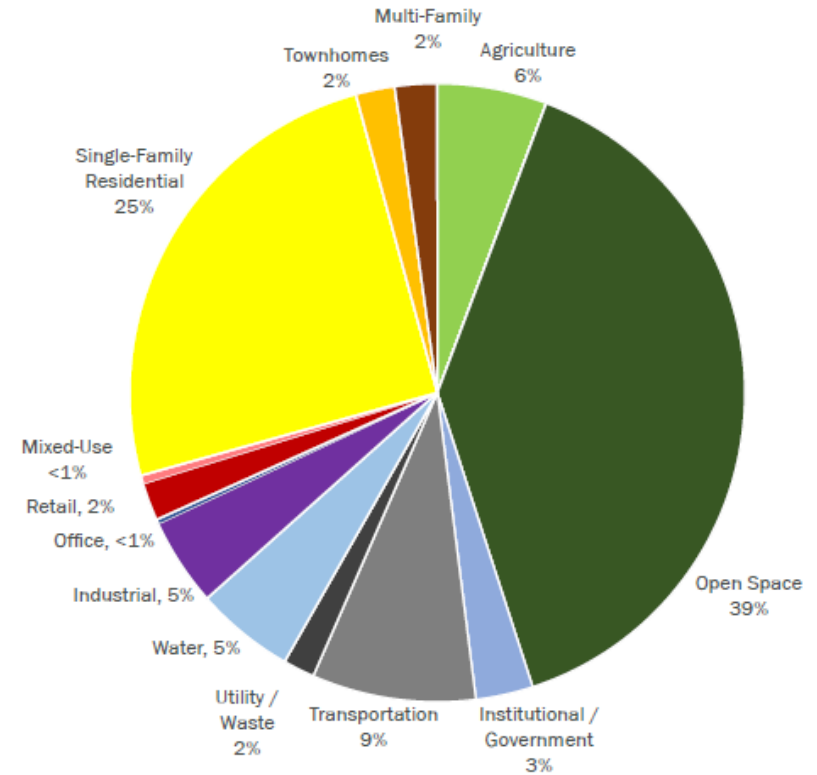


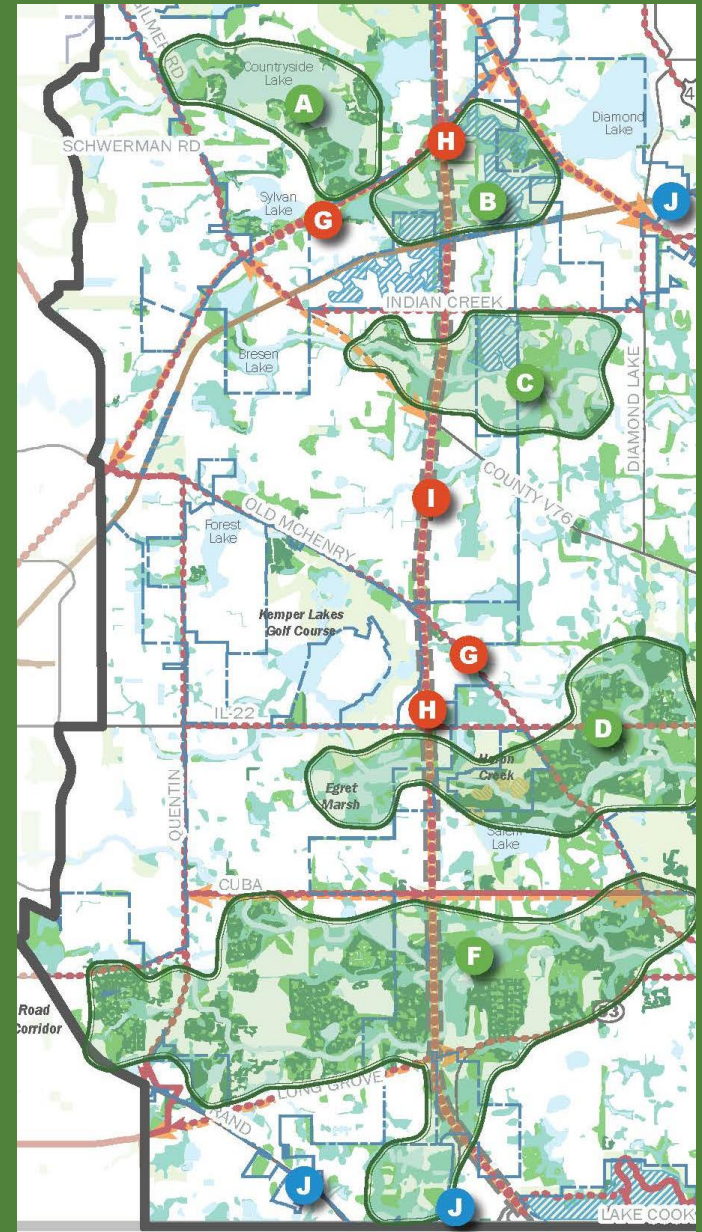
Figure 25: Zone 1 Suggested Future Land Use Mix (2040)



PLANNING ZONE FRAMEWORK

Each Zone identifies recommendations for

- Open Space and Natural Resources
- Transportation
- Land Use



PLANNING ZONE FRAMEWORK

ZONE 4: RECOMMENDATIONS

OPEN SPACE & NATURAL RESOURCES

- A. Existing large areas of overlapping natural resources throughout this lower-density residential community surrounding Countryside Lake. Significant opportunities for backyard conservation activities including woodland restoration, shoreline stabilization, incorporation of native plants into residential landscapes and turf management.
- B. Potential future interchange surrounded by significant opportunities for wetland mitigation, wetland restoration and storm water detention. These water management activities should be implemented in a cohesive approach through the use of best management practices to protect and enhance the adjacent resources.
- C. Significant wetlands and water resources including portions of Indian Creek should be protected and enhanced. Additional opportunities to create new wetlands could be used to enhance this area.
- D. Heavily wooded low-density residential and some protected landscapes and water resources. Tremendous opportunities backyard conservation of woodlands, slope stabilization and protection of stream channels. Unique stream morphology of Heron Creek through backyards should be acknowledged and protected. Important east/west habitat connectivity and potential for trails if easements could be secured from private owners. Heron Creek and Egret Marsh have high potential for both aquatic and terrestrial restoration. However the proximity to roadways and development has resulted in less than optimal buffers from these impacts which will make restoration more challenging.
- E. Areas of established woodlands throughout residential developed areas provide opportunities for restoration activities that improve the local rural character. Opportunities to connect local parks and portions of Indian Creek.
- F. Large contiguous expanse of remnant oak woodlands adjacent to other woodlands and wetland complexes. Mostly located amongst low-density residential, backyard conservation activities of woodland preservation and restoration of woodland ecosystem restoration through the use of appropriate native plant species. Significant hub with important connections to Buffalo Creek Forest Preserve to the southeast, Deer Grove Forest Preserve to the southwest, Cuba Marsh Forest Preserve to the west and Heron Creek and Egret Marsh to the north.

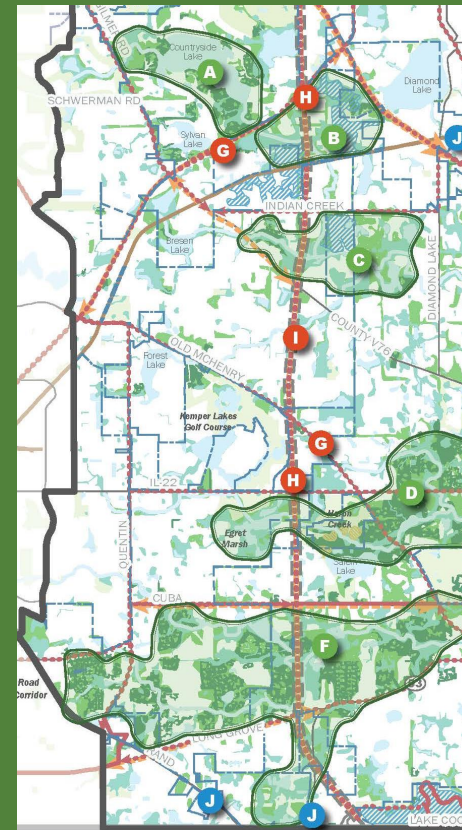
TRANSPORTATION

Note: Transit services are limited in this zone due to existing development patterns and land use densities.

- G. Planned network of bikeways mostly follows road network. As plans progress, opportunities to create separation between modes and provide off-street bikeways.
- H. Ensure local streets govern the design of ramps at potential interchange locations.
- I. Pursue opportunities to create trail and bikeway linkages to reduce potential fragmentation created by roadway

LAND USE

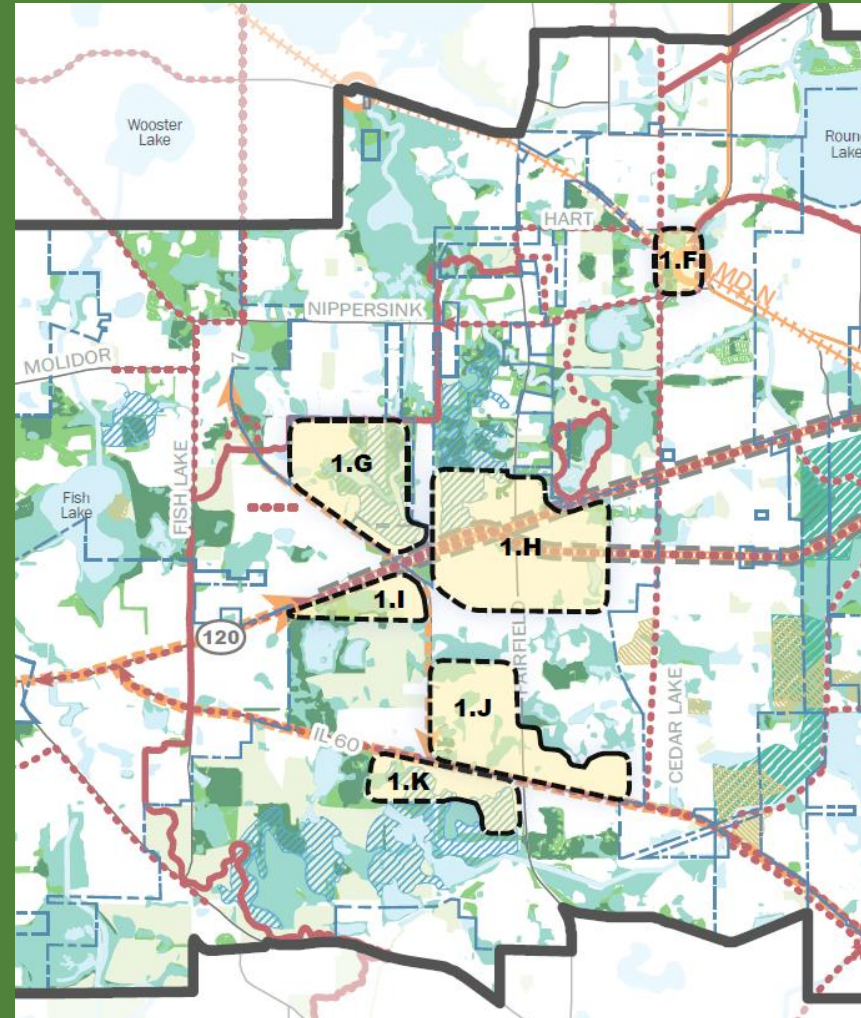
- J. Explore opportunities for commercial infill along major corridors.



PLANNING ZONE FRAMEWORK

Each Zone identifies Detailed Planning Areas

- Preferred development typologies (e.g., village center)
- Special features & opportunities (e.g., adjacent to Millennium Trail)
- Best practices (e.g., transit supportive development)



PLANNING ZONE FRAMEWORK

AREA 1.A

PREFERRED TYPOLOGIES:

- > Corridor Commercial
- > Lower Density Neighborhood

SPECIAL FEATURES:

- > Potential connectivity opportunity to the west - Volo Bog
- > Larger clusters of high priority woodlands

BEST PRACTICES:

- > OS-2: Improve and build connections between natural resource nodes

AREA 1.B

PREFERRED TYPOLOGIES:

- > Conservation Design
- > Rural Living

SPECIAL FEATURES:

- > The Millennium Trail passes adjacent to this area
- > Opportunity to build on the bike network north along Fish Lake Road
- > Opportunity to mitigate wetlands on site

BEST PRACTICES:

- > OS-2: Improve and build connections between natural resource nodes

AREA 1.C

PREFERRED TYPOLOGIES:

- > Neighborhood Commercial
- > Higher Density Neighborhood
- > Lower Density Neighborhood

SPECIAL FEATURES:

- > Adjacent to recommended future mainline transit route
- > Opportunity to mitigate wetlands on site

BEST PRACTICES:

- > LU-3: Consider mixed-use development

AREA 1.D

PREFERRED TYPOLOGIES:

- > Major Retail Center
- > Neighborhood Commercial
- > Higher Density Neighborhood

SPECIAL FEATURES:

- > Adjacent to recommended future mainline transit route
- > Opportunity to mitigate wetlands on site

BEST PRACTICES:

- > LU-5: Encourage transit supportive development
- > LU-6: Implement Travel Demand Management

AREA 1.E

PREFERRED TYPOLOGIES:

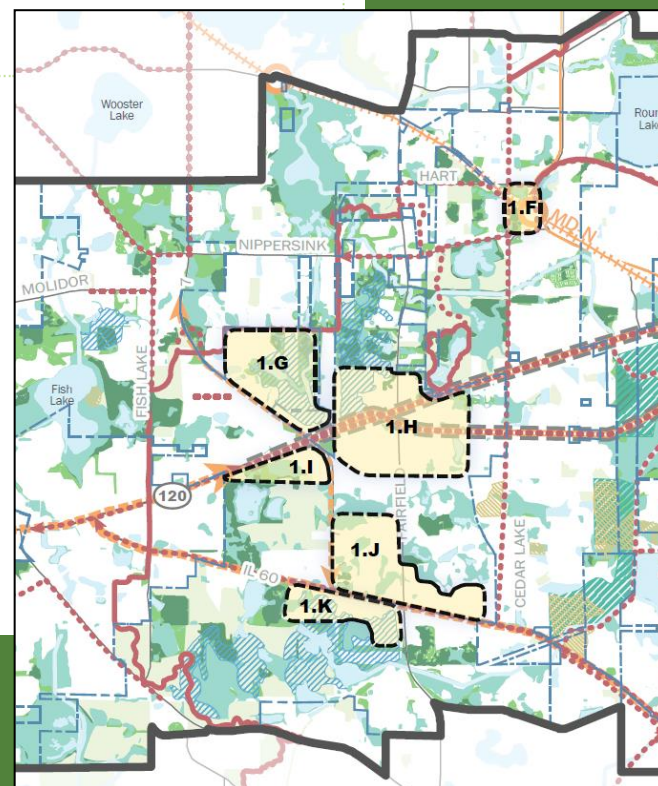
- > Lower Density Neighborhood
- > Village Center
- > Conservation Design

SPECIAL FEATURES:

- > Adjacent to recommended future mainline transit route
- > Adjacent to Millennium Trail

BEST PRACTICES:

- > LU-3: Consider mixed-use development
- > LU-5: Encourage transit supportive development



TYOLOGIES & BEST PRACTICES

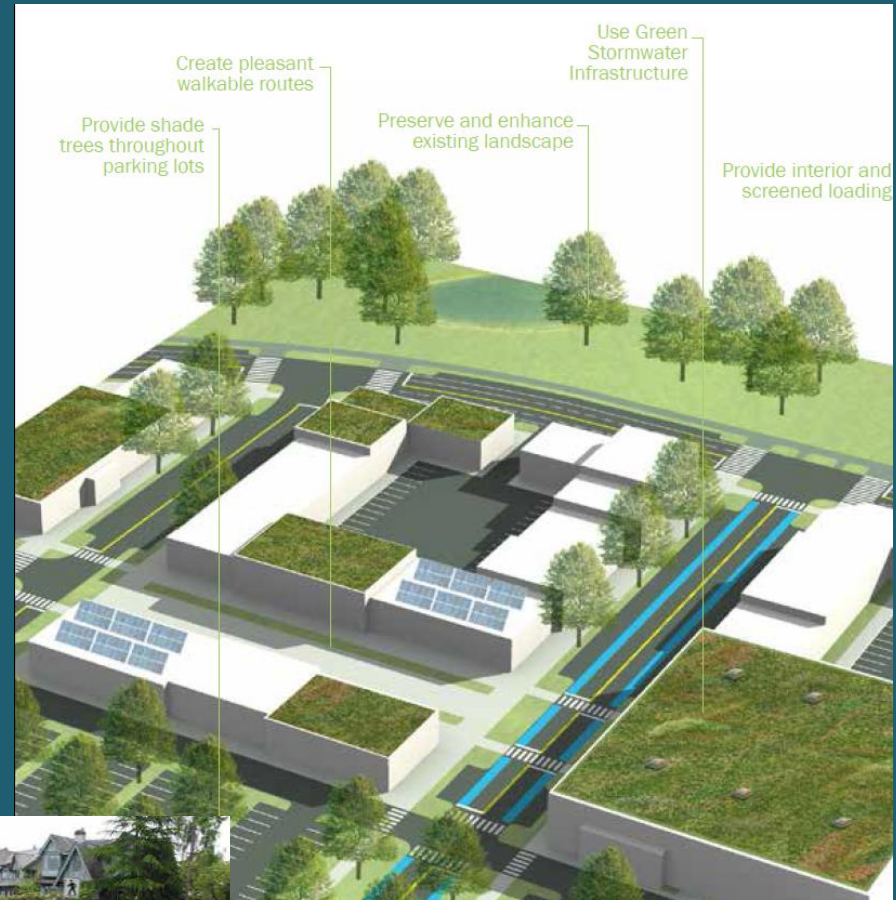
Development Typologies

- **Conservation Design**
- **Rural Living**
- **Lower-Intensity Walkable Neighborhood**
- **Higher-Intensity Walkable Neighborhood**
- **Corridor Commercial**
- **Major Retail Center**
- **Corporate Office Center**
- **Industrial Park**
- **Village Center**

TYOLOGIES & BEST PRACTICES

Development Typologies describe:

- Land use / intensity
- Site design and development recommendations
- Transportation elements
- Precedents/examples



TYOLOGIES & BEST PRACTICES

Best Practice guidance includes

- Overall Guiding Principles (e.g., value undeveloped areas)
- Open Space & Natural Resources (e.g., use GSI)
- Transportation (e.g., separate modes of travel)
- Land Use (e.g., encourage infill and mixed use)



GUIDING PRINCIPLES

- GP-1** Encourage Responsible Development - *page 115*
- GP-2** Focus on appropriate placement of land uses to maximize healthy economic development - *page 116*
- GP-3** Coordinate and communicate with neighboring municipalities and agencies to achieve better and more efficient outcomes - *page 117*

- GP-4** Maintain local character & promote community - *page 118*
- GP-5** Pursue a multimodal transportation approach for the Corridor - *page 119*
- GP-6** Value undeveloped landscapes as productive and beneficial - *page 120*

OPEN SPACE & NATURAL RESOURCES BEST PRACTICES

- OS-1** Manage and Restore Natural Resources and Areas - *page 121*
- OS-2** Improve and build connections between open space and natural resource hubs - *page 122*
- OS-3** Utilize Green Stormwater Infrastructure (GSI) - *page 123*

- OS-4** Implement better landscape management - *page 124*
- OS-5** Leverage funds and partnerships to maximize protection of resources - *page 125*

TRANSPORTATION BEST PRACTICES

- TR-1** Humanize the scale of streets - *page 126*
- TR-2** Provide separation between modes according to the context and roadway characteristics - *page 127*
- TR-3** Manage vehicle speeds at conflict points - *page 127*

- TR-6** Let the local street govern the design of the ramp at interchanges - *page 128*
- TR-7** Give priority to transit at congestion hot spots - *page 128*

LAND USE BEST PRACTICES

- LU-1** Assess and modernize zoning and development regulations - *page 129*
- LU-2** Encourage appropriate infill development - *page 130*
- LU-3** Consider mixed use development on appropriate sites - *page 130*

- LU-4** Promote green buildings - *page 131*
- LU-5** Encourage transit supportive development - *page 131*
- LU-6** Implement Travel Demand Management (TDM) programs at employment centers - *page 132*

Implementation

Three Plan Implementation steps

- Final LUC meeting / action (November 2015)
- Land Use Strategy '*adoption*' (by November 2016)
- IGA or other agreement between Planning Zone cohorts (November 2016)

LUC Approved Motion

The Route 53/120 Land Use Committee:

- 1. Recognizes the importance of a balanced land use strategy for the Route 53/120 Corridor to achieve mobility, land use, economic development, community character, and environmental goals in Lake County;**
- 2. Supports incorporating proactive planning concepts and ideas that will help minimize adverse impacts that can result from uncoordinated land use and transportation infrastructure investment;**
- 3. Recognizes the unique opportunity we have to foster better coordination and cooperation by Corridor municipalities and other stakeholders to achieve the goals of Lake County, municipalities, residents, and others and to achieve better development outcomes;**
- 4. Agrees to continue to work together to promote good planning and development practices in the future to achieve optimal outcomes for land use, open space and natural resources, community character, and economic development;**
- 5. Agrees that the Route 53/120 Land Use Strategy provides good, forward-thinking planning guidance to local authorities charged with making land use and development decisions;**

LUC Approved Motion

6. Agrees to accept the Route 53/120 Land Use Strategy report and the Summary of Comments and Proposed Responses dated November 4th, 2015 and to submit the report for each municipality's consideration;
7. Acknowledges that this motion does not bind municipalities to adopt the Land Use Strategy, enter into an IGA, nor support the Route 53/120 facility itself, which is up to individual communities and the public;
8. Agrees to work within respective jurisdictions and constituencies to consider adopting the Land Use Strategy as an addendum to municipal comprehensive plan or as a separate planning guide document; and to consider entering into a cooperative agreement with other Corridor municipalities in order to ensure better coordination and cooperation on planning and development issues by November 1, 2016;
9. Recommends the Tollway continue to work with the Land Use Committee or its successor to cooperatively work toward achieving our shared vision; and
10. Recommends the Tollway further examine the proposed project to better understand its effects on the natural and physical environment and the relationship of people with that environment.

Land Use Committee Vote (15-5)

Members

Aaron Lawlor, Lake County Board – Y

George Ranney, BRAC Co-Chair – Y

Buffalo Grove – Y

Grayslake – Y

Gurnee – Y

Hainesville – Y

Kildeer – Y

Libertyville – Y

Mundelein – Y

Round Lake – Y

Round Lake Park – Y

Vernon Hills – Y

Volo – Y

Waukegan – Y

Lake County Partners – Y

Hawthorn Woods – N

Long Grove – N

Liberty Prairie Foundation – N

Liberty Prairie Foundation – N

Openlands – N

Lake County board member – Absent

Lake Zurich – Absent

Lakemoor – Absent

Wauconda – Absent