



*Village of Wauconda
Comprehensive Plan 2012*



Approved June 5, 2012

Village of Wauconda Comprehensive Plan 2012

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Introduction and Historical Background

Introduction

The Village of Wauconda adopted an overall Comprehensive Plan update in 1996, 2002, and 2007. In 2011, the Village began a 5-year update to reflect changes which have occurred along with amendments the Village deemed appropriate.

The Comprehensive Plan is a non-regulatory document which serves to guide future land use action of the Village. The Plan is intended to be used regularly for day-to-day land use decisions. It is also intended to be flexible and realistic for how land uses may evolve within the Village over the next 20 to 25 years. However, with this noted, it is general practice to regularly review the Plan and to provide future updates every 5 to 10 years.

The 2012 Comprehensive Land Use Plan update addresses core land use planning elements, in addition to the following specific items:

- Examine areas within 1 ½ miles of the present Village boundaries to determine future potential geographic boundaries that the Village may consider extending out to. Included within the review are current surrounding municipal areas and unincorporated areas of the county.
- Take into consideration the preservation of the character of the Village, its resources, its topography, its existing neighborhoods, and its unique environmental characteristics.
- Incorporate 2010 Census data along with review of projected forecasts for population increases and employment opportunities and how these forecasts may impact upon the Village.
- Establish potential areas for redevelopment and/or development within the existing Village limits by addressing several Sub-Planning Areas.
- Determine the general basic parameters of mixed-use developments, structural and design elements of redevelopments or new developments, support for existing retail businesses, and Bangs Lake as a focal point.
- Outline basic parameters for transportation within and throughout the Village areas.

Historical Beginnings

The Village of Wauconda was initially founded in the 1830's by Justus and Mark Bangs, for whom Bangs Lake is named. The name "Wauconda" originates from an American Indian term meaning "Spirit Water". The Bangs family started a stagecoach route between Chicago and Janesville, Wisconsin after settling in Wauconda. The Village of Wauconda was incorporated in 1877, and the 1900 census showed 397

residents. The Village size remained stable until post World War II when new housing spurred growth, and by 1966 a population of 5,320 had settled into the Village. Much of the early development occurred around Bangs Lake. Over the years Bangs Lake has attracted many people to its shores for its sheer beauty, recreational character, and the quality surroundings for raising a family. This tradition continues as new homes are being constructed both near the lake and within the adjacent countryside. Today Wauconda offers a small town charm, country living, opportunities for employment, plus many of the amenities of larger communities.

Regional Context

The Village is located in Wauconda Township in the southwestern portion of Lake County, Illinois. Lake County, along with nearby McHenry County, has been one of the faster growing counties in the State. With continued growth occurring in the region, Wauconda is anticipated to experience growth.

Figure 1: Wauconda Regional Context Map



Statement of Community Goals and Objectives

General Goals

1. Continue to strive for a balanced suburban lifestyle with sufficient areas to offer a range of opportunities for housing, commercial activities, employment, recreation, and public/quasi-public land uses and facilities to meet the needs of all residents. Focus on areas within the existing and adjacent community which offer opportunities for sustained community development and redevelopment.
2. Protect and enhance the beauty and character of the Village, its resources, its topography, its neighborhoods and its environmental characteristics.
3. Cooperate with federal, state, local, and county agencies that may provide benefits to area residents.

Objectives

To further the General Goals of the Village, the following specific land use goals with objectives are adopted. With the entire Comprehensive Plan, said goals and objectives may be refined or updated, from time to time, as warranted.

Figure 2: Bangs Lake and Community Character Photo Courtesy of Debra Ogorzaly



Residential Goals and Objectives

Goals

1. Establish high-quality residential neighborhoods that preserve the natural features of the area and provide a diverse housing stock, fitting the needs of all economic sectors of the housing market and atmosphere of the Village.
2. Balance the goal of residential diversity with coordinated development that promotes a mixture of building appearances and types.
3. Coordinate residential neighborhoods with an appropriate scale of neighborhood commercial areas.

Objectives

1. Designate appropriate land area to accommodate residential growth potential ranging from 1,000 to 5,000 new dwelling units over the next twenty to twenty-five years.
2. Maintain the predominant residential character of the Village as single family while recognizing the increasing needs for housing alternatives including senior housing and multiple family units. Work to maintain a residential balance that includes a housing stock with approximately sixty-five percent (65%) detached single-family dwelling units in the Village.
3. Allow a range of housing for all types of attached single family and multi-family housing within allowable land use categories.
4. Allow flexibility in densities to be computed on a “gross” basis, or the area of the entire site. When natural resource areas unique to each site, as well as buildable areas are set aside for public/ quasi-public or community employment areas and then subtracted, the resulting net density does not extend beyond the next higher range in density category of the Comprehensive Plan (see Table 1 “Residential Land Use Categories”).
5. Minimize conflicts between residential and non-residential areas by requiring appropriate transitions between land uses. This can be achieved through attention to setbacks, architectural designs, site layout, landscaping, and other site-specific details.
6. Encourage increased public street exposure to natural resource areas and other open space areas within new developments.
7. Require that new developments leave multiple right-of-way access points or street stubs to adjacent properties, so that when development occurs on these adjacent properties there will be multiple opportunities for access and improved community

circulation. Likewise, when development occurs adjacent to existing neighborhoods, connections to existing residential streets of adjacent neighborhoods should be made to insure the integrity of the community.

8. Encourage the limited use of cul-de-sacs except when extenuating circumstances allow no other possibility (i.e. limited space next to a major natural resource sites, etc.).
9. Shield residential developments from adjacent high-tension utility lines through the creation of buffers, which may function as greenbelts or greenway corridors for the neighborhood and surrounding community.

TABLE 1 RESIDENTIAL and MIXED LAND USE CATEGORIES

Category	Estate Residential	Low-Density Residential	Moderate-Density Residential	Mixed-Use Business / Residential
Facilities	Option of either Private or Public	Public Sewer and Water	Public Sewer and Water	Public Sewer and Water
Average Density (DU/Acre)	0.8	1.7	4	15
Range of Density (DU/Acre)	0.6 – 1.2	1.2 – 2.2	2-8	5 - 25
Typical Lot Size of Detached Single Family (SF)	>20,000-40,000	8,000-18,000	6,000-12,000	5,000- 8,000
Allowable Percentage of Attached Dwelling Units	0	0-30%	30%-40%	40% or greater
Range of Flexibility for Limited Areas of Development with Extraordinary Community Benefits without Amendment to the Comprehensive Plan	●————→	●————→	●————→	
Range of Flexibility Examples Only Possible through an Amendment to the Comprehensive Plan		● - - - - -	- - - - -	- - - - - →

* The lower range of the average lot size allows for “Cluster Lot” residential development plans without an increase in the number of lots that may otherwise be permitted, but may allow for a reduction of infrastructure (streets, sewer, and water).

Retail Business & Mixed Use Goals and Objectives

Goals

1. Provide an appropriate balance of commercial opportunities reflective of local needs and factors of the area and of individual sites, and recognize regional, community, and neighborhood retail business opportunities.
2. Designate sufficient areas to accommodate all levels and scales of retail business development.
3. Promote visually attractive retail business developments that incorporate into their design substantial landscaping, attractive signs, and other aesthetic amenities.
4. Promote retail business centers and convenience uses with alternate access opportunities via indirect local neighborhood streets, in addition to direct access from major roadways and arterial highways, for bicycles and pedestrian oriented systems.

Objectives

1. Designate appropriate land areas to accommodate a total of approximately 700 to 800 acres of retail business land uses within the Village's planning area.
2. Promote multiple tenant retail business buildings to maximize the development potential of parcels and to provide for appropriate parking, landscape, and site amenities.
3. Promote the concept of retail business buildings being located closer to public streets with one bay of parking plus landscaping between the street and building; or, where appropriate, wide sidewalks and landscape between the building and street pavement.
4. Consider master planned mixed-use retail business centers that could potentially incorporate residential and employment uses to create a synergy of land uses.
5. Encourage the development of unified retail business mixed-use centers within the Village and within sub-areas designated on the Land Use Plan.
6. Seek the integration of retail business land uses with neighboring land uses by requiring development of similar scales and perspectives through architectural and landscape details. Screening and buffering should be limited to the most unsightly details of the areas, such as parking lots, trash enclosures and loading areas.
7. Develop retail business land uses with appropriate off-street parking requirements, and where there may exist a potential for reduced parking requirements, utilize the concept of reserved, banked parking areas. This objective can reduce the overall size of parking lots while preserving the space for additional parking (when required).

8. Promote interconnection of parking areas.
9. Require commercial developments to provide pedestrian and bicycle paths which may connect to future or existing residential and neighborhood paths and sidewalks.

Industrial / Employment Goals and Objectives

Goals

1. Create a balanced, stable, and economically viable business environment through the appropriate mix of service-sector and light industrial employment opportunities.
2. Attract and retain business enterprises in both the service sector and industrial sector.
3. Provide ample land use designations on the Future Land Use Map to recognize potential development which provides a variety of job opportunities, full-time and part-time, skilled and un-skilled, at a range of income levels with good access to major highways.
4. Create a safe, pleasant, and functional business environment while encouraging new economic development.

Objectives

1. Provide approximately 800 to 900 acres of industrial and employment area on the Future Land Use Plan Map for high quality service-sector and light industrial employment opportunities and support functions.
2. Strive for an employment opportunity per resident ratio of approximately 0.5 to 0.8; and corresponding jobs per household ratio of approximately 1.5 to 2.1.
3. Encourage industrial/office park development and managed as part of an overall unified plan.
4. Encourage industrial users to develop the areas designated on the land use map.
5. Encourage visually attractive industrial and office developments that incorporate high quality architecture, substantial landscaping, and other design techniques including paths or trails linking to future or existing residential or commercial areas.
6. Continue to pursue a dialogue with business and property owners of the industrial uses about needs and concerns.

Public & Quasi-Public Areas Goals and Objectives

Goals

1. Provide the residents of the Village with quality public services in order to maintain a high standard of living.
2. Preserve the natural amenities in the area as open space that will remain undeveloped and maintained as either public or private lands.
3. Provide for sufficient transportation facilities to maintain safe and convenient travel in and around the Village.
4. Provide for adequate sanitary sewage collection and treatment to meet the needs of the Village.
5. Provide an adequate potable water supply and distribution to meet the needs of the Village.
6. Provide an adequate park and open space system to meet the passive and active recreational needs of the community.
7. Increase access for Village residents to public natural resource areas within the Village.

Objectives

1. Cooperate with school, fire, parks and library districts to reserve land for future needs of the community. Adopt appropriate ordinances requiring developers to reach agreements with affected tax districts prior to final approvals from the Village.
2. Coordinate with county and state transportation officials to provide four (4) or more additional access points and/or intersections properly located along Route 12 within the Village.
3. Cooperate with Illinois Department of Transportation (IDOT) to facilitate the reconstruction of the intersection of Route 12 and Route 176 so as to improve traffic flow and safety along both highways.
4. Provide for the development of new collector streets that roughly correspond with those outlined on the Future Land Use Plan Map and Transportation Plan Map.
5. Establish a scenic corridor plan for Route 12 and Route 176 which may be implemented as development occurs along these corridors.
6. Seek to locate open space areas on land that is environmentally fragile.

7. Encourage the preservation of natural topography by requesting developments to follow existing contours of the land to the extent possible.
8. Link open space areas of wetland, lakes, streams, and parks to form natural greenway corridor systems.
9. Encourage pedestrian and non-motor vehicle trails along the greenway systems and within both nonresidential and residential developments.
10. Keep an open dialog with other villages, Lake County, and other public agencies seeking to protect and preserve natural areas.
11. Encourage organizations, businesses, and citizens to beautify and enhance the Village through the planting of ornamental gardens and cleaning up refuse from properties. This objective can be achieved through the establishment of an awards program that recognizes outstanding efforts and achievements.
12. Seek to incorporate lands presently unincorporated, yet surrounded by the Village's incorporated lands, so as to eliminate islands of unincorporated areas when appropriate.
13. Review options available for bringing Lake Michigan Water to serve the Village.

Village Demographics

Population

Wauconda has grown steadily to a population of 13,603 according to the 2010 Census which represents an increase of 4,155 people since the 2000 Census. Much of this increase is due to development in the northern area of the Village, but additional development has occurred throughout the Village.

Since 2000 Wauconda has generally been growing at a rate similar to the surrounding municipalities. The 2030 NIPC forecasts forecasted the Village to grow at a rate of approximately 7% per year from the Village's 2006 special census figure to its forecasted 2030 population (provided by the Northeastern Illinois Planning Council). The only surrounding municipalities with a higher forecasted growth rate are Round Lake and Volo. Present forecasts for the Village prepared by Chicago Metropolitan Area Planning (CMAP) forecast a 2040 trend lower than the NIPC 2030 forecast by approximately 8,000 people.

Table 2: Population: Trends and Forecast

Municipality	1990	2000	2010	2030	2040	Forecast Change 2000 to 2030	Forecast Change 2010 to 2040
Wauconda	6,294	9,448	13,603	25,653	17,439	16,205	3,836
Arlington Heights	75,463	76,031	75,101	82,441	90,283	6,410	15,132
Buffalo Grove	36,398	42,909	41,496	45,258	53,994	2,349	12,498
Hawthorn Woods	4,423	6,002	7,663	15,951	12,602	9,949	4,939
Island Lake	4,449	8,153	8,080	13,557	13,252	5,404	5,172
Lake Barrington	3,855	4,757	4,973	5,695	6,973	938	2,000
Lake Zurich	14,947	18,104	19,631	20,571	22,628	2,467	2,997
Mundelein	21,215	30,935	31,064	34,126	43,882	3,191	12,818
Palatine	38,894	65,479	68,557	72,365	80,945	6,886	12,338
Round Lake	3,550	5,842	18,289	27,338	27,352	21,496	9,053
Tower Lakes	1,333	1,310	1,283	1,442	1,708	132	425
Volo	193	180	2,929	13,686	11,071	13,506	8,142

Sources: 1980, 1990, 2000 & 2010 Census; Rolf C. Campbell & Associates, Inc. (RCCA) calculations; Northeastern Illinois Planning Commission (NIPC) 2030 Population Forecast (September 30, 2006) CMAP Forecast 2040 (January 2011)

Households

The Northeastern Illinois Planning Council (NIPC) also projects the number of households to grow steadily to accommodate their 2030 population forecasts. Between 2000 and 2010, the Village averaged approximately 156 new housing units a year. If the 2030 NIPC forecast holds true, the number of new units added per year until 2030 will average approximately 168 units. Present forecasts by CMAP show a slower rate of growth of approximately 37 new households over the next 28 years to 2040.

Table 3: Households: Trends and Forecast

Municipality	2000		2010			2030		2040	
	Total Units	Persons/ Household	Total Units	Persons/ Household	Occupied Units	Forecast Total Units	Persons/ Household	Forecast Total Units	Persons/ Household
<i>Wauconda</i>	3,835	2.46	5,393	2.73	4,981	8,883	2.89	6,491	2.68
Arlington Heights	31,725	2.4	32,795	2.43	30,919	33,415	2.47	35,556	2.54
Buffalo Grove	16,166	2.65	17,034	2.56	16,206	16,903	2.68	19,172	2.82
Hawthorn Woods	1,848	3.25	2,571	3.1	2,469	4,674	3.41	3,989	3.16
Island Lake	2,893	2.82	3,142	2.69	3,005	4,969	2.73	4,652	2.85
Lake Barrington	2,116	2.25	2,436	2.21	2,252	2,220	2.57	2,918	2.39
Mundelein	9,858	3.14	10,992	2.96	10,507	12,206	2.8	14,269	3.08
Lake Zurich	5,828	3.1	6,789	2.99	6,563	6,929	2.97	7,539	3.00
Palatine	26,223	2.5	28,621	2.55	26,876	28,782	2.51	30,713	2.64
Round Lake	2,137	2.73	6,206	3.13	5,847	8,895	3.07	9,493	2.88
Tower Lakes	458	2.86	439	3.03	423	494	2.92	596	2.87
Volo	62	2.9	1,108	2.4	1,220	4,591	2.98	4,113	2.69

Sources: 2000, & 2010 Census; RCCA calculations; NIPC 2030 Forecasts; CMAP 2040 Forecasts (1/1/11)

Table 4 below illustrates the potential number and ranges of numbers of new dwelling units expected to be constructed by 2030 and 2040. The recent trend of development and the CMAP forecast suggests that a lower growth rate is likely to occur. The planning for this area, however, should consider the entire range of this trend in order to adequately address all possible influxes of population within the area.

The number of people per household is also forecasted to decrease from 2.89 to 2.68 based upon CMAP forecasts. Other surrounding villages, including Round Lake, Tower Lakes, and Volo have similar forecasts of fewer people per household. This number of people per household could represent an increased likelihood of households with fewer children and/or more single adult head of households.

In addition to the number of dwelling units steadily increasing over the last several years, the number and percentage of detached single family dwelling units has also

Table 4: New Household Projections by Various Sources

Source	Household Trend 1990-2000 (1)	Household Trend 2000-2010 (2)	Based on NIPC Projection 2000-2030 (3)	Based on CMAP Projection 2010-2040 (4)
Units Per Year	120-140	155-156	168-169	37
New Units by 2030	2,160-2,520	3100	5,048	740
New Units by 2040	4800-5600	4650	5,040	1,110

(1) 2002 Wauconda Comprehensive Plan Amendment

(2) 2010 Census

(3) NIPC 2030 Population Forecast (September 30, 2003)

(4) CMAP 2040 Population Forecast (January 1, 2011)

been increasing in recent years. According to the 2010 census, approximately 67% of the total housing units were single-family detached. (See Table 6) This percentage of single-family units was generally consistent with and fell within the middle of the range for percentage of single-family units in surrounding municipalities.

Table 5: Comparison of Numbers of Types of Dwelling Units (DU): 1996-2010

	1996 Comprehensive Plan (1)		2000 Census (2)		2002 Comprehensive Plan (3)		2010 Census Estimate (4)	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Detached Single-Family Housing	2,261	64.8%	2,555	66.6%	2,488	65.9%	3,938	79%
Attached Housing	1,015	29.1%	1,024	26.7%	1,051	27.8%	1,043	21%
Other	212	6.1%	256	6.7%	237	6.3%	NA	
Total	3,488	100%	3,835	100%	3,776	100%	4,981	100%

Sources:

(1) Information from 1996 Wauconda Comprehensive Plan

(2) 2000 Census

(3) Information from 2002 Wauconda Comprehensive Plan; Wauconda Building Permits 1997-Sep. 2001

Table 6: Wauconda and Surrounding Communities: A Comparison of Detached and Attached Housing Units - Year 2010

Municipality	Total Number of Housing Units	Percent Detached Single Family	Percent Attached
Wauconda	5,393	67%	33%
Arlington Heights	32,795	57%	43%
Buffalo Grove	17,034	55%	45%
Hawthorn Woods	2,571	99%	1%
Island Lake	3,142	75%	25%
Lake Barrington	2,436	39%	61%
Lake Zurich	6,789	84%	16%
Mundelein	10,992	68%	32%
Palatine	28,621	43%	57%
Round Lake	6,206	59%	41%
Tower Lakes	439	99%	1%
Volo	1,108	75%	25%
Range	439-32,795	39%-99%	1%-61%

Source: 2010 U.S. Census Data; RCCA calculations; Mobile Home Housing Units treated as Attached Housing Units

Employment

As with population and households, CMAP forecasts that the Village will grow steadily in terms of employment numbers, but the number of jobs forecasted by CMAP are lower than the 2030 NIPC forecasts. Wauconda's projected 2040 increase in number and rate of jobs appears will be slightly higher when compared to other surrounding municipalities. Wauconda's ratio of jobs per resident will decrease from approximately 1 job per 1.4 resident in 2010 to 1 job per 1.6 residents in 2040. Although forecasts indicate surrounding municipalities listed below with a lower ratio of jobs per resident have a larger population, larger number of jobs, and are also generally denser than Wauconda. A low ratio of employment relative to the Village's size means that Wauconda may act as an employment hub, where residents of surrounding villages commute for work. With this fact in mind, and the limited amount of undeveloped light industrial land in the Village, this plan should seek to expand the amount of available land to accommodate future employment uses.

The Future Land Use map does include 600 additional acres for Light Industrial/Employment uses, increasing the acreage for this land use by over 100%. The percentage of acreage allocated for light industrial/employment land uses is also being planned to increase from approximately 8.8% to approximately 9.7%. This increase in the employment/light-industrial land use will encourage growth in jobs as population growth continues.

Table 7: Employment: Trends and Forecast

Municipality	2000	2010	2030	2040	Change 2000 to 2030	Change 2000 to 2040	Jobs per Resident 2010	Jobs per Resident 2040
Wauconda	8,196	9,575	13,105	11,230	4,909	3,034	1 per 1.4	1 per 1.6
Arlington Heights	58,259	58,785	61,594	60,356	3,335	2,097	1 per 1.3	1 per 1.5
Buffalo Grove	18,790	24,317	23,090	25,720	4,300	6,930	1 per 7	1 per 2.1
Hawthorn Woods	520	2,457	7,120	3,099	6,600	2,579	1 per 2.5	1 per 4.1
Island Lake	503	998	1719	1,565	1,216	1,062	1 per 8.1	1 per 8.5
Lake Barrington	1,136	2,304	1,590	2,326	454	1,190	1 per 2.1	1 per 3.0
Mundelein	13,537	16,536	18,670	19,670	5,133	6,133	1 per 1.9	1 per 2.2
Lake Zurich	10,632	13,002	16,081	15,931	5,449	2,929	1 per 1.5	1 per 1.4
Palatine	23,773	28,833	24,741	29,495	968	5,722	1 per 2.4	1 per 2.7
Round Lake	2,054	2,848	9,597	5,329	7,543	3,275	1 per 6.4	1 per 5.1
Tower Lakes	106	309	109	311	3	205	1 per 4.2	1 per 5.5
Volo	5	935	2861	3,836	2,856	3,831	1 per 3.1	1 per 2.9

Sources: NIPC 2030 Forecast (09/30/03); Chicago Metropolitan Agency for Planning 2040 Forecast (01/01/11); 2000 & 2010 Census; RCCA calculations

Community Facilities

Fire Protection

Fire protection within and surrounding the Village is provided by the Wauconda Fire Protection District. The District includes all of Wauconda Township and parts of Fremont Township, Cuba Township and Ela Township. The Wauconda Fire Department operates three shifts of personnel 24-hours a day. Map A1 in Appendix A shows the Fire District boundaries around the Village.

Police Department

The Village is served by a full-time Police Department with dedicated, well-trained officers who are able to quickly and effectively respond to the law enforcement needs of the community and to safeguard the lives and property of those residing in and visiting the Wauconda area. As part of its operations the Police Department also maintains a Marine Patrol Unit during boating season to make sure that Bangs Lake is safe for everyone's use.

Public Works

The Village is served by a full-time Public Works Department. The Public Works Department is responsible for operating and maintaining the Village's infrastructure, which includes streets, storm water collection system, water supply and distribution, and wastewater collection system and treatment facilities. These critical services are focused on regulatory compliance and service reliability. The Public Works Department employs a certified Arborist who is responsible for planning, caring for, and protecting trees in the community.

The Village recognizes the importance of maintaining a safe and adequate supply of fresh drinking water and the fact that our region's supply of fresh water is not limitless. Therefore, the Village has a permanent water conservation element in its Village water supply ordinance. The Village has also joined forces with a number of communities in North West Lake County to investigate the availability and feasibility of bringing Lake Michigan water to the area. The study will evaluate the costs, and options available for communities to receive Lake Michigan water. This assessment will allow Wauconda to evaluate all possibilities for future water sources for its community. In addition, the Village is conscious of the environment and has taken proactive steps to protect it through enhanced snow and ice removal techniques, and recycling and preventive maintenance programs.

The incorporated and developed areas of the Village, and some unincorporated areas in Wauconda Township, are served by a water distribution system which includes a number of wells, elevated storage tanks, treatment facilities, and miles of water mains, which can be expanded and can grow with the Village to provide for the present and future needs of its users.

The Village operates its own wastewater treatment facility and sanitary waste collections system. Recent expansion of the facility allows for additional growth north and west of the existing Village boundary. Sanitary treatment facilities are presently regulated by the State Environmental Protection Agency (IEPA). Wastewater treatment facilities are assigned a Facility Planning Area (FPA) Boundary. Wauconda's FPA boundary is shown in the Appendix Map A2: Sanitary District and Existing FPA Boundary Maps. Extending sanitary sewer service beyond the current facility planning area requires an amendment to the boundary involving a public hearing process before the Chicago Metropolitan Agency for Planning (CMAP) .

School Districts

Wauconda Community Unit School District 118 serves the major portion of the current Village and serves nearly all of Wauconda Township and portions of McHenry County. The District 118 High School is located within the corporate limits of the Village off Main Street just north of the Lakefront Downtown area. In addition to the high school there are two grade schools and a middle school facilities located in the Village. District 118 operates a newer middle school facility located west of the Village off Darrell Road along with a third grade school located in Island Lake off of Route 176. The District is since the 2007 Comprehensive Plan update expanding the high school facility and is planning for a future additional grade school facility north of the existing Village limits intended to accommodate future residential growth in the area.

Elementary School District 79 and Mundelein Community Consolidated High School District 120 serve the eastern portion of the Village, which is located in Fremont Township. District 79 facilities are located off Fremont Center Road and District 120 facilities are located off Hawley Street in the Village of Mundelein.

School District boundaries, including other district boundaries located south and north of the Village, are shown on Appendix Map A3: School District Boundaries Map.

Park District

Park and recreational needs of the Village residents are served by the Wauconda Park District. The Park District boundaries are generally coterminous with the Village boundaries. Consequently, Park District boundaries change as the Village boundaries change or as property is annexed into the Village. The Park District offices are located north of the Downtown Lakefront Area on Main Street across from the High School and Wauconda Library. Map A4: Park District Boundaries Map identifies the Park District boundaries along with other nearby Park Districts within 1 ½ miles of the Village.

Library District

The Village is served by the Wauconda Area Public Library District and the Fremont Public Library District. The Wauconda Area Public Library District boundaries are generally coterminous with the boundaries of the Wauconda Community Unit School

District 118, sharing all the boundaries of Wauconda Township, plus most of the Village of Island Lake. The Wauconda Area Library is located at 801 N. Main Street, adjacent to Wauconda High School and across the street from the Wauconda Park District offices. Fremont Public Library is located on Midlothian Road north of Route 176 in the Village of Mundelein. Map A5: Library District Boundaries Map shows the limits of the Library Districts serving the Village and within 1 ½ miles of the Village.

A map illustrating the surrounding townships is shown as Map A6: Township Boundaries Map in Appendix A as well.

Current Conditions of the Village

Land Use

In 2011, the Village of Wauconda included approximately 3,662 acres of land. Within one and one half miles outside of the Village boundaries, an additional area of approximately 5,500 acres of land, not included within another municipal jurisdiction or County Forest Preserve, was included within the planning area.

Land use in the Village can be characterized as predominately residential, with over 50% of the Village currently zoned and developed for residential purposes while approximately 16% is designated for commercial and employment uses, and approximately 30% consists of public and quasi-public uses, open space and major road right-of-way areas. Table 8 provides a breakdown of the various land uses within the Village.

Land areas outside of the Village are primarily vacant farm tracts, County Forest Preserve, and pockets of estate residential development. These areas are generally considered as adding to the overall quality and character of the Village along with offering future opportunity for community growth.

Table 8: Existing Land Use Summary- 2011

Land Use	Acres	%
Estate Residential	136	3.70%
Low Density Residential	1,630	44.50%
Moderate Density Residential	77	2.10%
Multiple Family Residential	109	3.00%
Commercial	261	7.10%
Light Industry/Employment	314	8.60%
Public / Quasi-Public	96	2.60%
Open Space	646	17.60%
Major Right-of-Way	394	10.80%
Total	3,663	100.00%

* Excluding Open Space Areas within developments unless noted on zoning as a park.

Environmental

Within the Village and its planning area there exist numerous lakes, ponds, and wetlands. The largest lake is Bangs Lake, which is primarily within the corporate limits of the Village. Slocum Lake, located within 1 ½ miles of the Village, is the second largest lake. The Bangs Lake drainage flows between Bangs Lake and Slocum Lake in the southwest portion of the planning area.

Lake Napa Suwe is located North of Bonner Road and east of Garland Road. Lake Napa Suwe forms the primary headwaters for the Mutton Creek Watershed, which is the primary natural drainage system north and west of the current Village limits. Mutton Creek flows westerly into Island Lake on its way to the Fox River.

In the far north and eastern portions of the Village planning area, the natural drainage is part of the Squaw Creek Watershed. This watershed consists of numerous small lakes, ponds, and wetlands areas nestled amongst rolling kames topography (glacial mound formations). The kames topography, small lakes, and wetland areas, provide a relatively unique natural character to the area.

Small Oak and Hickory tree groves are often found on the upland areas, or kames, which add to the area's character and pleasant environmental offerings for various land use planning opportunities.

Existing Transportation

U.S. Route 12 and State Route 59 serve as the primary north-south transportation corridor within the Village and its planning area. Illinois Route 176 provides the primary east-west transportation corridor, along with Illinois Route 60 and Route 120 in the northern portion of the planning area. Route 12 consists of a divided limited-access 4-lane highway. A bridge presently provides free flow of traffic over the primary east-west highway of Route 176. This bridge is presently designed to accommodate only two lanes of traffic on Route 176. The intersection is designed in the form of a diamond with traffic signals present at both the access and exit ramps on either side of the bridge. A right-of-way width generally between 120 and 200 feet is planned for these regional arterial highways. Access to these highways is regulated by the Illinois Department of Transportation (IDOT).

Four County highways serve the area. Bonner Road is the primary east-west route extending from Darrell Road on the west to Fairfield Road located on the east side of the community. Gilmer Road is the fourth highway which extends at a diagonal southeast to northwest across the north portion of the existing Village. A recently constructed bridge allows for Gilmer Road to cross over Fairfield Road. Each of these highways is presently a two lane road with the potential to be widened to four lanes in the future. A 120-foot wide right-of-way is generally associated with these local arterial highways to allow for future expansion. Access to these highways is regulated by the Lake County Department of Transportation (LCDOT).

Local collector roads serving the community include Main Street (Old Rand Road), Anderson Road, Slocum Lake Road, Garland Road, Gossell Road, Case Road,

Callahan Road and Chardon Road. These roads generally consist of two lane streets with a right-of-way between 66 and 80 feet in width. Access to these roads is controlled by the Village within the Village limits and by the local Township where the roads extend outside the Village. Existing local streets and collector roads become Village streets when adjacent property is annexed into the Village. County and State highways remain under County and State control except under special situations where there may be an agreement between the Village and State or County.

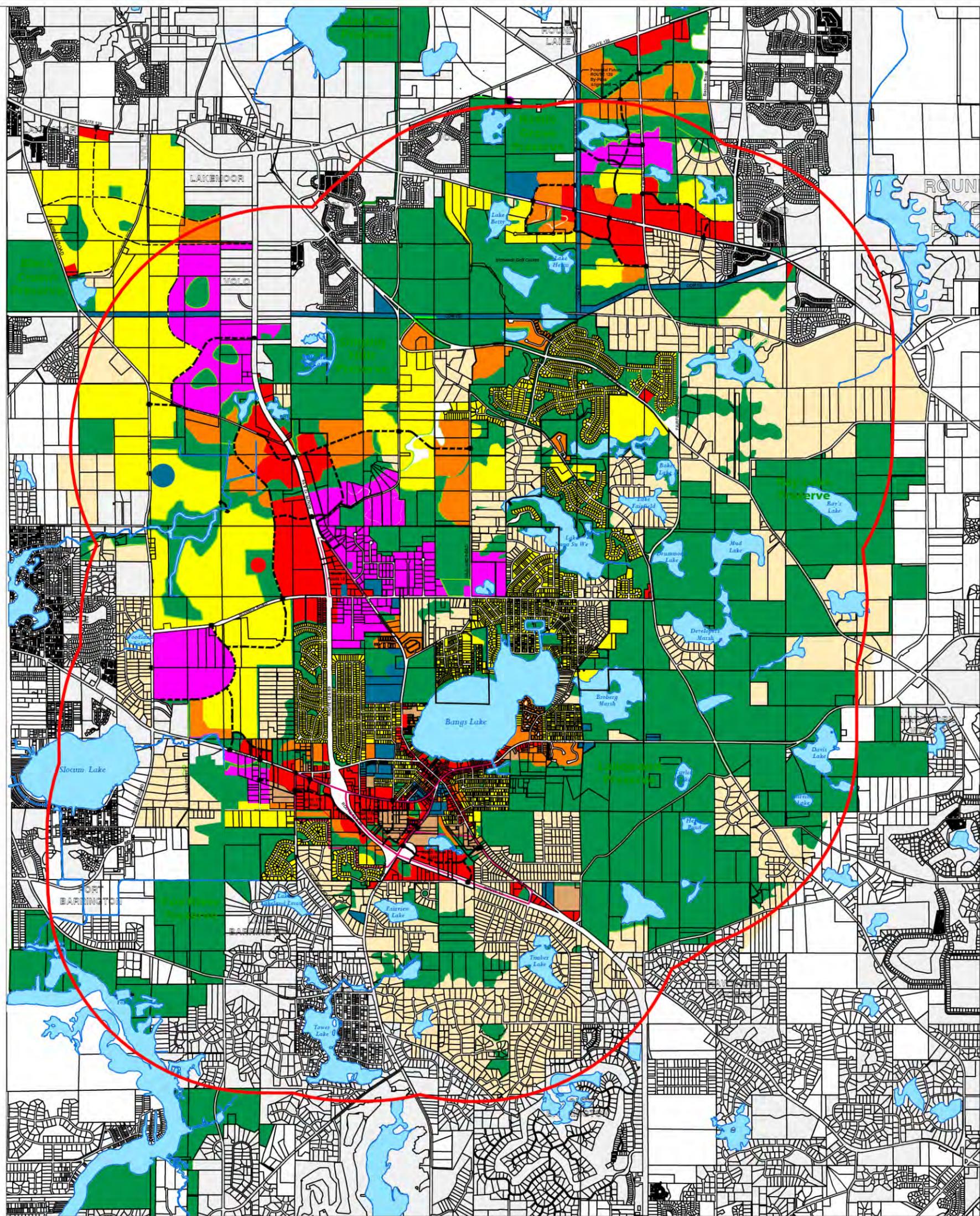
The pattern of local Village streets shows the use of grid and modified grid patterns of street development with streets connecting between neighborhoods and with only limited use of cul-de-sacs streets.

Future Land Use Plan

The Village of Wauconda Future Land Use Plan Map provides a framework to assist the Village with planning and managing land use activity. The Future Land Use Plan Map designates land uses within the overall planning area for residential, mixed-use residential retail business, industrial/employment, public & quasi-public and open space uses. These land use designations, along with the additional narrative in this Comprehensive Land Use Plan, serve as the Village's statement of policy for the type and intensity of land use that is considered appropriate within the context of the plan.

The Future Land Use Plan Map designates potential land uses for over 5,000 acres outside of the Village. The acreage does not include land within existing Forest Preserve land or other municipalities and does not include areas where existing boundary agreements exist with other communities. In addition, the map identifies future land uses for areas currently within the corporate limits of the Village. A total area of approximately 8,800 acres of land is designated with future land uses within the Village's planning area.

Three primary future growth regions are included. One region is north of the Com Ed high-tension power lines north of the Village along Fairfield Road. A total of approximately 1,200 acres of undeveloped land exists in this region ("North Area" on Table 9). A second region includes vacant land east of Route 12 generally along Callahan Road totaling approximately 900 acres ("Central Area" on Table 9). The third and largest region exists west of Route 12 extending between Route 176 on the south and Route 120 on the north ("West Area" on Table 9). The west region totals approximately 2,800 acres. In addition, approximately 300 acres of other unincorporated area are surrounded by Wauconda boundaries or are adjacent to existing Village boundaries, adding to the total acreage estimate. The total potential future acreage adds up to approximately 5,200 acres. Future Estate Residential acreage listed on Table 9 includes land that is not currently developed with estate residential uses or large-lot homes, but additional land not currently located within the Village boundaries that is improved with estate residential uses is identified on the Future Land Use Map.



Village of Wauconda, Illinois

Comprehensive Plan Future Land Use Map

Legend

-  Existing Village Limits
-  1.5 Mile Limits from Existing Village
-  Estate Residential
-  Low Density Residential
-  Moderate Density Residential
-  Mixed-Use Residential
-  Retail Business
-  Industrial/Employment
-  Public/Quasi-Public Space
-  Open Space/Conservation Areas/Buffer
-  Special Planning Areas
-  Potential Future Full Access Intersections and Collector Streets

Base Map Data: Lake County GIS Department, 2011

Original Scale: 1" = 1000'

DATE: 08/16/06
 revised: 01/17/07
 revised: 02/16/07
 revised: 07/27/11
 revised: 02/13/12
 revised: 04/12/12

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In addition to the future growth areas the Comprehensive Land Use Plan provides for several potential redevelopment or new development areas within the Village that are referenced as Village planning “Sub-Areas” or “Special Planning Areas” on the Future Land Use Map. As part of the Comprehensive Land Use Plan update, the Village identified these Special Planning Areas or Sub-Areas as locations within the Village where land is relatively under-utilized and in some cases vacant, which could develop with mixed-use business residential or retail business type of use. The Plan identifies these areas and initial planning concepts for the potential redevelopment of these areas. From a growth management perspective, the Village may explore redevelopment of one or more of these areas at one time, dependent upon the Village’s needs and the interest of property owners. One or more of the sub-areas may also qualify for some form of economic development incentive should an appropriate development proposal be presented to the Village that would merit its consideration.

Table 9: Summary of Future Land Use Map

Land Use	North Area	Central Area	West Area	Totals	Existing Land Use	Other Areas	Totals	% of Total
Estate Residential	0	69	110	179	136	67	382	4.4%
Low Density Residential	178	185	970	1,333	1,602	36	2,971	33.6%
Moderate Density Residential	130	200	78	408	82	31	521	5.9%
Mixed Use Business/Residential	0	0	0	0	135	7	142	1.6%
Retail Business	210	35	261	506	302	64	872	9.9%
Employment /Light Industrial	76	106	432	614	275	0	889	10%
Open Space /Public/Quasi Public	590	305	949	1,844	1,130	89	3,063	34.6%
Total Acres	1,184	900	2,800	4,884	3,662	294	8,840	100%

Residential Uses

The plan outlines four general range levels of residential development density: 1) Estate Residential; 2) Low Density Village Residential; 3) Moderate Density Village Residential; and 4) Mixed-Use Business Residential. These categories provide a broad range of options for residential development in the Village, which are compatible within the context of existing neighborhoods and non-residential developments.

The Village’s primary desire for residential development is to accommodate growth while maintaining the current single-family character of the Village. To this end, this plan employs an innovative method to allow development to provide for a diversity of housing types, to protect high-quality natural resources, and to integrate development under a distinguishable pattern that clearly delineates it as part of the Village. Under this system, all residential density categories are based on dwelling units per gross acreage of development. Thus, new developments are evaluated on a basis of gross density. Gross density may be calculated by including all land set aside for housing, environmental areas, open space, and water detention areas. Land already dedicated to existing rights-of-way may not be included in any calculations of gross density.

Net densities for individual neighborhoods within the development may be up to the next residential category's density range (See Table 1) with the concession of extraordinary community benefits by the developer. Extraordinary community benefits can be defined as provisions of greater than required open space areas, the development of a community wide facility, dedication of land for public uses (such as a school), and other measures which provide benefits to the community generally above minimum standards of the Village. Each project should be evaluated on a case-by-case basis. No neighborhood area should increase two residential categories of density without an amendment to the comprehensive land use plan.

The plan has designated over 4,000 total acres for residential land uses to accommodate a possible range of between 1,000 to 5,000 new dwelling units over the next 28 years.

Estate Residential

The plan designates approximately 400 acres of land for Estate Residential uses. The acreage is largely within the three regions of potential future Village growth previously discussed, and portions of the acreage includes existing estate developments, but the plan contributes some land for new development. The plan further designates larger areas of Estate Residential generally east of the existing Village south of Chardon Road and north of Gilmer Road. The intention of this category is to provide larger lots ranging from 20,000 square feet and greater. The density for this category is anticipated to be relatively low: between 0.6 to 1.2 dwelling units per acre, with an average density of 0.8 units per acre. The plan expects Estate Residential units to be able to be served by either private or public sewer and water facilities. Public facilities should be extended when it is economically feasible and/or in some way beneficial to do so.

Low Density Residential

The plan designates approximately 3,000 acres for Low Density Residential which makes up the majority of the land planned for residential uses. Existing residential land within the Village represents approximately 1,600 acres leaving approximately 1,400 acres for future development.

This category provides the possibility for a range of housing types and styles while maintaining a distinct single-family character for neighborhoods. The gross density of developments should range between 1.2 to 2.2 dwelling units per acre. Lots for detached homes can range from 8,000 to 18,000 square feet. While the majority of dwelling units will be in single-family detached housing, this category allows up to thirty percent (30%) of the units to be built as attached dwelling units (duplexes and townhomes). The plan also intends developments in this residential category to be exclusively serviced by public sewer and water facilities.

Moderate Density Residential

The plan allots approximately 500 acres for Moderate Density Residential development, with approximately 400 acres designated in future areas for annexation. The plan offers this category to provide a higher density and allowable percentage of attached single-family housing than Low Density Village Residential. The range of gross density for this category is between 2 and 8 dwelling units per acre with an average gross density of 5 dwellings units per acre.

Moderate Density Residential is intended primarily to serve as a transitional residential use area adjacent or near nonresidential uses and may include both single-family detached units and single-family attached units (duplexes and townhomes). These areas may be planned as part of a larger overall development or as a separate stand-alone development where up to 100% of the housing units are attached single-family housing units. When planning attached single-family developments, the number of units of one type or product line should be limited to a maximum of 200 units of any one type. The general lot size for detached single-family homes should range from 6,000 sq. ft. to 12,000 sq. ft. The plan also intends that public sewer and water facilities exclusively service the developments in this category.

Mixed-Use Business Residential

The land use map designates new land areas for Mixed-Use Business/Residential land use category. Potential future Mixed-Use Business/Residential areas may include portions of existing land used for commercial or industrial uses, such as within the various Planning Sub-Areas associated with the potential redevelopment of the existing Village. The preferred land uses in these areas are business uses with a mix of limited residential uses to provide and enhance neighborhood character. The range of gross density for this category generally extends from 5 to 25 units per acre with an average gross density of 15 dwelling units per acre. The plan intends for this category to consist primarily of business uses in the future with a limited mix of small lot detached single family, attached single family housing and multiple family housing (townhomes, condominium and apartment) including 1 to 3 stories of residential above first floor business uses.

In some cases, small lot single family detached housing may be accommodated along with limited areas of 100% residential when there exists adjacent retail business under common ownership or control. Neighborhood friendly business and service uses are primarily the type of business uses anticipated in these mixed use areas. These business and service uses include neighborhood grocery stores, drug stores, boutique type stores, beauty parlors, barber shops, doctors' offices, and similar neighborhood business/service in a pedestrian friendly setting.

Retail Business Uses

The plan designates approximately 900 acres for the development of Retail Business uses within the Village. Of this acreage, approximately 250 acres currently exists and is zoned for General Business, Commercial Recreation, or Community Business. The 2011 Comprehensive Plan Future Land Use Map further designates approximately 50 acres of the existing community for Retail Business in areas along Liberty Street, Main Street, and Slocum Lake Road. Based on an average floor area ratio of 0.20 these areas could accommodate close to eight million (7.8M) square feet of retail business space in the future.

Retail Business areas are located primarily along major arterial highways and around significant intersections. This land use category is intended to provide for retail establishments that offer a wide range of goods and services. This classification includes commercial development ranging from large-scale “big box” developments to small-scale pedestrian friendly neighborhood developments. It is envisioned that in addition to the existing retail business uses in the Village, a variety of retail uses offering an expanded variety of goods and services will be attracted to the community in the future.

Three primary commercial areas are planned. The first area is included within the planning Sub-Areas where potential exists to expand and/or redevelop portions of the existing community. A second area is along Route 12 in several sub areas to the north, south and middle areas of this corridor. The third area is in the north region of the planning area along Route 60. Each of these areas is afforded good access to major highways, and each is associated with a nearby residential land use base to support it. In addition to these larger commercial retail centers, smaller scale mixed use business/residential pedestrian friendly neighborhoods are anticipated (see Mixed Use Business/Residential category).

Industrial/Employment Uses

Under this plan update, approximately 900 acres of land is designated for industrial/employment uses. Currently, approximately 300 acres of industrial/employment land area exists within the Village which is included in the total land use designation. However, only a few parcels in the Village currently remain available for development. The newly planned industrial/employment areas are sufficient to accommodate over nine million square feet of employment related development assuming an average floor area ratio of approximately 0.3. This amount of floor area translates into a total of 9,000 or more job opportunities, which represents a demand beyond the 2030 and 2040 forecasts; however, the Comprehensive Plan Map is envisioned as providing long term planning guidance appropriate for future local employment opportunities within the community.

This land use category includes a variety of land uses, including light manufacturing, assembly operations, and warehouses. It also includes professional offices and office/research complexes. Office facilities generally include professional services such as finance, insurance, real estate, law, and medical and dental facilities. The intent of this

category is to require master planned business or industrial parks which incorporate high quality design standards for buildings, landscaping, and signage. The designation of land for this category is primarily based upon existing similar planned areas and areas where appropriate access to major highways can be afforded. Corridors of open space and landscaping should be utilized to create buffers to separate employment related development from less intensive uses when they are adjacent.

Public/Quasi-Public Space

The plan allocates over 3,000 acres for Public/Quasi-Public Space uses. Land designated with this category consists primarily of existing parks, schools, municipal property, churches, libraries, lakes, wetland complexes, streams, floodplain, and major highways. Areas of existing Forest Preserve land is not included, but adds to the total green area on the Future Land Use Map. It is the intent of the plan to identify existing significant environmental areas and to link these areas into green space corridors, which are to be protected as the area transitions from largely agriculture to other land uses. Public and Quasi-Public spaces are anticipated to increase in area as alternative land uses including parks, schools, churches, landscape corridors and other uses are formed when new development occurs. One addition to the Comprehensive Land Use Plan for 2012 is the vision that when the area west of Route 12 and north of Route 176 is planned for development that an alternative grade school site be included within the property development plans. The new grade school may be located along a major road corridor such as Darrell Road near residential, but removed from commercial areas, and the existing grade school facility near the intersection of Route 12 and Bonner Road would be closed and be redeveloped with mixed-use business residential or retail business uses.

Transportation Plan

Streets and Highways

The Comprehensive Plan identifies three primary classifications of streets and highways traversing the Village: Arterial Highways, Collector Roads and Local Streets or Roads. Map 2: Future Transportation Plan and Roadway Classification Map identifies these various streets along with potential new collector roads and intersections.

Arterial Highways

Arterial highways serving the Village of Wauconda include Route 12 & 59 and Route 176. Arterial highways generally accommodate significant traffic volumes and are often a primary link between villages and cities. Because of the traffic loads often associated with these highways, they are attractive corridors for retail business mixed use and industrial uses. Arterial highways range from two to four or more lanes of traffic and include a right-of-way of 80 to 200 feet wide or more. Presently, Route 12 & 59 is a 4-lane divided highway with a right-of-way width of approximately 200 feet. Route 176 is currently a 2-lane highway with a portion having a center turn lane in the Village Center area. The current right-of-way width for Route 176 ranges from approximately 80 feet to 100 feet in width. The Lake County Division of Transportation's 2020 Transportation Plan identifies Route 176 as a roadway to be widened from 2-lanes to 4-lanes and for the widening of Route 12 & 59 from 4-lanes to 6-lanes. Both of these highways are under the jurisdiction of the Illinois Department of Transportation (IDOT). IDOT currently has plans to make improvements at the intersection of Route 176 and Fairfield Road.

Other arterial highways impacting the Village include Illinois Route 120 and Route 59. Route 120 is currently the subject of an on-going planning discussion for considering adding a "By-pass" route commonly referred to as the Route 120 By-Pass. Plans for the by-pass include a limited access divided highway from near Gurnee where Route 120 is currently 4-lanes and matching with the existing 4-lane alignment near Volo, where Route 120 extends into McHenry County. As part of this plan update, the Village of Wauconda supports the widening of Route 120. The transportation plan map and land use plan map reflect the current alignment being discussed for the by-pass in the Village's north planning area.

Route 59 presently enters the Village from the south and intersects with Route 12, where it follows the Route 12 corridor north through the Village. Route 59 continues as Barrington Road from the Route 12 and Route 59 interchange, until it intersects with Route 176 in the Village Center area. According to the Lake County 2020 Transportation Plan, Route 59 should be upgraded from 2-lanes to 4-lanes. The intersection of Route 12 and Route 59 currently only provides for a north bound Route 12 and a southbound Route 59 turning movement. As part of this plan update, the Village supports the alternative options being studied including the possible closing of the north bound access ramp when closed in conjunction with construction of future local streets connecting Route 59/Barrington Road to Route 176 and with construction

of a “frontage road” south along Route 12 as identified in the South Route 12 Sub-Area plan herein and Transportation Plan.

The Village further supports the extension of Brown Street south to Route 12 to serve as an exit ramp to Route 176 while also serving as a local street to businesses along Route 176. A concept plan for the Brown Street extension is included in the Sub-Area plan for the “Triangle Sub-Area”. The Brown Street extension plan includes the closing of the existing Route 12 exit ramp and the removal of the existing traffic signal. This improvement offers the opportunity to increase the left turn traffic stacking capacity for entry to south bound Route 12 from Route 176. It also provides for increased circulation opportunities with construction of an east-west frontage road (included in the triangle sub-area plans) which disbursts traffic moments and offers an opportunity to increase traffic flow along Route 176. Implementation of the Brown Street extension plan includes cooperation from local property owners, I.D.O.T. and the Village. Partial funding for such a proposal may be available through various economic development incentives discussed in the plan.

The proposed Transportation Plan also includes identification of existing access points along Route 12 and Route 176 along with several potential future planned full-intersections. The plan envisions the existing intersection of North Main Street (Old Rand Road) and Route 12 moved north to allow for an improved intersection design with a future collector road north. The plan also includes a traffic signal at Case Road realigned to permit a 4-way intersection with a future collector road extending east to Callahan and Garland Roads.

South of Route 59/Barrington Road the plan proposes the moving of the existing Ivanhoe Road Route 12 intersection north to provide access for properties along the east side of Route 12 and for the potential connection to a frontage road extending south from Barrington Road over to Main Street (see South Route 12 Sub-area Plan).

Collector Roads

Collector roads serving the Village of Wauconda include: Main Street, Bonner Road, Anderson Road, Case Road, Chardon Road, Fairfield Road, Gilmer Road, Wilson Road, and Darrell Road. Collector roads are designed to carry traffic through the community between individual destinations and provide linkage to arterial highways. Collector roads are generally 2-lanes wide with additional turning lanes at intersections and are generally designed to carry 3,000 to 7,000 vehicles per day or more. Parking on collector roads is generally discouraged except in downtown areas where parking has historically been permitted. As development occurs within the community and adjacent communities, these roads will likely need to be widened or upgraded to accommodate additional traffic. Presently, Lake County Division of Transportation regulates permits and access to Bonner Road, Darrell Road, Fairfield Road, and Gilmer Road.

Other local roads which may function as collector roads include: Garland Road, Gossell Road, and Callahan Road. Garland Road serves as a local collector road linking the northern portions of the Village to Main Street and the existing Village Center.

Callahan Road functions in a similar capacity. Callahan Road, unlike Garland Road, has an increased number of hills and curves which does not serve well as a local collector given its current geometry. When new development occurs in this area Callahan Road needs to be reviewed carefully. In part to address this concern the plan envisions a new local collector road extending east to west from Garland Road to Route 12 and for Main Street to extend north and intersect with this new local collector, providing a stronger link between the existing Village Center and the northern areas of the community. Other similar future potential local collector roads are identified throughout the planning area on the Future Land Use Map and Transportation Plan Map.

Local Roads

Local roads are designed to circulate small volumes of traffic through neighborhoods and commercial areas and to provide linkages to the collector roads and major arterials. Local roads are generally two lanes in width and generally carry less than 3,000 vehicles per day. Right-of-way requirements for local roads are generally sixty (60') feet to sixty-six (66') feet. On-street parking is generally permissible on local roads. Local roads are generally laid out in a grid or modified grid pattern with multiple means of ingress and egress connecting between neighborhoods. Cul-de-sac streets are discouraged, except where site conditions warrant their use.

Intersections

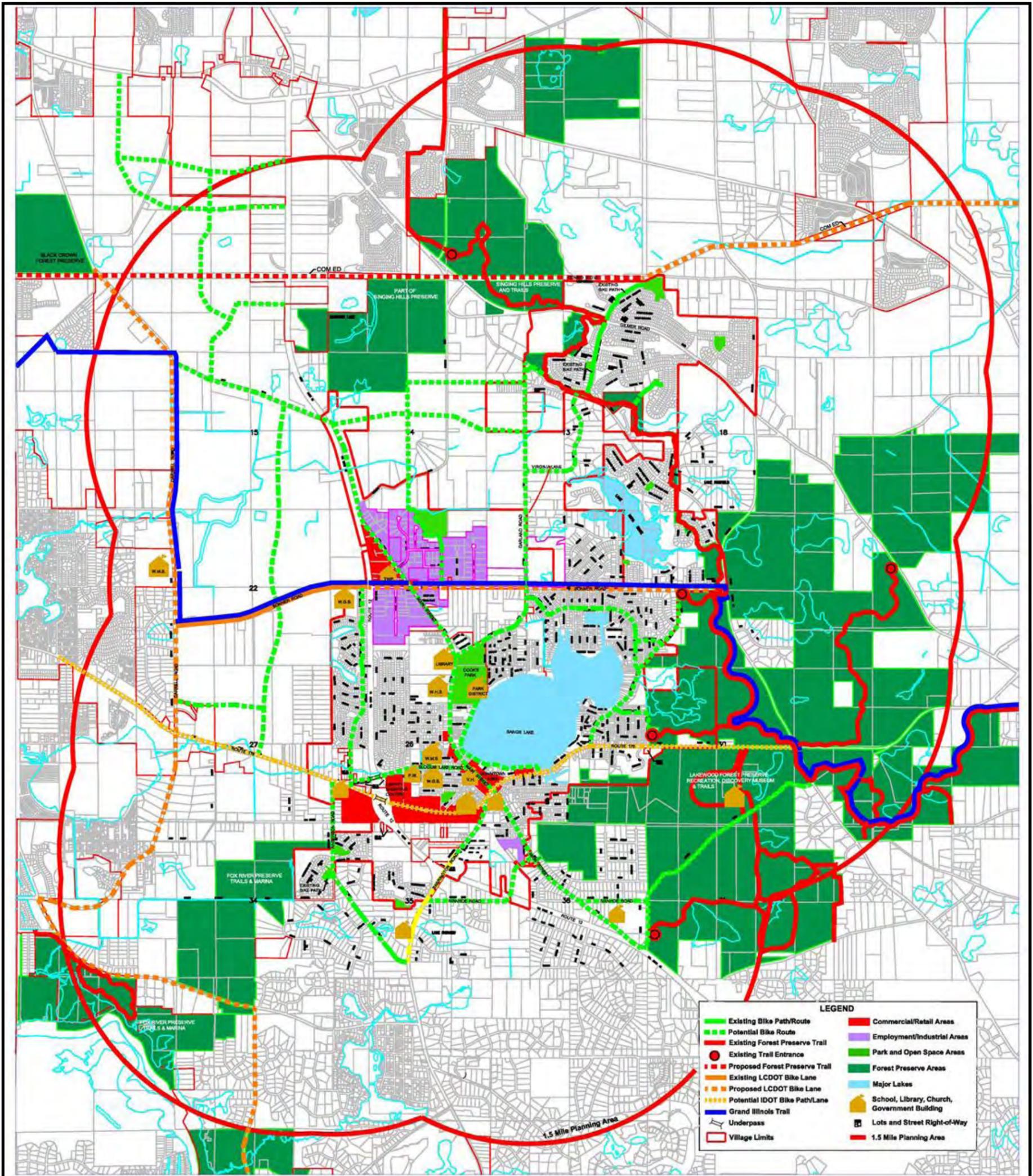
The transportation plan provides for general locations of future full intersections, which may or may not be signalized along several of the major highways. The locations of these intersections are generally consistent with the IDOT Strategic Arterial Highway Program, where intersection spacing is approximately one-quarter mile, and signalized intersections may be spaced at approximately half-mile intervals within urbanized areas. Further specific transportation planning studies are needed to facilitate road improvements, and as these studies occur, one alternative to be considered for intersection design is the "Roundabout" design, which is being constructed throughout the country. Properly designed roundabouts can serve to keep traffic moving in all directions at a slower and safer speed than is currently being experienced. A slower traffic speed generally adds to greater safety and quieter highway corridors.

Pedestrian Ways and Bicycle Paths

To encourage alternative transportation, the Village supports a pedestrian and bicycle path or trail system. In many residential areas, the local streets serve as a bike route, and within newer residential developments required sidewalks serve the residents. As commercial areas are developed, consideration for pedestrian linkage should be provided. Paths along natural areas such as Bangs Lake and other lakes and wetlands can be part of a planned development.

Bicycle paths within the Village currently include portions of the Lake County Millennium Trail, which extends through Lakewood Forest Preserve. Lakewood Forest Preserve is located along the eastern border of the Village, and the bike path extends north through the northeastern portion of the Village to Singing Hills Forest Preserve, located north of the Village. Additional bicycle and pedestrian paths are proposed by the Lake County Forest Preserve including a connection trail to the Moraine Hill State Park and trails further north beyond the Village of Wauconda Planning area. The Lake County Department of Transportation and the Illinois Department of Transportation have also adopted highway improvement policies which provide for bicycle lanes or paths where highway improvement are proposed, and a portion of the Grand Illinois Trail extends along Bonner Road through the community.

The Village of Wauconda established a Bicycle Technical Committee in 2010 to review potential bicycle routes and standards for bicycle facilities within the Village. The Committee prepared a Bicycle Plan 2011 consisting of text and a bicycle plan map. The plan includes linkage to existing and proposed trails and bicycle routes for the Village and of other public agencies within 1.5 miles of the Village. In addition to providing a network of potential trails and paths, the plan identifies bicycle traffic generators or locations which attract bicyclist including employment, shopping, residential, institutions and recreation areas. The Bicycle Plan 2011 and Bicycle Plan Map should be referenced and included as part of the Village Comprehensive Plan and the Village and private development should consider implementation of policies and goals set forth within the Bicycle Plan. A copy of the Bicycle Plan Map is attached to this planning document as Map 3.



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**Village of Wauconda
 Bicycle Plan - 2011**
 Wauconda, Illinois



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 Original Scale: 1" = 3000'

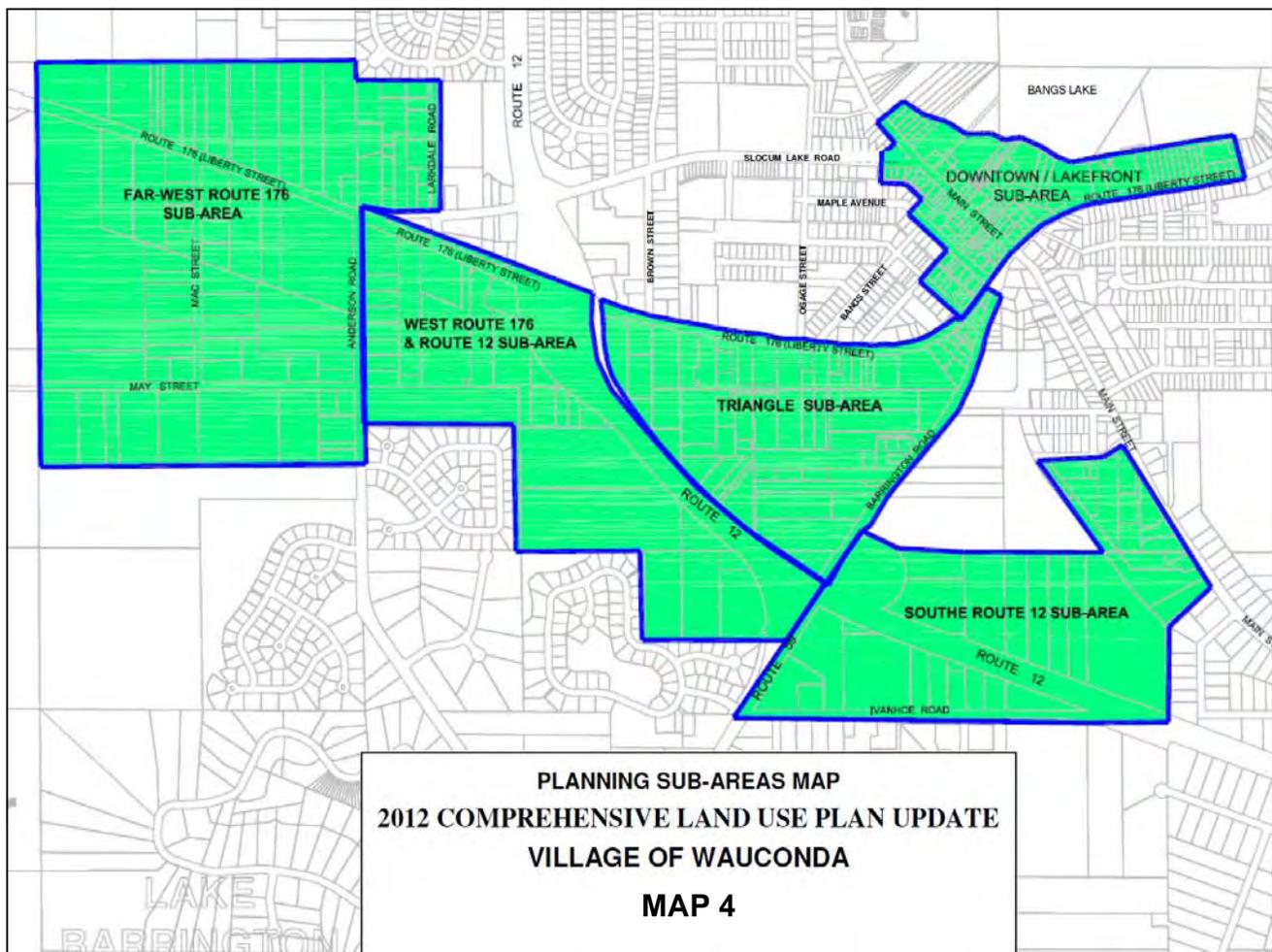
Revisions
February 16, 2011

MAP 3

Special Planning Sub-Areas

Included as part of the update to the Village Comprehensive Land Use Plan are a number of smaller, more detailed planning studies referred to here as “Special Planning Sub-Areas”. Map 4: “Potential Redevelopment/ Planning Sub-Areas” identifies four Planning Sub-Areas along with a number of “Potential Redevelopment Planning Areas”, which exist presently within or adjacent to the Village corporate limits. These areas generally include under-utilization of the existing properties where in some cases property is simply vacant, and in other cases there exists opportunity to create a more vibrant and unique sense of place designed to enhance the character of the community while at the same time capitalizing and expanding on the ultimate economic strength of the Village.

While the concepts illustrated within the sub-areas may potentially be realized, it should be noted that multiple alternatives exist for the development of the sub-areas, and further, that this plan is not an indication of immediate redevelopment. Rather, the plan serves as a guideline or form of ideas to spur private and public initiatives toward a cooperative goal of enhancing the beauty, character, and economic vitality of the Village.



Lakefront/Downtown Sub-Area

General Area

The Lakefront/Downtown Sub-Area of this study consists of 30 to 40 acres of land within the Village located south of Bangs Lake, along Route 176 extending west from Ridge Street to approximately Church Street, along Main Street from Route 176 to approximately Hubbard Court, Murphy Street, Park Street, and portions of Mill Street, Church Street, and Maple Street. See Planning Area labeled "Lakefront /Downtown Sub -Area" in Figure 3 on page 34.

Existing Conditions

This sub-area includes a mix of residential and nonresidential uses. Nonresidential uses include specialty retail, professional office, service retail, and public uses. Several boat launching facilities, including the boat launch facility at Beach Park near the center of the sub-area, are owned and operated by the Wauconda Park District. Other nonresidential uses include both the old and new Village Hall. The Old Village Hall is currently occupied by the Chamber of Commerce.

Approximately 150 to 160 residential units exist within the sub-area. These units are primarily multiple family units, and many of the units are converted rental units to owner-occupied units.

Six zoning districts exist within the sub-area. Three districts are zoned for business and commercial uses, and the other three districts are the denser residential districts. Most of the buildings are two story structures. An initial estimate completed for the sub-area suggests between 100,000 and 110,000 square feet of nonresidential floor area exists. This estimate assumes a number of the two story nonresidential buildings include storage or offices on the second floor of the buildings versus residential living accommodations. Businesses primarily rely upon street parking in the sub-area, except for establishments with land parcels suitable in size to provide off-street parking. The Village owns property located at Mill and Maple which is used for parking. Further analysis of parking is warranted.

The two primary natural features of the area include Bangs Lake and an adjacent bluff area. The bluff area extends from Park Street along a line halfway between Main Street and Bangs Lake, north of Mill Street, and it ends in the eastern portion of the sub-area, close to where Hammond Street and Ridge Street intersect with Route 176. The elevation change between Main Street and Bangs Lake is approximately 20 to 25 feet and the bluff line described represents approximately 10 feet or half of the change in elevation. This differential in elevation between Main Street and Bangs Lake offers considerable opportunity for enhanced views to the lake and for recreational experiences that capture the benefits of these amenities and their proximity.

The Lakefront/Downtown Plan (Initial Concept)

The Lakefront/Downtown area extends over 1,200 feet along the shoreline of one of the largest and most attractive lakes in the area. A unique opportunity exists for residents, businesses, and Village officials to work together to mold a plan to create vistas and spaces uniquely designed to enhance the business and residential quality and character in the Village. The Village's vision for the Lakefront/Downtown Sub-Area is to create a sense of place where residents and visitors together may celebrate and enjoy Bangs Lake.

Figure 3 illustrates one alternative for the potential redevelopment of the Lakefront/Downtown area. The plan builds on the already existing concept of mixed-use planning, and it proposes mixed-use buildings that include multiple uses under a single roof, rather than planning for the stand-alone residential-use and business-use buildings that currently exist. These proposed mixed-use buildings would be oriented to create vistas toward the lake. Much of the existing street layouts would remain the same, and the existing Main Street architectural charm may be maintained as new mixed-use structures are designed with pedestrian-friendly business character complementing the existing architecture. An architectural review committee may be created in the future as additional development/redevelopment occurs in this area for evaluating potential architectural plans.

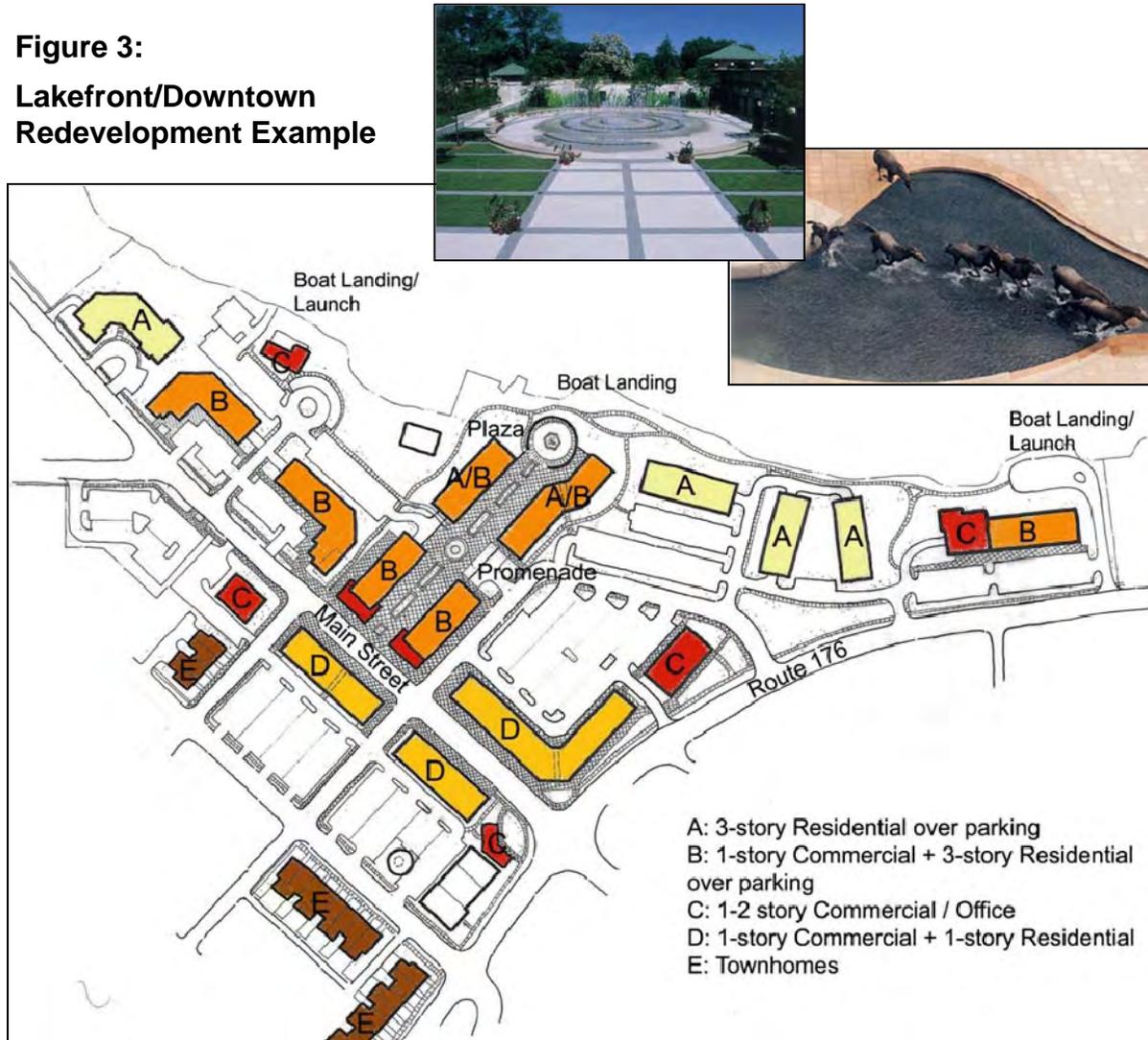
Two elements of this design alternative are the creation of an outdoor mall or plaza area and a lakeshore pedestrian walkway. Extending north from Main Street to the shoreline of Bangs Lake would be a promenade terminating with a scenic lake overview plaza elevated fifteen to twenty feet above the lake and providing panoramic public viewing over Bangs Lake. The existing boat launch facility associated with Beach Park could convert to a boat landing facility where residents from around the lake and other lake users may land and visit shops and business establishments along Main Street and the promenade. On either side of the promenade would exist four mixed-use buildings containing retail shops on the promenade level with offices and/or residential units on the second and potential third levels. Indoor parking would be available for residential units along with nearby surface parking for businesses. Additional charm, interest, and character are added with the inclusion of a pedestrian walkway located along the lakeshore connecting all of the buildings and public spaces. Creation of a promenade area between the buildings whether as a 'pedestrian only' space or as a motor court may serve as a gathering space for Main Street events without the closing of Main Street.

On the perimeters of the lakefront downtown sub-area modern townhome buildings could be constructed to provide additional critical housing necessary to support and sustain a business community. (See Figure 3, letter 'E' for proposed locations of townhomes.)

High levels of architectural design and landscape design would be required along with minimum parking areas equivalent to two spaces per residential unit and four spaces per one thousand square feet of commercial area.

In total, this concept may provide for an additional 150 to 200 residential units over retail. In addition, an increase of approximately 10% retail floor area may occur.

**Figure 3:
Lakefront/Downtown
Redevelopment Example**



The following photographs represent the architectural character and amenities envisioned for development/redevelopment within the Lakefront/Downtown Area.





Triangle Sub-Area

General Area

The Triangle Sub-Area is the area south of Route 176, east of Route 12 and north of Barrington Road/Route 59. The triangular area totals approximately 80 acres.

Existing Conditions

The Triangle Sub-Area consists primarily of retail business uses along the Route 176 frontage and along portions of the Barrington Road frontage. The Wauconda Health Care facility is located at the south end of Thomas Court near the center of the sub-area. The north end of Thomas Court represents the only public road serving the acreage and extends approximately 400 to 500 feet south of Route 176. Approximately twenty-seven (27%) percent of the sub-area is vacant.

Seven different zoning classifications exist over the property with General Business (GB) representing approximately 54% of the site, with Limited Industrial less than 1% of this sub-area, and five different classifications of residential over the remaining area of land. Initial analysis of the existing conditions suggests that nearly 40% of the property in this sub-area is largely vacant and suitable for development. Much of this land exists

along the Route 12 frontage making for a highly visible land tract for development or re-development.

Based upon aerial maps and County wetland inventory maps, two small areas of wetlands exist within the sub-area. The larger of the two extend parallel to Route 12, and the second is near the existing roofing company business located in the eastern portion of the sub-area. These two areas may be able to serve as a form of area storm water detention.

Road frontage totaling approximately 3,000 lineal feet exists along Route 12 between the Route 59 & Barrington Road intersection and Route 176 intersection. Along this frontage, approximately four curb cuts or access points exist to Route 12, primarily serving County property. Route 176 includes over 3,400 feet of frontage and has twenty or more access points onto Route 176, while Barrington Road frontage consists of over 2,000 feet of frontage with over twelve access drives. What is absent within this sub-area are additional lesser sub-collector type drives or roads.

Triangle Sub-area Plan (Initial Concept)

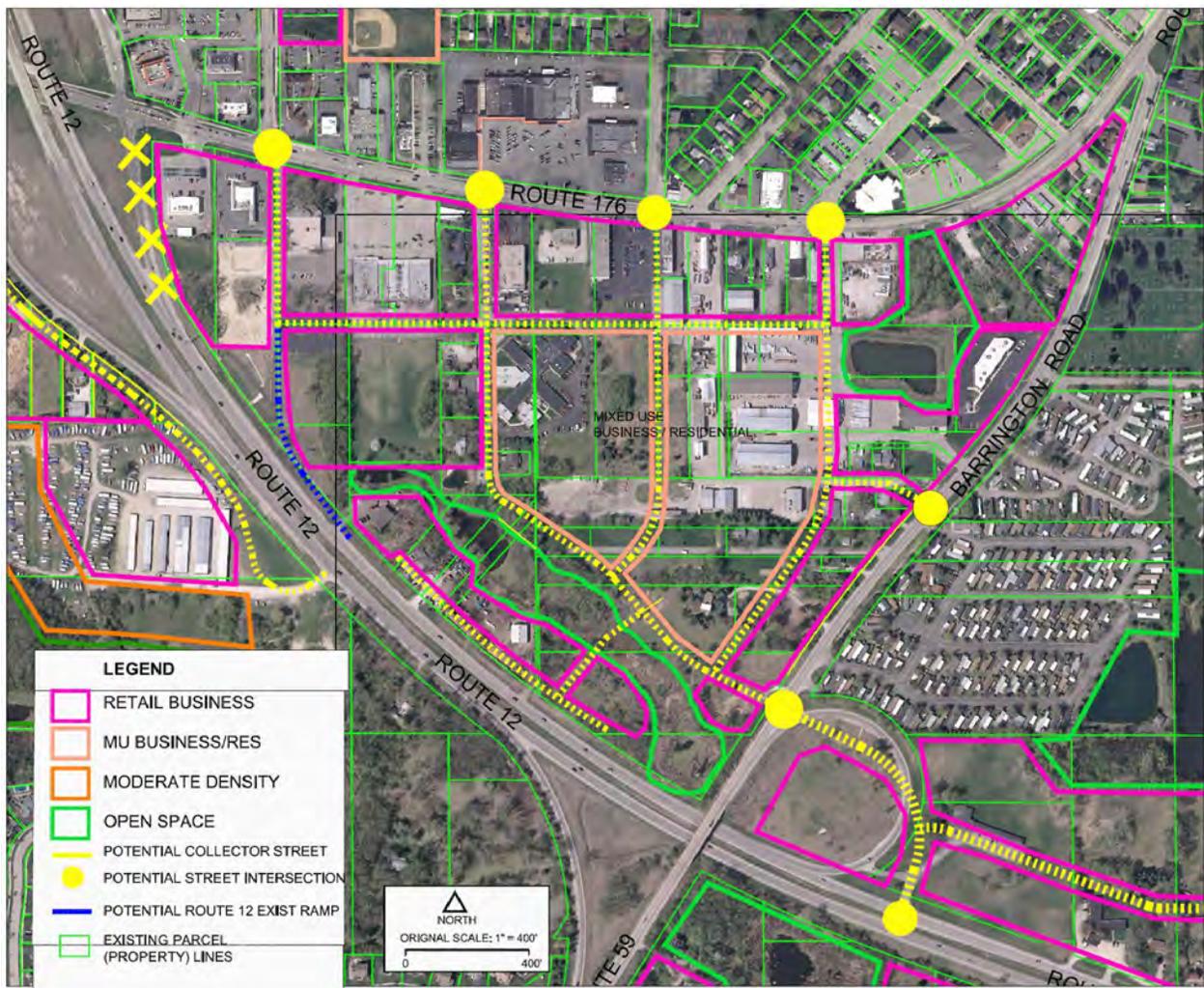
The Triangle Sub-Area exhibits a tremendous amount of highway visibility appropriate and needed for commercial uses. An initial "Bubble Concept Plan" Figure 4, shows the continuation of retail business uses along the Route 176 frontage along with future retail business extending along Barrington Road in areas where there currently exists other uses including vacant property. The concept plan proposes several collector type of drives or roads extending through the sub-area, providing enhanced access for vacant internal property. One collector drive extends from Barrington Road to Thomas Court. A second provides an east-west frontage type road looping from Brown Street and extending to Barrington Road, and a third access drive extends north-south opposite Bangs Street. These collector type roads may be internal drives serving commercial development, alleys, or dedicated right-of-ways designed to serve multiple uses and users. With these roads, the sub-area becomes open for further development and redevelopment to enhance the economic base of the community. The north-south Bangs Street collector drive serves to provide a strong connection to the existing Lakefront/Downtown Sub-Area for pedestrian and vehicles. To provide increased access to this retail business area the plan proposes that the Route 12 exit ramp should be closed at its present location and that the ramp be relocated to align with Brown Street extended. Additional comment on this potential highway improvement is further discussed in the Transportation section of this document.

Land uses within the triangle sub-area are anticipated to consist of retail business uses along the existing street frontages. In addition to the retail business uses areas residential development is envisioned to develop within the Mixed Use Business Residential designated areas.

The following photographs represent the architectural character and amenities envisioned for development/redevelopment within the Triangle Sub-Area.



Figure 4: Triangle Area “Bubble” Concept Plan



West Route 176 & Route 12 Sub-Area

General Area

The West Route 176 & Route 12 Sub-Area consists of approximately 90 acres of land located between Anderson Road, Aspen Grove Subdivision and Oak Grove Subdivision on the west; Route 12 on the east; Route 176 on the north; and the Route 12 exit ramp to Route 59 on the south.

Existing Conditions

The Sub-Area contains a variety of uses ranging from a currently vacant “Big Box” (former Dominick’s) building to storage facilities to single family homes and a church. A landscape contractor’s storage yard, offices, and maintenance facility also exist along with an area of outdoor storage. The sub-area includes over 3,000 lineal feet of Route 12 frontage, along with approximately 1,400 lineal feet of frontage on Route 176, and approximately 1,600 lineal feet of frontage on Anderson Road. Currently there appears to exist two access points onto Route 12, one serving the storage facility and the second serving a vacant parcel of land. Also, three driveways appear to be accessible on the Route 12 southbound entrance ramp from Route 176. The sub-area does not appear to have any access or frontage directly onto Route 59 to the south.

Three traffic signal control devices exist west of Route 12 along Route 176. One traffic signal is located at the on-off ramp from Route 176 to Route 12. The second and third traffic signals are located at the drive serving the former Dominick’s building and at Larkdale Row respectively. Currently there is not a traffic signal at the Anderson Road and Route 176 intersection.

Environmental features include areas of woodlands and wetlands, which are primarily located in the southern portion of the site. A nice woodland area exists as a buffer between the Aspen Grove Subdivision and the existing outdoor storage facility. Between the wooded area east of Aspen Grove and the Route 12 exit ramp onto Route 59, a linear wetland feature exists with additional groves of trees located near Route 12 and the exit ramp. A stub street right-of-way exists in the Oak Grove Subdivision connecting to the far southern portion of this planning sub-area.

West Route 176 & Route 12 Plan (Initial Concept)

The West Route 176 & Route 12 Sub-Area also has an extremely valuable amount of visibility and exposure from Route 12, offering desirable space for retail business uses. When the 2007 Comprehensive Land Use Plan update occurred three alternative “Bubble Plan” concepts were reviewed and considered for the sub-area in Figure 5, Concepts A-C.

Concept A and Concept B envision the northern +/- 33 acres be planned for commercial, with the southern portion being planned for residential. Concept A includes a combination of single-family homes and townhomes or condominiums served by a residential street which loops through the residential area. Under this concept it may be possible to obtain a single access drive to Route 12. Concept B is similar to Concept A, except all of the area would be planned for single family, and a landscape berm or buffer would be constructed along Route 12 to help control road noise.

Concept C envisions a plan with a greater amount of commercial area extending south along Route 12 to a point near where an access to Route 12 currently exists, and south of the future access residential units are planned. The existing woodland areas would be protected to buffer the residential area to the west.

Concept C envisions a limited amount of residential to be included in the overall development plan, and while not specifically shown on the bubble plan, a network of drive aisles would be planned which would allow circulation from Anderson Road throughout the commercial development in the sub-area.

Figure 5, Concepts A, B, and C

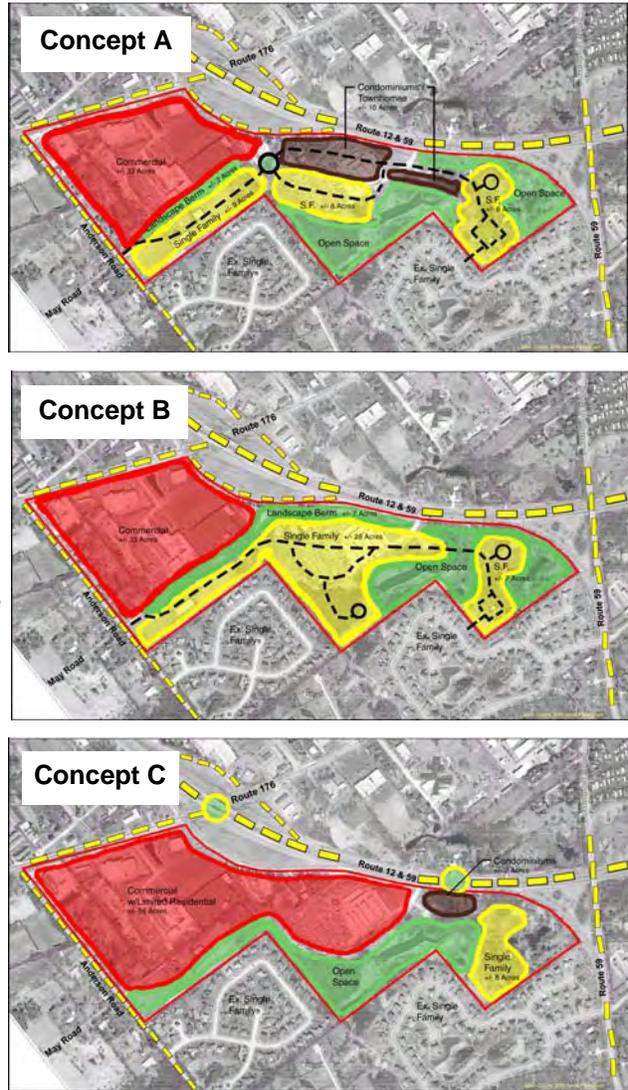


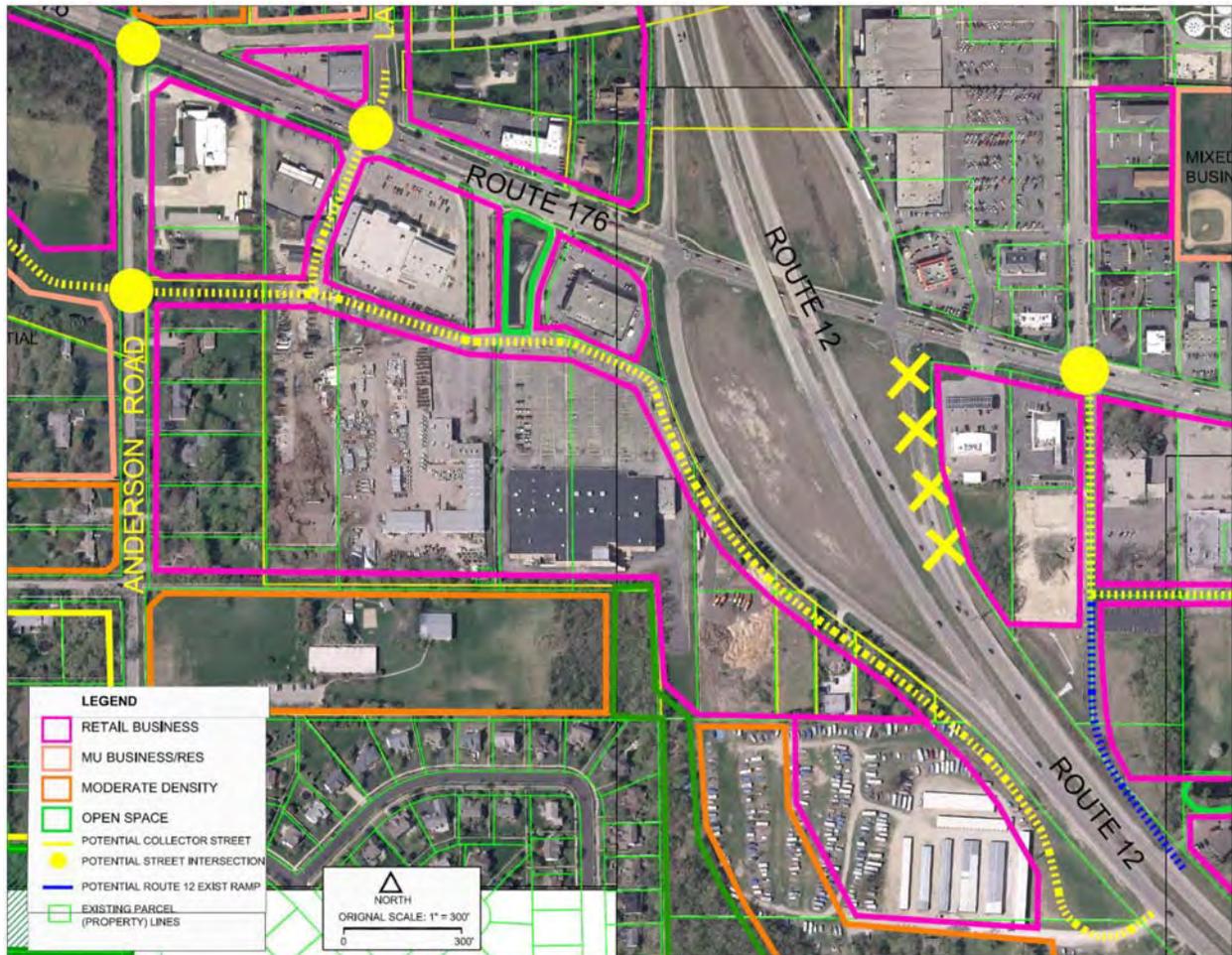
Figure 6 illustrates one alternative of how the sub-area may develop under Concept C. The In-Progress Concept Plan prepared as part of the 2007 Plan update, envisions retention of two of the existing buildings and redevelopment of the balance of the area with alternative commercial uses. Commercial uses along Route 176 and Route 12 would be linked to provide access from Anderson Road, Route 176, and Route 12. Under this concept, several existing driveways along Route 176 would be closed in favor of a primary signalized intersection with internal circulation. The concept also envisions a possible alternative to the intersection design of Route 12 and Route 176 becoming a large roundabout design, along with a smaller roundabout located halfway between Route 176 and Route 59. Roundabout intersection designs have been found to be beneficial and safe for commercial areas in other areas of the country, and they may be beneficial to the Village of Wauconda. Future study of this concept and

Figure 6: In Progress Concept Plan

cooperation with IDOT will be needed. The plan provides for a transition of duplexes or townhomes between the existing single-family houses and the commercial uses. In addition, the woodland and wetland areas would serve as a further buffer transition.

The 2012 Comprehensive Plan Update envisions yet another alternative for future potential of the West Route 176 and Route 12 Sub-Area. Figure 7 a “Bubble Concept Plan” envisions the area developed with retail business uses along the frontage of Route 12 and Route 176. Between the retail business use areas, moderate density residential would provide a transitional use to existing residential in addition to open space buffering that may be available. The alternative plan envisions a frontage road extending along Route 12 to Anderson Road on the west. In addition the plan envisions an adjustment to the existing Larkdale Row intersection with Route 176 to provide an improved intersection and the continuation of Larkdale Row south to intersection with the potential future frontage road. The concept plan also suggests that an existing traffic signal located between Larkdale Row and Route 12 be eliminated. Traffic studies along with further review and analysis of the proposed circulation plan will be needed including coordination with I.D.O.T.

**Figure 7 “Bubble Concept Land Use Plan”
West Route 176 and Route 12 Sub-area**



Far West Route 176 Sub-Area

General Area

The Far West Route 176 Sub-Area represents the largest of the sub-areas at approximately 170 acres. The sub-area is located on either side of Route 176 west of Anderson Road and Larkdale Row and extends approximately one-half mile to the west. Approximately 70 acres of land exists north of Route 176 and 100 acres to the south of Route 176.

Existing Conditions

Approximately 60 acres of the sub-area is within the Village’s corporate limits. Of this area approximately 45 acres is located north of Route 176. These 45 acres include four zoning classifications (R-1, R-4, R-5, and GB). Improved properties include a commercial fast food establishment, multiple-family townhome development, and

single-family homes. Over half of the acreage is vacant and much of the vacant acreage is identified as being within floodplain and/or wetland associated with the Bangs Lake Drain which flows through the sub-area.

An area of approximately fifteen acres is currently within the Village's corporate limits and zoned General Business located at the southwest corner of Anderson Road and Route 176. This property has been used for recreational purposes by a local soccer association and is available for redevelopment. Surrounding the commercial property are other large lot (1 acre plus) single family areas developed off of Mack Street and Anderson Road with additional homes off May Street. These single-family residences are presently unincorporated and zoned Estate (E) in the County.

The far western portion of the sub-area is being used for landscape industries and agricultural uses. A sizeable portion of the land located west of Mack Street is identified as floodplain area based upon Lake County floodplain mapping. The Bangs Lake Drain flows through the northwestern portion of the sub-area, crossing beneath Route 176 approximately halfway between Anderson Road and Mack Street, and then proceeds west along Route 176 to a point near Mack Street, where the drainage flows south and then bends north and again, crossing below Route 176 near the western edge of the sub-area. Wetlands and floodplain areas are associated with the Bangs Lake Drain, and each of these environmental factors will need to be studied to determine the extent that each may exist as the sub-area is redeveloped.

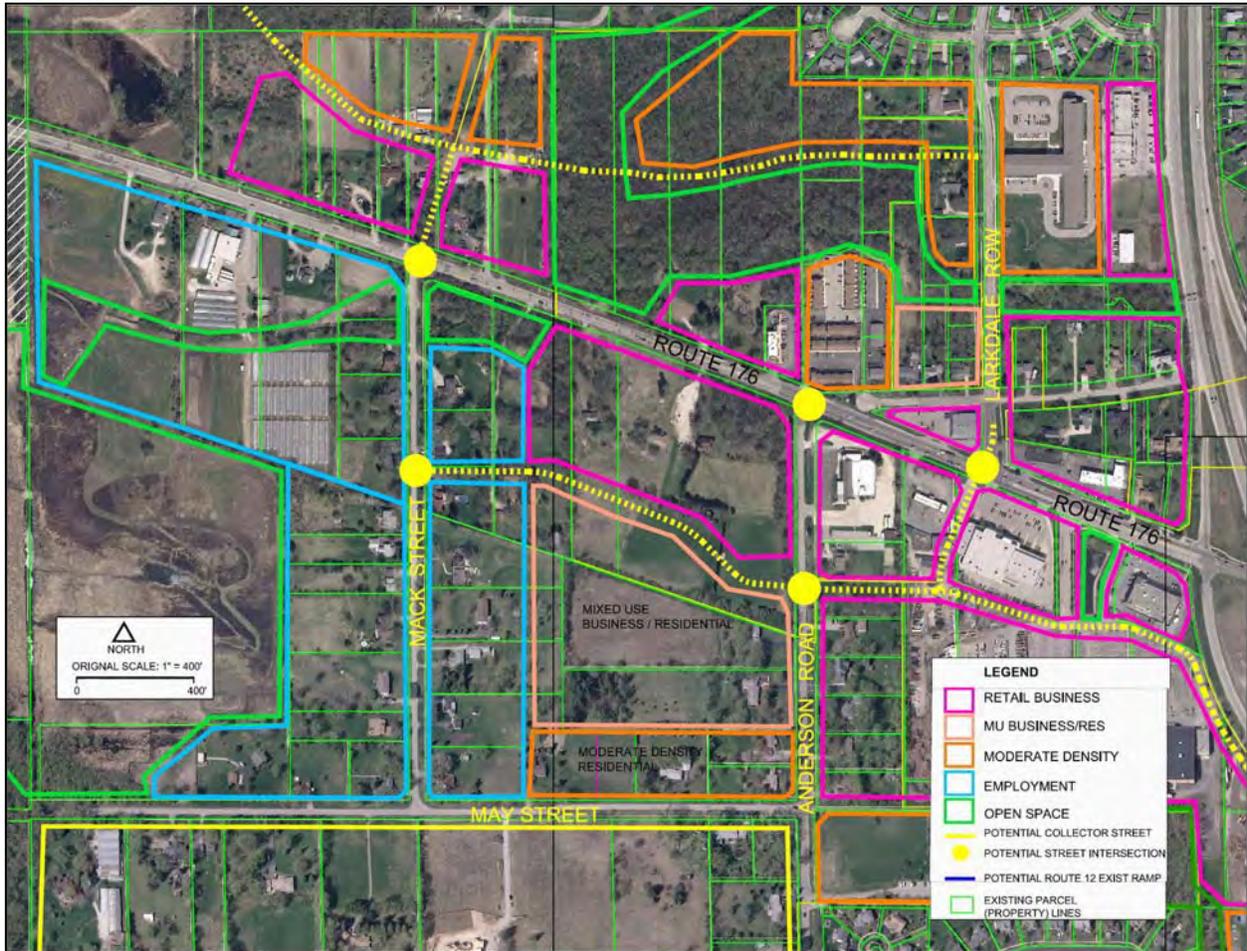
Access within the sub-area appears good. Anderson Road, May Street, and Mack Street provide for good circulation. Future development needs to provide for appropriate internal circulation and linkage between Anderson Road and Mac Street.

Far West Route 176 Plan

A balance of future land uses are envisioned for the far-west sub-area ranging from low-density single family along May Street to Retail Business and Employment/Light Industrial along Route 176. Between these two uses a mix of uses is envisioned to occur including additional retail business or higher density residential within the Mixed-Use Business/Residential land use designation. It is envisioned that employment/light industry and agricultural related uses existing along Route 176 west of Mack Street will continue and that similar uses or new industrial areas would occur along Mac Street where existing single family exists. Adjacent to the employment/light-industrial uses moderate to high density residential is anticipated to develop between Anderson Road and Mack Street. An area of potentially higher density residential may serve to support development of a potential retail business area along Route 176. Appropriate landscape buffering of uses along with a continuation of a potential future collector street extending between Anderson Road and Mack Street to serve the new development will be needed.

North of Route 176 the land use pattern in this sub-area is envisioned to develop in a manner similar to that planned south of Route 176 with retail business envisioned along Route 176; an area of Mixed Use Business/Residential on the northwest corner of the intersection of Larkdale Row and Slocum Lake Road. A collector street is envisioned to extend parallel to Route 176 which would connect with Larkdale Row and future

Figure 8: “Bubble Concept Land Use Plan” - Far West Route 176 Sub-area

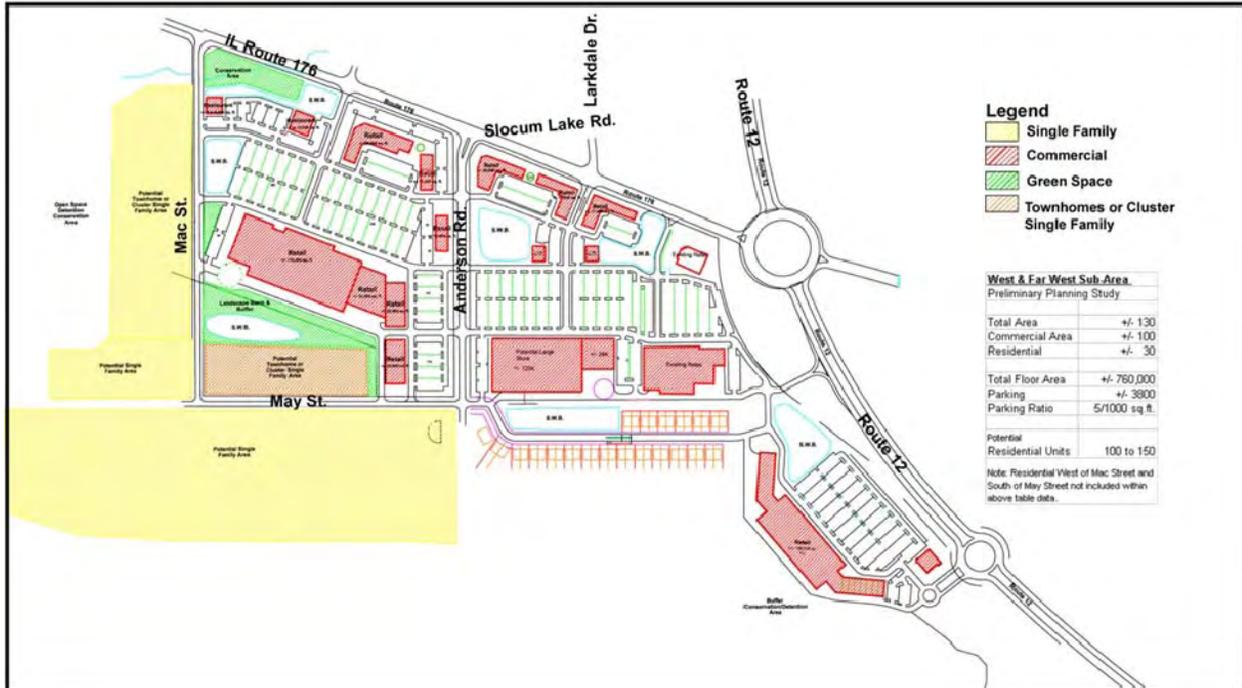


residential and business uses to the west. In addition Mack Street is envisioned to extend north of Route 176 to connect with the potential new collector street, and continue north to provide access to the existing Forest Gardens residential neighborhood. Moderate density residential is envisioned to occur north of the collector road and south of the existing Larkdale residential area.

In 2007 a higher intensity of retail business uses were anticipated to occur in the future development of the area south of Route 176 and west of Route 12. Figure 9 is an Illustrative Concept Plan prepared for the 2007 Plan update which showed one alternative for the development or redevelopment of the this area. The illustrative concept plan proposed to retain the existing Walgreen’s and former Dominick’s buildings and proposed new large box facilities with smaller out lot buildings near Route 176. The circulation pattern is similar to the pattern suggested in Figure 9 above. The primary change envisioned to occur between the 2007 and 2012 Plan is replacing the large box retail business located west of Anderson Road with a Mixed-Use Business Retail which would allow for higher density residential (multiple-family) when proposed with retail business along the frontage of Route 176. Also, the low density residential located west of Mac Street may change to an employment/light industrial area. Reduced demand for retail business is likely within this area given the

relatively low density of residential units nearby to support retail business uses to the extent originally plan for the area in 2007.

**Figure 9: 2007 Illustrative Concept Plan
Southwest Corner Route 176 and Route 12 Interchange**



South Route 12 Sub-Area

General Area

The South Route 12 Sub-Area includes land area located south of Barrington Road/ Route 59 on both sides of Route 12 including land to the east along Legion Court (a private drive) north to Kent Avenue and east to Main Street. The acreage of the sub-area totals approximately 90 acres with approximately 26 acres located west of Route 12 and north of Ivanhoe Road and the balance of the area is located east of Route 12.

Existing Conditions

Approximately 40 acres (44%) of the land is located within the Village's corporate limits and all of the corporate land is located between Main Street and Route 12. Property within the Village located east of Route 12 is presently zoned General Business (GB) where there are several existing businesses. In addition to the GB Zoning District there is a vacant 14.2-acre tract of land with over 700 lineal feet of Route 12 frontage which is currently zoned R-1 Residential. The eastern portion of the sub-area along Main Street is zoned R-2 Residential. Property along Legion Court is zoned Limited Industrial (LI) and is improved with several buildings. A parcel of land near the

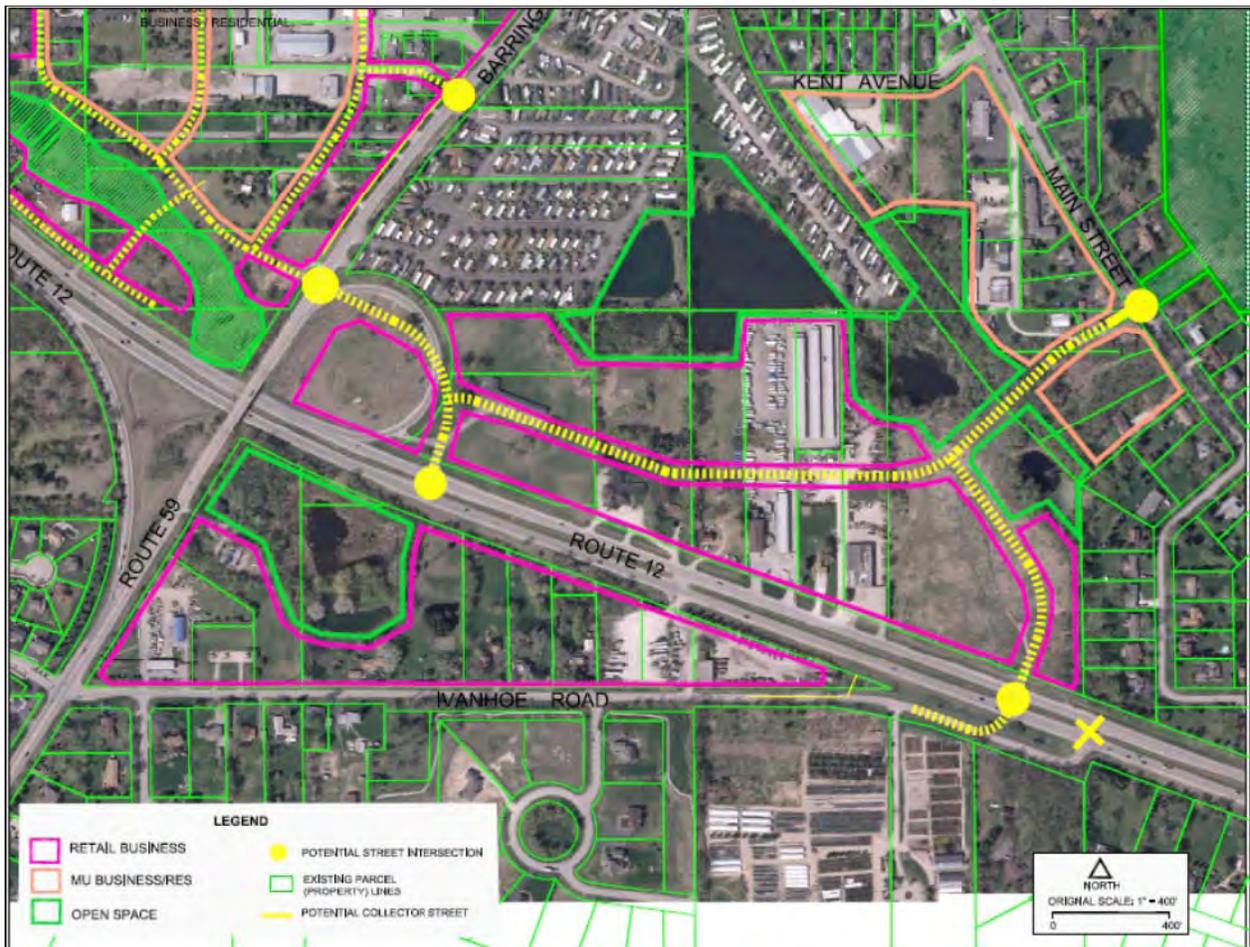
intersection of Legion Court and Main Street is zoned GB and presently is home to the American Legion. Interior parcels located south of Kent Avenue and west of the Legion Court properties are presently zoned LI where a former industrial building and vacant parcels exist. Several parcels located near the interchange of Route 59/Barrington Road and Route 12 are presently located in unincorporated Lake County and zoned General Commercial (GC). One parcel currently is used for a motel use and a second of the parcels is a former motel use with a single family home present.

Property west of Route 12 and north of Ivanhoe Road is presently within unincorporated Lake County. There exists approximately 2,300 lineal feet of Route 12 frontage with nearly half of the frontage presently used for a trucking company. The balance of the frontage represents the rear of double frontage single family lots zoned Estate (E) in Lake County. Each of the single-family homes presently takes access from Ivanhoe Road which serves the area as a local collector road extending between Route 59 and Route 12. Ivanhoe Road presently has a full access to Route 12 and Route 59. The Route 12 intersection consists of a non-signalized cross-over allowing for traffic movements both north and south onto Route 12. Property near the intersection of Route 59 and Ivanhoe Road is presently zoned LI and is used as a fencing business and an electrical sub-station. Land located at the intersection of Route 59 and Route 12 is presently a wooded wetland area according to available data maps and field reconnaissance.

South Route 12 Plan

Given there exists more than one-half of a mile of frontage along Route 12 it is envisioned that much of the planning area will ultimately develop or redevelop with Retail Business uses, while areas along Main Street may develop or redevelop with Mixed Use Business Residential uses including multiple family dwelling units. Access and circulation within the sub-area is important to attract businesses and provide connectivity with the community. The Plan includes a potential future collector street or network of access ways connecting Barrington Road to Main Street along with an access drive to an intersection with Route 12. Present planning suggests closing the existing ramp access from Route 59 to Route 12 and realigning the existing Ivanhoe Road interchange further north where a full access street may connect Route 12 with the future collector street. In addition, it is envisioned that the existing ramp to Route 12 may potentially be redesigned as a local street possibly intersecting with Route 12. Further study of the actual alignment of the future collector street and potential intersections along Route 12 may be needed. Presently it is intended that smaller "outlots" may be created between the future collector and larger parcels located further from the Route 12. Figure 10 provides one concept for the development of this sub-area.

Figure 10: "Bubble Concept Land Use Plan – South Route 12 Sub-Area"



Plan Implementation

This Comprehensive Land Use Plan 2012 provides the necessary adjustments to accommodate the changes that have occurred in the area of Village since the adoption of the 2007 Comprehensive Plan Update. Adjustments to the Plan provide a solid framework in order to manage and guide development and redevelopment, to retain the Village character and balance of land uses, and also to encourage prosperity, and provide economic development and the broadening of the Village tax base.

The Comprehensive Land Use Plan is intended to be implemented through the work and direction of the Village Board, the Plan Commission and Zoning Board of Appeals, and the Village Staff in cooperation with other units of government as well as the private sector. This section of the Comprehensive Land Use Plan highlights some of the strategies and methods available to the Village to implement the planning goals and objectives contained in this document. Implementation strategies include regular use and application of the: zoning ordinance, development ordinance, sign ordinance, watershed development ordinance, tree and woodland ordinance and various economic development incentive programs which may be available along with other Village codes and policy adopted from time to time.

Implementation Strategies

A. Zoning Regulations: The Zoning Ordinance is one of the most effective tools used to implement the goals and objectives of the Village. The Zoning Ordinance should be evaluated regularly to ensure the effectiveness of the ordinance in guiding development. The Zoning Ordinance functions to regulate the use of land through the formation of Zoning Districts. The Ordinance establishes reasonable bulk standards for each district which generally include lot sizes, setbacks, building coverage, and building height. In addition, the Zoning Ordinance contains regulatory standards found necessary for the protection of the health, safety, and welfare of the Village including residents and businesses. Additional standards may include requirements for parking, lighting, landscaping appearance and similar standards. The following list summarizes items that are recommended to be reviewed at this time for potential updates to the Zoning Ordinance:

1. Adding a Retail Business Zoning District which would serve as a “transitional district” between more intensive commercial zoning districts and residential zoning districts. This potential new district may also allow for residential properties located along major highways to be more easily converted to office and small retail uses after rezoning of potential properties is completed.
2. Review of the Planned Unit Development (PUD) section standards to clarify and provide updated guidelines and current standards.
3. Review of the Residential Zoning District standards to determine whether the existing standards reflect needed amendments to address existing nonconforming structures which may offer the potential for existing dwellings to

have the opportunity to make improvements, including potential building additions, without being required to go through a zoning variation process.

4. Review the Conditional Use standards section of the Zoning Ordinance including purging the duplicate uses permitted in the Condition Use section of the ordinance with the table of permitted and conditional uses. Also review standards applicable to certain Conditional Uses, such as “Shopping Centers” to clarify and streamline the process of developing a center.
5. Review “Design Guidelines” and adopt such design guidelines as reasonably appropriate into the zoning ordinance or other appropriate Village ordinances (Development Ordinance). Design Guidelines potentially may be adopted as a “Zoning Overlay District” applicable to all forms of retail, commercial, and multiple family developments.
6. Review and update parking and loading requirements of the Zoning Ordinance.
7. Review and consider the adoption of lighting requirements.
8. Review and consider the adoption of landscape requirements including appropriate plant species, quantities, and locations for plantings.
9. Review and consider the adoption of updated amendments to the Administrative portion of the Zoning Ordinance.
10. Review and update the Table of Permitted Uses and Conditional Uses.
11. Review and/or develop potential new Zoning District(s) to provide for alternative housing and lot types. Development of guidelines which may be applicable to a future Zoning District may be completed prior to the formation of a new district. Such guidelines may also be addressed with amendments to the PUD provisions of the Zoning Ordinances referenced above.
12. Continue to review the Zoning Ordinance for possible updates to clarify provisions and standards to implement the goals and objectives of this Comprehensive Land Use Plan. As possible amendments are identified, the Village may consider periodic annual updates to the Zoning Ordinance.

B. Development Ordinance: The Development Ordinance establishes specific procedures and requirements for the subdivision of property within the Village and within 1.5 miles of the Village. Requirements contained within the Development Ordinance are applicable to public improvements including public streets, public water, and sanitary sewer. In addition the Development Ordinance contains private improvement requirements applicable to private driveway and parking lot construction. The ordinance provides for a three-tier review of plans at a Concept level, Preliminary level and Final level by the Village Staff, Plan Commission/ZBA, and Village Board. The following list summarizes items that are recommended to be reviewed at this time for potential updates to the Development Ordinance:

1. Review the applicability provision of the ordinance and clarify (by amendment) when a development project is subject to the review or not subject to the review process outlined within the Development Ordinance.
2. Review the three tier/level of review with the intent to streamline and clarify the review process. One possibility is to permit an applicant to go directly to final plan or plat review provided all applicable requirements of the ordinance are being addresses when final plan submission occurs.
3. Review and clarify when a development project may need only to be reviewed by Village Staff and Consultant; must be brought before the Plan Commission/ ZBA for review; and/or brought before the Village Board for approval.
4. Review the most appropriate location for addition of design guidelines for site planning, architecture, landscaping, signage, and lighting.
5. Review and adopt language referencing other applicable ordinances including the Zoning Ordinance, Watershed Development Ordinance, Signage Ordinance, Tree Preservation, and Building Codes.
6. Review the format of the Development Ordinance and expand on the “Table of Contents” to improve access to relevant provisions of the ordinance.
7. Review the definitions section to reduce or eliminate conflicting definitions which may exist between the Zoning Ordinance, Development Ordinance or other ordinances of the Village.
8. Review and compare the standards of the Development Ordinance to neighboring communities and Lake County; and allow for amendments to the ordinance as the Village Board deems reasonable and appropriate. This study may include recommendations to reduce, consolidate or modify standards where such amendments are reasonable and do not impact on the health, safety and welfare of the community.

C. Sign Ordinance: The present Sign Ordinance was adopted in 2009 with minor amendments adopted in 2010. The ordinance provides standards for the number, area, and placement of freestanding (ground) signs and wall signs along with requirements for other temporary signs including special event signs, grand opening signs, political signs etc. The following list summarizes items that are recommended to be reviewed at this time for potential updates to the Sign Ordinance:

1. Review potential amendments which may allow more than one wall sign on a building when the total area of signage is not being exceeded.
2. Review potential amendments to address different street/highway corridors and establish standards applicable to the various corridors. Standards for the following areas may be desirable: Main Street from Liberty Street to Slocum Lake Road; other areas along Main Street; Liberty Street (Route 176) and Rand Road (Route 12).

3. Establish “Design Guidelines” for signage which may serve an advisory role versus being incorporated into an ordinance.
4. Review and potential adoption of an “Amortization Schedule” for signs in violation of the Village Sign Ordinance.
5. Review the ordinance for potential amendments to address procedures and standards for granting of variances or departures to the Sign Ordinance.
6. Review sign regulations from adjacent communities and Lake County to compare standards and amend the ordinance as the Village Board deems appropriate.

D. Tree and Woodland Code: Chapter 99 of the Village Code is titled “Tree and Woodlands”. The code appears to have been adopted in 1978 and there are twelve reasons (A-L) for the purpose and intent of the code. The final purpose (L) states to “Generally protect and enhance the quality of life and the general welfare of the Village and its citizens”. The Tree and Woodland Code is intended to protect larger trees from removal and to provide provisions to replace the tree when a tree is removed. The following list summarizes items that are recommended to be reviewed at this time for potential updates to the Tree and Woodland Code:

1. Review of the code should be completed to determine whether it should be considered a part of the “Land Usage” provision of the Village Code, and coordinated with other codes including the Zoning Ordinance and Development Ordinance requirements.
2. Review of the code to assure minimum protection standards for “significant” trees including mature stands of Oak, Hickory, Maple, and other trees deemed appropriate for protection within the Village.
3. Review the code for clarity and modern application of tree replacement and protection standards.
4. Review tree protection ordinances from adjacent communities and Lake County to compare to the Village’s provisions and amend the ordinance as the Village Board deems appropriate.

E. Watershed Development Ordinance: The Watershed Development Ordinance is found in Chapter 153 of the Village Code and is applicable throughout the Village. The ordinance primarily addresses requirements for run-off of storm water, but also addresses requirements for protection of certain lands deemed as a wetland. Wetlands are found throughout the Village and the Village Planning Area. The combination of providing areas for storm water detention and wetland protection affects the area available for new or redevelopment. The Watershed Development Ordinance is required by the Lake County Storm Water Management Commission. Wauconda is a “Certified Community” which allows for local administration and enforcement of the ordinance, which is periodically updated by the Lake County Storm Water Commission. Through local administration the Village provides a generally higher level of review with a more responsive review and turn-around time.

F. Economic Development Tools and Potential Programs: Implementation of the Comprehensive Land Use Plan may involve the Village utilization of various economic incentive programs that may be available in order to attract and/or retain business or to assist with redevelopment and new development generally associated with economic development. Various incentives programs are included below along with a brief narrative of the program:

1. Specialty Funding Source Programs:

a. Business Districts (BD): A contiguous area made up of business properties that would benefit from designation as a Business District and the programs allowed under the State enabling legislation. A Business District (BD) area needs to exhibit certain blighting conditions or suffer from lack of private market investment and would not likely develop/redevelop in the future without designation as a BD. Revenue is generated within the BD area by the Village levying an additional occupational tax of up to 1.0% which is used to repay obligations and bonds as provided by the plan established when the BD is formed.

b. Tax Increment Financing (TIF) Districts: A contiguous area made up of properties that would benefit from designation as a TIF District and the programs allowed under the State enabling legislation. The TIF District area needs to exhibit certain blighting conditions or suffer from lack of private market investment and would not likely develop/redevelop in the future without designation as a TIF. Development that does not necessarily increase the demand for public services, but provides Village and local revenues highly desirable within a TIF district (and other non-TIF areas as well). TIF's are generally used to attract new development by providing assistances to offset public infrastructure, land assembly, parking, and other programs permitted by the State Redevelopment Act. Certain areas of the Village where limited, or no infrastructure (streets, sewer, and water) exists, may benefit from the formation of a TIF. Revenues from a TIF are received from placing a freeze on property assessed value for a period of time (up to 23 years) and allowing increased assessed value to be rolled into the TIF. Revenue which otherwise would have gone to affected taxing bodies, then goes toward payment of obligations within the TIF which may or may not include Bonds associated with the TIF. Close review and coordination with local tax bodies is an essential part of establishing and annually monitoring a TIF.

c. Special Service Areas (SSA) and/or Special Assessment Areas (SAA): A contiguous area made up of properties benefited by specifically established improvements for the areas. An SSA and/or a SAA may be formed by the Village or a property owner; however, 51% of the property owners affected must concur with the plan. Generally bonds are levied to pay for improvements and a special property tax is levied against properties affected, and the additional tax is used to pay for the bonds or obligations.

d. Sales Tax Rebate Agreements: A special agreement negotiated between the Village and a business whereby a portion of the Village's share of State

sales tax revenue is remitted back to the business based on the commitment by the business to certain activities and investments seen as having some public benefit.

e. Property Tax Abatement Agreements: A special agreement between the Village and a business where the Village and any other cooperating taxing district(s) will abate their share of property taxes, or portion thereof, for the business to occupy an existing building that has been vacant for 24 months.

2. **Business Incentives & Programs:** The following are example programs and projects that the Village may use to meet its economic development goals and objectives. This list is not comprehensive since the Village may have flexibility depending on the nature of the funding source used. Generally, the Village may create and tailor programs to meet goals and objectives within certain constraints. It should be noted that oftentimes the Village only agrees to pay a certain percentage of the cost of the improvement(s) in order to leverage a larger investment by the business or developer involved.

a. Infrastructure and Utility Improvements Programs: Use of funding to specifically develop infrastructure and utility improvements needed by businesses, such as roadway intersection and lighting improvements, water and sewer improvements, fiber optic utility installation, etc. The SSA or SAA noted above are a common form of funding for infrastructure improvements.

b. Façade Improvement Grant Programs: These programs provide funding to leverage greater expenditures by businesses and property owners to upgrade and improve the exterior of structures. Funds are also often used for landscaping and streetscape elements like planters and benches.

c. Targeted Business Forgivable Loan/Grant Programs: Some municipalities have used funding to provide forgivable loans/grants for businesses in specific industries that are explicitly called for in their planning and development goals and objectives. These programs arrange for the funding to be remitted or distributed based on certain benchmarks (e.g. the business remains in place for a certain number of years, the business generates a certain amount of tax dollars, creates a minimum number of local jobs, etc.), and funds can only be spent on improvements that remain tied to the property (façade improvements, structural improvements), and not with the use (e.g. ovens for a bakery, etc.). The Village may wish to explore some form of "Development Corporation" comprised of local financial institutions and business leaders separate from the Village government with interest in raising funds to support this form of incentive program.

d. Business Relocation Grant Programs: These programs are designed to allow for the retention of businesses within a geographic area (i.e. Business District or TIF District) while at the same allowing for redevelopment to occur. For instance, a business may be in an existing building that hinders the redevelopment of area in terms of the Village's economic development goals and objectives. Village Grant funds could be provided to relocate the business elsewhere in the geographic area in order to make it more viable for that

particular business to move in a timelier manner with respect to the demands of redevelopment. A source of revenue would need to be established by the Village in order to create this form of grant program.

e. Land Acquisitions and Assemblage: Under the power of certain programs, municipalities may spend money to acquire and consolidate parcels of land which may be used for public purposes (i.e. open space amenities, municipal parking lots, etc.) or in specific cases may be disposed of to private interests for development.

f. Marketing and Advertising: The Village may use funds to conduct marketing and advertising campaigns via a variety of media, including brochures, mailings, websites, etc. The Village presently is involved with including local businesses on procedures and other tools including information found on the Village website.

3. **Other Potential Incentives & Programs:** The following are additional examples of incentives and programs which may be implemented by the Village on a case-by-case basis and not usually directly tied to the previously identified incentive programs. Frequently, these incentives and programs are tied to Annexation Agreements.

a. Recapture Agreements: Generally used where a development provides over sized infrastructure such as water or sanitary sewer improvements or a traffic signal, which may benefit other properties. Through an agreement with the Village and the party installing the improvements, recapture of certain costs for over sizing the improvement can be agreed upon.

b. Impact Fee Reduction and/or Abatements: Village ordinances provide for certain impact fees being charged to the development of new homes and/or businesses. Impact fees are generally established to offset Village costs along with other taxing district costs associated with anticipated impacts resulting development.

c. Fee Reduction and/or Abatements: Village ordinances provide for payment of fees to connect to public water and sanitary sewer as well as other fees including building permits fees. Water and sewer connection fees directly correlate to the costs associated with the maintenance of the water and sanitary sewer systems. Similarly building permit fees relate to costs associated with building plan reviews and inspection costs.

d. Comprehensive Land Use Planning: The Comprehensive Land Use Plan serves as a guide to developers, builders, planners, officials and residents in locating areas suitable for a particular use and for identifying the type, intensity and quality of development envisioned by the Village officials. Preparation of the Plan, regular use and monitoring of the Plan, and implementation of the Plan with periodic updates can serve as a form of an economic development incentive given the Village resources involved in the process.

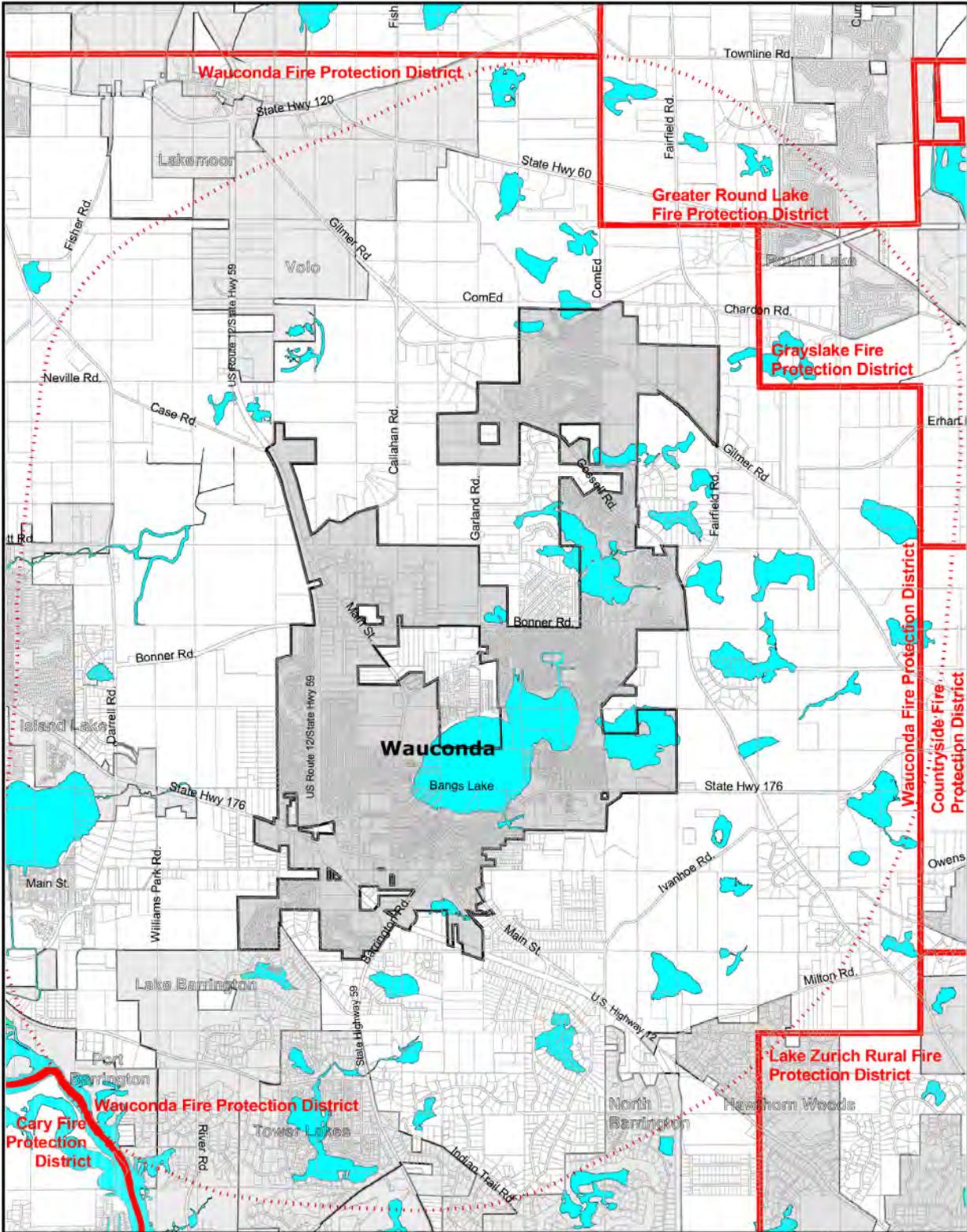
e. Development Density or Intensity Bonuses: Development density or intensity bonuses are generally administered through the review and approval of annexation agreements and/or Planned Unit Developments (PUD). The Village may establish guidelines or standards for when bonuses may be granted. Increased numbers of units or increased floor area over what otherwise may be permitted within a particular zoning district or on a specific property can serve as an economic incentive to development.

f. Streamlining of Zoning and Permitting Process: Reviewing and establishing a clear process for zoning and development reviews and approvals can also serve as an incentive to economic development.

g. Business Survey and Needs Studies: Outreach programs to existing businesses to learn of individual business needs or what may be helpful in expanding a business can lead to business retention and economic development within the Village. Such programs generally involve a commitment of human resources by the Village .

h. Low Interest Loan Programs: Offering of low interest loans to businesses that may not otherwise qualify for regular loans can sustain local businesses. Such a program assumes discretionary funds are available through the Village. Illinois law may limit a non-home rule community such as Wauconda from offering this program. However, the Village may initiate a form of this program as discussed above under “Business Relocation Grant Programs”.

Appendix A - Maps



**Village of Wauconda
Fire District
Boundaries Map**

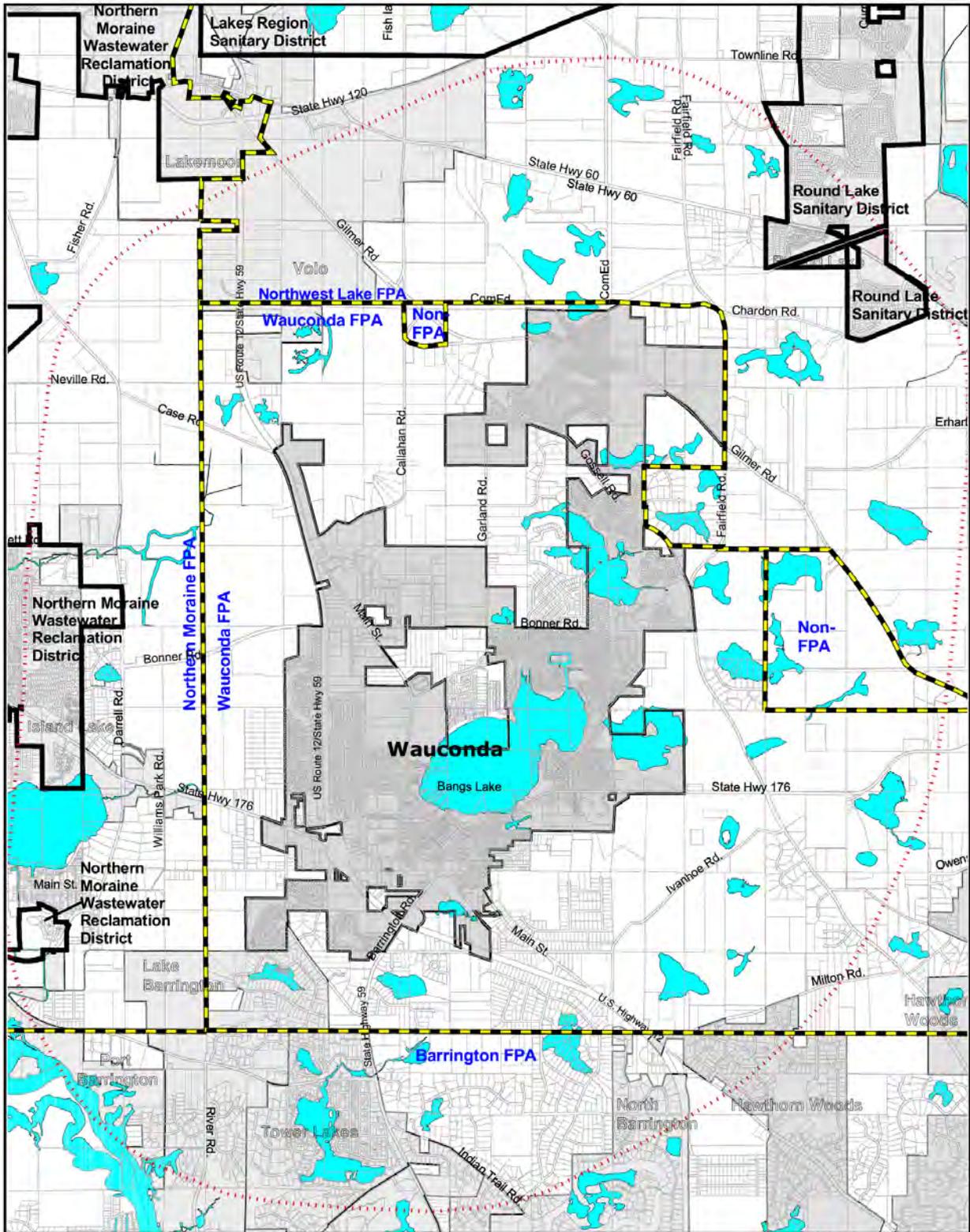
Map A1

	VILLAGE OF WAUCONDA
	OTHER SURROUNDING VILLAGE
	LAKE OR RIVER
	1 1/2 MILE LIMIT OF EXISTING VILLAGE
	FIRE DISTRICT BOUNDARY

Source: 2006 Lake County Parcel Information
3000 6000 Feet

SCALE: 1"=3,000'
DATE December 2006
revised February 2007

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Lake Bluff, IL 60044
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Village of Wauconda
**Sanitary District
 and Existing FPA
 Boundaries Map**

Map A2

-  VILLAGE OF WAUCONDA
-  OTHER SURROUNDING VILLAGE
-  LAKE OR RIVER
-  1 1/2 MILE LIMIT OF EXISTING VILLAGE
-  SANITARY DISTRICT BOUNDARY
-  FPA BOUNDARY

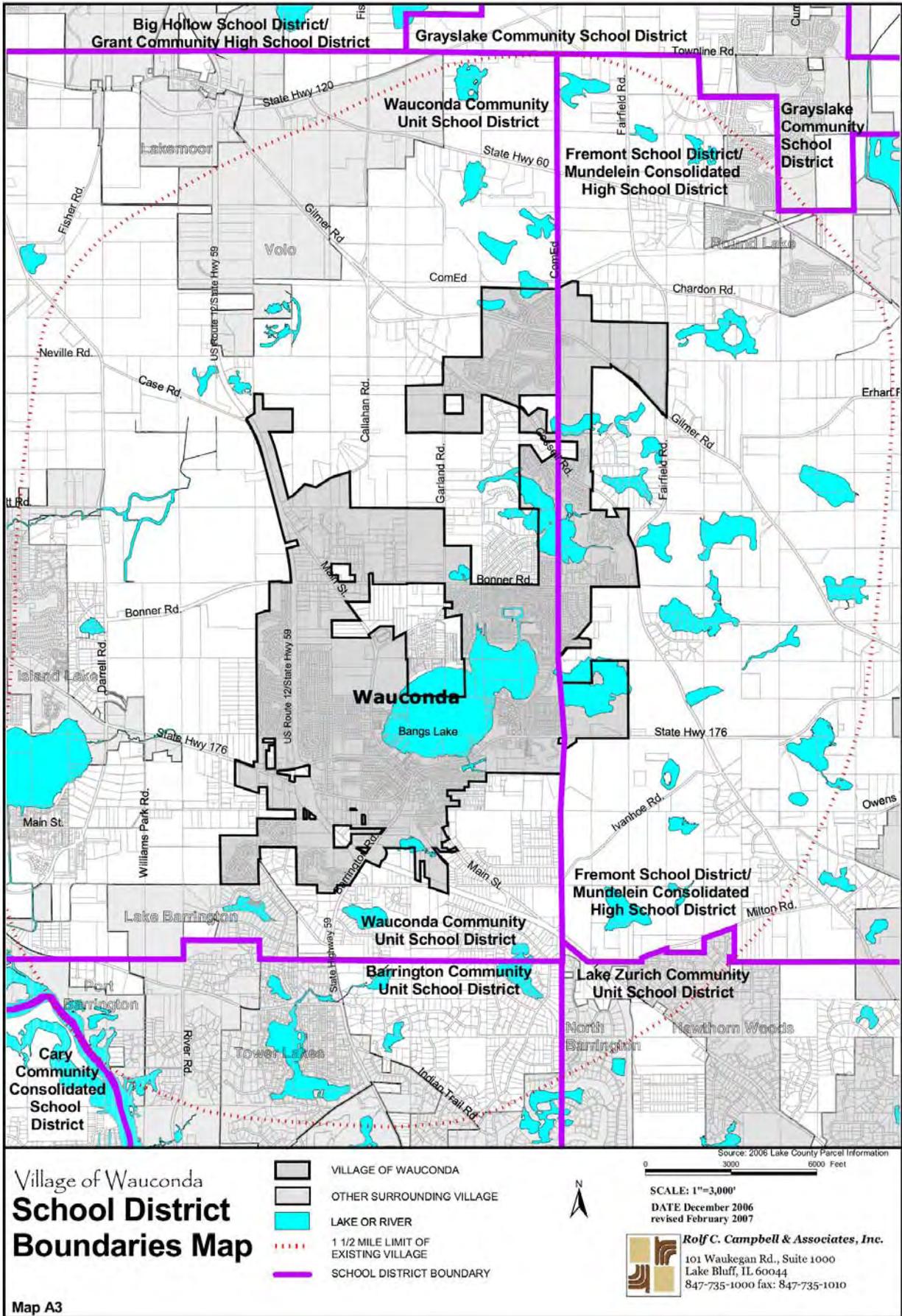


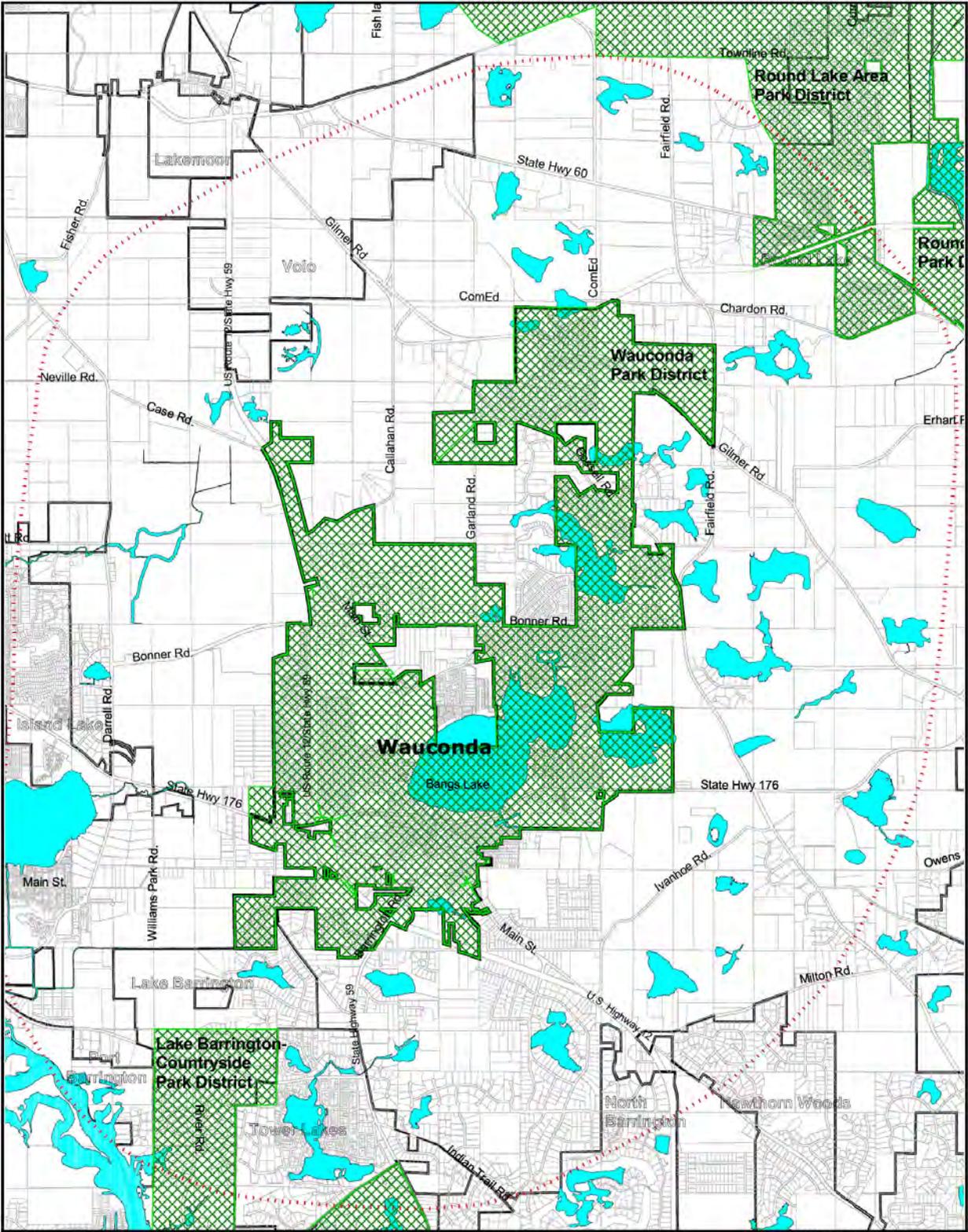
Source: 2006 Lake County Parcel Information
 0 3000 6000 Feet

SCALE: 1"=3,000'
 DATE December 2006
 revised February 2007



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 Lake Bluff, IL 60044
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Village of Wauconda
Park District Boundaries Map

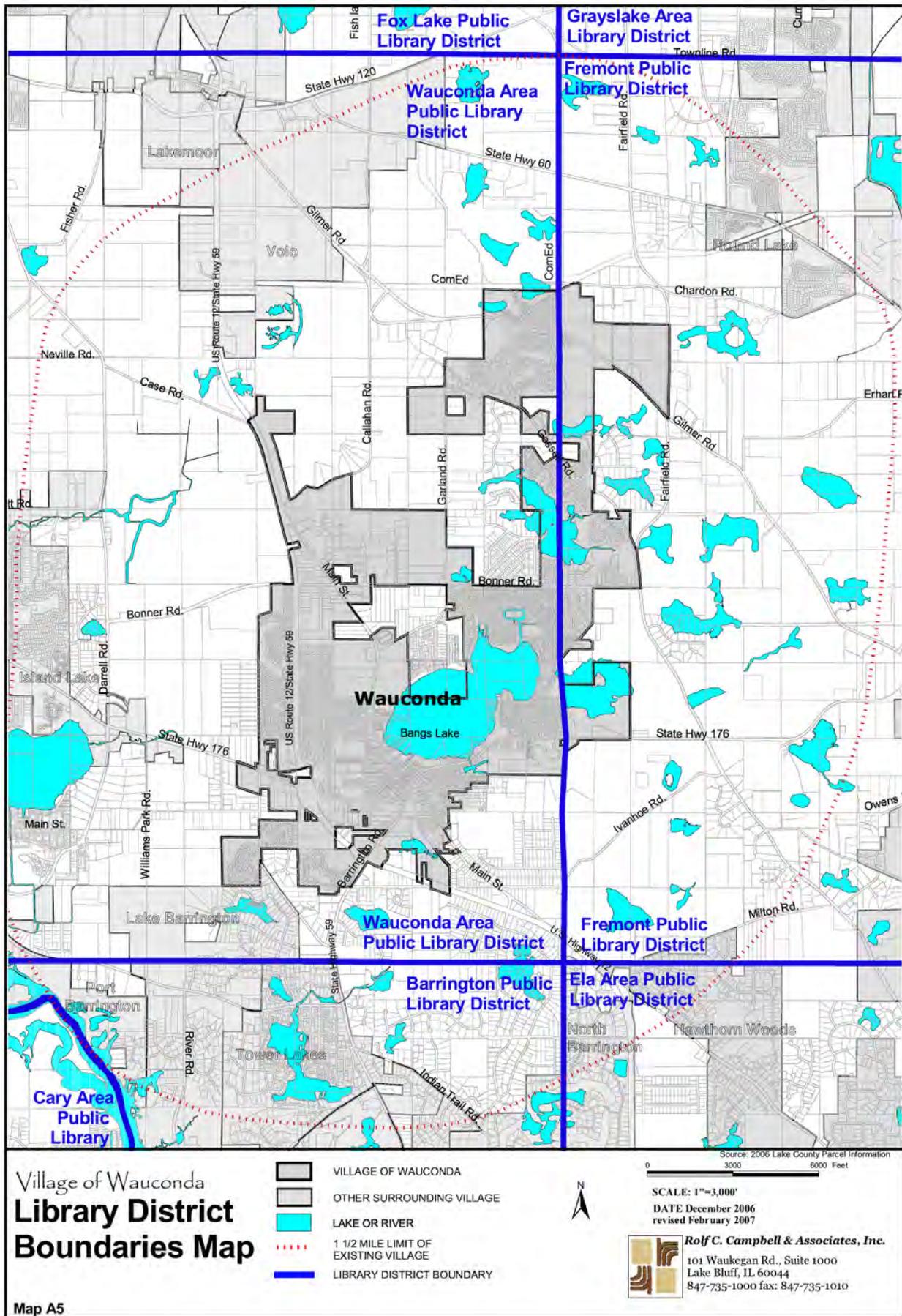
Map A4

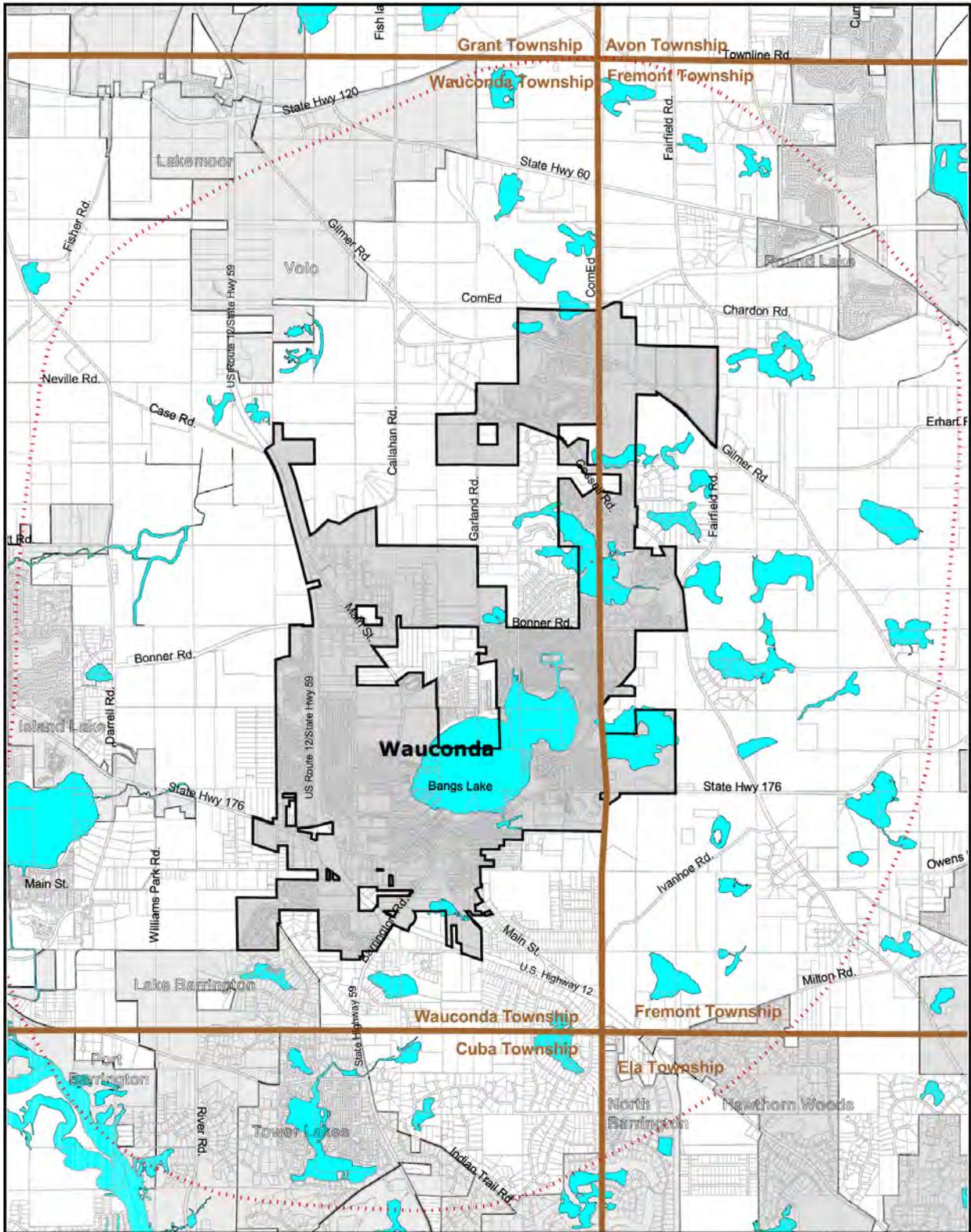
- VILLAGE OF WAUCONDA
- OTHER SURROUNDING VILLAGE
- LAKE OR RIVER
- 1 1/2 MILE LIMIT OF EXISTING VILLAGE
- PARK DISTRICT BOUNDARY

Source: 2006 Lake County Parcel Information

SCALE: 1"=3,000'
 DATE December 2006
 revised February 2007

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 Lake Bluff, IL 60044
 847-735-1000 fax: 847-735-1010





Village of Wauconda
Township
Boundaries Map

-  VILLAGE OF WAUCONDA
-  OTHER SURROUNDING VILLAGE
-  LAKE OR RIVER
-  1 1/2 MILE LIMIT OF EXISTING VILLAGE
-  TOWNSHIP BOUNDARY



Source: 2006 Lake County Parcel Information
 0 3000 6000 Feet

SCALE: 1"=3,000'
 DATE December 2006
 revised February 2007



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Map A6

NOTES

Village
 *of*
Nauconda

The Village with a View