



**Land Use, Economic Development and
Municipal Impact Task Force**

Minutes

July 27, 2009

8:30 – 10:30 am

Grayslake Village Hall – Community Room

2nd Floor

10 S. Seymour Avenue, Grayslake

1.0 Roll Call

- Smith, Kirk, Chair (Village of Grayslake)
- Barrera, Victor (Village of Mundelein)
- Kraly, Russell (Village of Hainesville)
- Maiden, Al (Village of Round Lake)
- Reindl, John (Public Member)
- Rowe, Heather (Village of Libertyville)
- Husemoller, David (LCDPBD)
- Ziegler, David (Village of Gurnee)
- Mike Purtell (City of Waukegan)
- Jean McCue (Village of Round Lake Park)
- Burnell Russell (Village of Volo)

Staff

- Gayes, Patricia (LCP)
- Gleason, Chuck (LCDOT – IL Route 120 CPC Project Manager)

2.0 Meeting Minutes Approval

- Motion:** Chairman Kirk Smith asked for a motion to approve the minutes of June 2, 2008
- Motion By:** David Ziegler
- Seconded By:** Al Maiden
- Discussion:** None
- Motion Passed:** Unanimous

3.0 Staff Status Report

Chuck Gleason, Project Manager/Jeffrey R. Hall, TranSystems

A. Project Update. Jeff said that on August 19, the Board will consider final approval to the refinements they had previously made to the road placement alternatives.

B. Unified Vision. Jeff presented the unified vision map that TranSystems had created. The back of the map details information about the CPC process to date – the project approach, purpose and need statement; the road character and placement, including a typical section, bike trails, transit and access considerations; environmental / stormwater concerns; land use / economic development; financing, public involvement, and the next steps.

Russ Kraly noted that two properties in Hainesville just west of Hainesville Road and north of the Route 120 bypass be changed from open space (as shown on the map) to commercial, as per comprehensive plans. One of the sites fronts Hainesville Road; the other site fronts the existing Route 120. Jeff noted that the village had requested that these properties be shown as open space earlier; since this will simply be a change back to the previous depiction, no vote should be needed.

He also said the Village of Hainesville requests a grade separation for Hainesville Road at the crossing with the Metra railroad tracks.

Jeff explained the colors of the map, saying that if there are no proposed changes to a land site, there is no color. Jeff emphasized that this is not an official land use plan. Each village has its own plan; this map is a guide to pull together all the plans as well as the proposed bypass and its impacts. The map is an expression of an 11-community and county buy-in to the bypass plan.

Al Maiden noted that two properties in Round Lake at Cedar Lake Road and Route 120 bypass be changed from nursery (as shown on the map) to commercial, as per comprehensive plans.

He also said the Village of Round Lake also requests that the southwest corner of Fairfield Road and Route 120 be shown as open space instead of commercial as the map now depicts them. Round Lake comprehensive plans call for these two corners to be open space, with commercial to the southeast.

Chuck Gleason asked that the communities requesting changes to the unified vision plot them on a map and submit them. He asked if Libertyville, Mundelein, or Gurnee had any changes, and they did not. Grayslake was still reviewing. Jeff said that he would make any changes requested and come back next month for approval. The next land use meeting would be after the Governance Board meeting on 8/19, when it will vote on the road placement adjustments and be introduced to the unified vision and financing strategy.

Heather Rowe asked if Jeff could provide a brief overview of the financing strategy. Jeff said currently the total estimated project cost is \$491 million, with \$287 million of that construction costs and \$204 million for engineering, environmental mitigation, right of way, etc. He explained the various possible sources of funding. Federal funds would be out of the authorization legislation being considered now, although it is likely that this will be delayed until next year. State funds would be from the five-year transportation budget. County funding may be possible for the county roads impacted. The municipal contribution would be dedication of right of way as developers begin to submit proposals. Some small amount is possible from the railroads for the grade separations. The balance would need to be made up through user fees.

Timing of the construction process was discussed. Jeff said the Phase I study would likely take about three years. The Phase II would take 3 – 4 years, and construction itself would take about three years. So, providing the funding is available and timing is as planned, this will be a 10-year project.

Heather also asked if it is the intent of the CPC to keep the task forces going to deal with developers' requests for land use changes, etc. Chuck said the task forces would not be kept in operation. Possibly the governance board would continue to handle these requests.

Jeff said that there is no funding at this point for the Phase I, and said that the Governance Board had set up a financing sub-committee to identify funding. He said that they expect to find out next year if they had secured TIGER funding, which would provide for the Phase I.

Jeff said that in some cases, it may be possible to reduce the 300-foot right of way, but until the Phase I study confirms, the 300-foot will remain. He said that the right of way accommodates detention ditches along the entire roadway, as well as bike paths, landscape screens, and noise screening, which require additional right of way.

Jeff said that the next meeting of the Land Use Task Force would be in August, but since the Governance Board meeting is being delayed a week, this task force meeting also needs to be delayed. The revised date would likely be 8/31/09.

4.0 Old Business

There was no old business.

5.0 New Business

There was no new business.

6.0 Public Comment

Chairman Kirk Smith called for public comment, pertaining to the items discussed and acted upon by the Taskforce today.

Sean Draegert, who lives in a house just west of Almond Road, said the map appears to show that the frontage road cuts right through his property. Jeff said that he will check the detail, but he would not be able to verify at this time whether the road or the right of way would impact the property. The Phase I would provide the level of detailed analysis needed to confirm. He suggested that Sean stay in touch through the Phase I analysis.

7.0 Adjourn

Motion: Kirk asked for a motion to adjourn the Land Use Task Force meeting.

Motion By: Russ Kraly

Seconded By: Jean McCue

Discussion: none

Motion Passed: Unanimous