

Combined Report

Land Use, Economic, and Municipal Impacts Taskforce

November 30, 2006



Introduction

This report is intended to provide a detailed understanding of existing and potential future land use conditions within the Rt. 120 study corridor. The study corridor extends East-West from Green Bay Road in Waukegan to the McHenry County boundary. The study area extends ½ mile north and south of existing roadway and ¾ mile south of the potential “Grayslake Bypass.” The report contains the following sections.

- Existing and Committed Land Use Inventory
- Existing and Potential Future Land Locked Parcel Inventory
- Historic Resource Inventory
- Potential Barriers, Constraints, and Opportunities
- Future Land Use Base Map and Requests

The report and supporting maps have been prepared by the Lake County Planning and Support Services Division of the Planning, Building and Development Department. The reports and maps are based on the best available existing Geographic Information System (GIS) data. They have been review and verification by municipal representatives. The report is intended to provide base information for preparation of the Feasibility Study for Illinois Route 120.

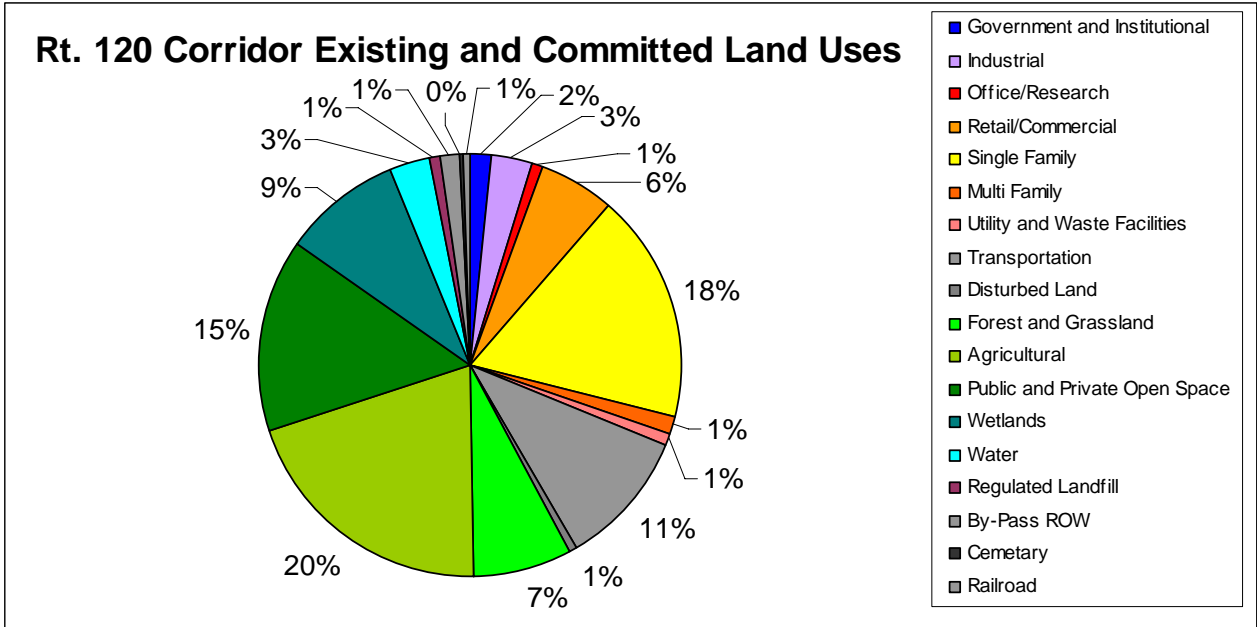
Existing and Committed Land Use Inventory

Existing and Committed Land Use Categories	
Employment	Other (Cont.)
Government/Institutional	Disturbed Land
Industrial	Forest/Grassland
Office/Research	Agricultural
Retail/Commercial	Public/Private Open Space
Residential	Wetlands
Residential Single-Family	Water
Residential Multi-Family	Regulated Landfill
Other	120 By-Pass ROW
Utility/Waste Facilities	Cemetery
Transportation	Airport Runway Safety Zone

- Mapping started with Lake County’s 2000 Land Use Inventory.
- The 2000 data was updated based on spring 2005 aerial photographs and information provided by municipal representatives.
- “Committed” development is defined as parcels that are likely to be developed or under development by Fall 2007, based on signed annexation agreements,

completed entitlement processes (zoning, site plan, or subdivision), or approved construction permits.

- All municipalities represented on the Rt. 120 CPC were provided the opportunity to review the land use data.
- The Campbell Airport runway safety zone has been identified as extending a distance of 2,200 ft. from the end of the runways. At a 1:100 slope, this safety zone would accommodate a 17 ft. high vehicle on a 5 ft. roadbed. However, this analysis does not consider topography.



Historic Architectural Resources

- The Rt. 120 Corridor area was reviewed using the Illinois Historic Preservation Agency’s Historic Architectural and Archaeology Resources Geographic Information System (HAARGIS).
- The HAARGIS lists buildings and places that have been submitted for listing on the National Register of Historic Places.
- Several buildings, in and near the Rt. 120 Corridor, were submitted for review during the years 1971-1975. Many buildings submitted for review are designated with an “undetermined” status. These buildings did not meet the criteria for listing on the Register either because of the condition of their building or because insufficient information was provided.

- The only buildings within the Rt. 120 Study Corridor that were reviewed for listing were 10 Victorian houses in Grayslake.
- Just outside of the Planning Corridor there are two other concentrations of buildings reviewed for national listing – central Grayslake and Round Lake.
- The only building that is listed on the National Register is St. Sava's Serbian Monastery, which is located on Milwaukee Ave just south of study corridor.
- The following is the complete listing of addresses/locations of buildings provided by HAARGIS that are either within the Route 120 Planning Corridor or within 1 mile of the corridor boundary.

Grayslake (within the Corridor):

18 S. Lake St – Classical Revival
 58 S. Lake St. – Late Victorian
 82 S. Lake St. – Late Victorian
 112 S. Lake St. – Queen Anne
 21 Oak St. – Queen Anne
 32 Oak St. – Dutch Colonial Revival
 52 Oak St. – Late Victorian
 31 S. Slusser – Front Gable
 201 Park St. – Late Victorian
 321 Park St. – Italianate
 406 Park St.

Unincorporated Libertyville (adjacent to Corridor):

Milwaukee Ave. – St. Sava's Serbian Orthodox Monastery (Listed on Registry)

Round Lake (within ½ mile of the Corridor):

NW Corner of Cedar Ln. & Ill. Rte. 134 – Round Lake Depot
 312 S. Cedar Lake Rd. – Commercial/Tavern
 *320 N. Cedar Lake Rd. – Barn
 350 Goodnow Blvd. – MacGillis Funeral Home
 *NE Corner of Hart Rd. & Ill. Rte. 134
 122 S. Lincoln Ave. – St. Joseph's Church
 303 E. Nippersink – Second Empire
 114 S. Orchard – Queen Anne
 Wilson Rd. (T45N-R9E-S36NW) – Farm House
 *Nippersink Rd. (R9E-T45N-S22NE)

Gurnee (within 1 mile of the Corridor)

*4275 Grand Ave. – Colonial Revival
 *4301 Grand Ave. – Late Victorian
 *4374 Grand Ave. – Queen Anne

*4440 Grand Ave. – SEDOL/Viking Home
4510 Grand Ave. – Dutch Colonial Revival
NE Corner of Old Grand Ave. & Kilbourne – Gilmore House/O’Plaine Tavern

- The asterisk (*) indicates buildings that are not identified on the Historic Architectural Resource Inventory map. Either they no longer exist or they are not identifiable using GIS.

Land Locked Parcels

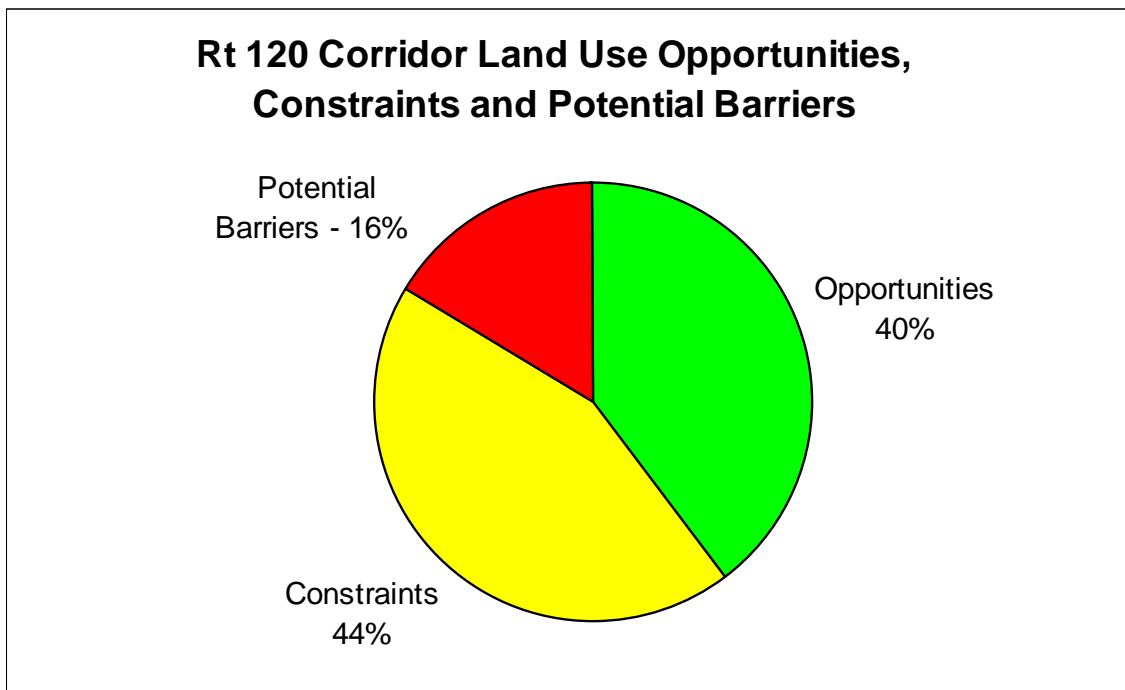
- Land locked parcels are defined as ownership parcel that do not have direct access to a public road.
- Review of aerial photography and parcel maps has resulted in identification of 138 existing land locked parcels.
- These parcels have been grouped into three categories:
 - 26 parcels have been identified as being completely land locked. Access to these parcels from the public road is unknown
 - 20 parcels have been identified as being land locked, but have access to the public road by way of a private road
 - 92 parcels have been identified as having access through an adjacent parcel that has the same property owner. This adjacent parcel has access either by public or private road
- Review of current parcel maps and the previously proposed Route 120 By-pass alignment has resulted in the identification of 7 parcels that will become land locked if the by-pass is constructed.
- Future access to these parcels will need to be considered in the feasibility analysis.

Opportunities, Constraints, and Potential Barriers

- Aggregated Existing and Committed Land Use into three categories
- Based on values expressed by the Taskforce Members, these categories are not absolute:
- Opportunities (5,651 acres), including:
 - (1) Road rights of way

- (2) Existing by-pass rights of way
- (3) Agricultural land that is not protected
- (4) Forest and grassland that is not protected

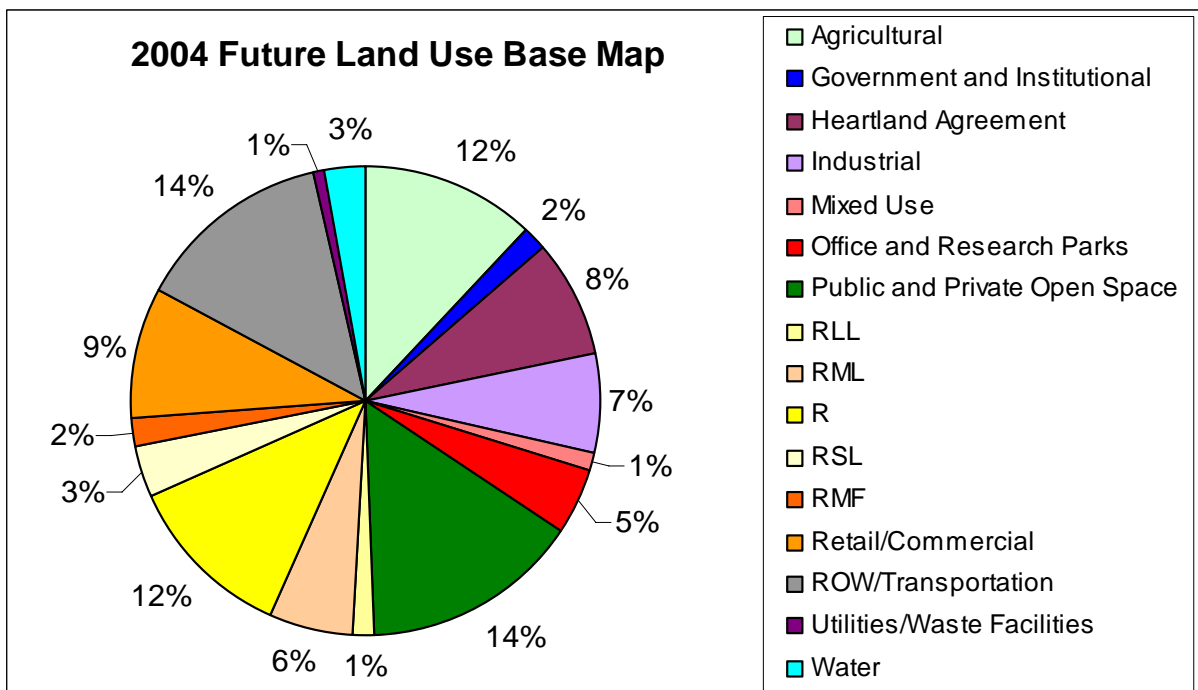
- Constraints (6,269 acres), including:
 - (1) All developed land uses, including historic architectural resources
 - (2) Disturbed land
 - (3) Wetlands
- Potential Barriers (2,331 acres), including:
 - (1) Cemeteries
 - (2) Public and private open space, including protected agricultural land
 - (3) Landfills
 - (4) Campbell Airport runway safety zone



Future Land Use

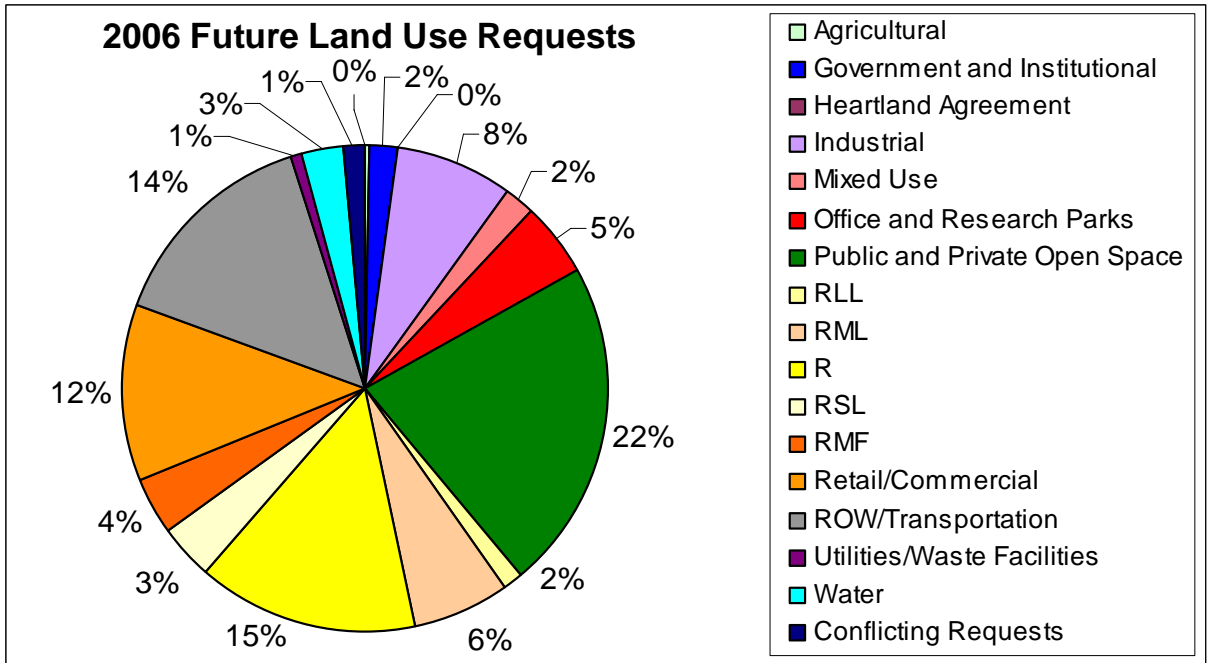
Future Land Use Categories	
Employment	Residential (Cont.)
Government/Institutional	Residential Single-Family Small Lot (<0.25 acres)
Industrial	Residential Multi-Family
Office/Research	Other
Retail/Commercial	Utility/Waste Facilities
Residential	Transportation
Residential Single-Family Large Lot (>3 acres)	Agricultural
Residential Single-Family Medium Lot (1-3 acres)	Public/Private Open Space
Residential Single-Family (0.25-1 acres)	Heartland Agreement
	Water

- A Future Land Use Base Map for the Rt. 120 Corridor has been prepared based on the Lake County Regional Framework Plan, which was adopted by the County Board in November, 2004.



- All municipalities represented on the Rt. 120 CPC were provided the opportunity to review the Future Land Use Base Map.
- Eight municipalities requested alternative future land uses for their areas of concern.
- Specific future land uses have also been suggested for the Heartland Area. The requested future land uses for this area are consistent with the intergovernmental agreement between Lake County and the Village of Grayslake.
- Based on its review of the map at its meetings, the Land Use Taskforce also suggested several additional changes to the Future Land Use Base Map.

Future Land Use Designations	2004 Future Land Use Acreage	Net Changes in Future Land Use Acreage	2006 Requested Future Land Use Acreage
Agricultural	1,710	-1,668	42
Government and Institutional	222	53	274
Heartland Agreement	1,170	-1,170	0
Industrial	956	170	1,126
Mixed Use	192	53	245
Office and Research Parks	661	71	732
Public and Private Open Space	2,134	994	3,128
Residential Large Lot	211	3	215
Residential Medium Lot	798	101	899
Residential	1,688	421	2,109
Residential Small Lot	493	3	496
Residential Multi-Family	269	299	568
Retail/Commercial	1,264	419	1,683
ROW/Transportation	1,946	96	2,042
Utilities/Waste Facilities	143	0	143
Water	378	13	391
Conflicting Recommendations		190	190



- The Future Land Use Base Map and requests are intended to provide the consultant with a background understanding of the Rt. 120 CPC communities' existing plans for future development.
- The consultant is expected to use an iterative process to recommend a future land use option and a transportation option that are mutually consistent and supportive.