



Comprehensive Plan 2007

Wauconda, Illinois



Village of Wauconda

Comprehensive Plan 2007

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Introduction and Historical Background

Introduction

The Village of Wauconda adopted an overall Comprehensive Plan update in 1996 and adopted an amendment to the 1996 Plan in 2002. In 2005, the Village commissioned an update to these plans in order to provide one set of goals, objectives and current demographics and maps.

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 2007 Comprehensive Plan update addresses general plan issues, in addition to the following specific issues:

- 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.
- Review 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 after. 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. Wauconda today 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. Said goals and objectives may be refined or updated, from time to time, as warranted as with the entire Comprehensive Plan.

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 LAND USE CATEGORIES**

Category	Estate Residential	Low-Density Residential	Moderate-Density Residential	Mixed-Use 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	1.5	4	10.5
Range of Density (DU/Acre)	0.5-1	1-2	2-6	6-15
Typical Lot Size of Detached Single Family (Sq. Ft.)	>30,000-60,000	10,000-20,000	7,000-15,000	5,000-10,000
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				

Prepared by Rolf C. Campbell & Associates, Inc.
December 2006

Commercial 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 commercial opportunities.
2. Designate sufficient areas to accommodate all levels and scales of commercial development.
3. Promote visually attractive commercial developments that incorporate into their design substantial landscaping, attractive signs, and other aesthetic amenities.
4. Promote commercial 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 500 to 600 acres of commercial land uses within the Village's planning area.
2. Promote multiple tenant commercial buildings to maximize the development potential of parcels and to provide for appropriate parking, landscape, and site amenities.
3. Promote the concept of commercial 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 commercial centers that could potentially incorporate residential and employment uses to create a synergy of land uses.
5. Encourage the development of unified mixed-use commercial centers within the Village and within sub-areas designated on the Land Use Plan.
6. Seek the integration of commercial 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 commercial 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 600 to 700 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 that is developed 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.

Village Demographics

Population

Wauconda has grown steadily over the last few decades. In 2006, the Village completed a Special Census, which provided a population of 12,614, an increase of approximately 33%, or one-third, over six (6) years. Much of this increase is due to development in the northern area of the Village, but additional development has occurred throughout Wauconda since 2002.

Table 2: Population: Trends and Forecast

Municipality	1980	1990	2000	2030	Forecast Change 2000 to 2030
Wauconda	5,688	6,294	9,448	25,653	16,205
Arlington Heights	66,116	75,463	76,031	82,441	6,410
Buffalo Grove	22,230	36,398	42,909	45,258	2,349
Hawthorn Woods	1,658	4,423	6,002	15,951	9,949
Island Lake	2,293	4,449	8,153	13,557	5,404
Lake Barrington	2,320	3,855	4,757	5,695	938
Mundelein	17,053	21,215	30,935	34,126	3,191
Palatine	32,166	38,894	65,479	72,365	6,886
Round Lake	2,644	3,550	5,842	27,338	21,496
Tower Lakes	1,177	1,333	1,310	1,442	132
Volo	N/A	193	180	13,686	13,506

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

Wauconda has generally been growing at a similar rate with the surrounding municipalities, and it is projected to have a growth rate of approximately 7% per year from its 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.

Households

Table 3: Households: Trends and Forecast

Municipality	1980		1990		2000			2030	
	Total Units	Persons per Household	Total Units	Persons per Household	Total Units	Persons per Household	Occupied Units	Forecast Total Units	Persons per Household
Wauconda	2,116	2.69	2,409	2.61	3,835	2.46	3,611	8,883	2.89
Arlington Heights	23,194	2.85	30,428	2.48	31,725	2.40	30,763	33,415	2.47
Buffalo Grove	7,862	2.83	13,866	2.62	16,166	2.65	15,708	16,903	2.68
Hawthorn Woods	522	3.18	1,330	3.33	1,848	3.25	1,831	4,674	3.41
Island Lake	835	2.75	1,578	2.82	2,893	2.82	2,837	4,969	2.73
Lake Barrington	988	2.35	1,576	2.45	2,116	2.25	2,039	2,220	2.57
Mundelein	5,519	3.09	7,120	2.98	9,858	3.14	9,833	12,206	2.80
Palatine	11,091	2.90	15,851	2.45	26,223	2.50	25,518	28,782	2.51
Round Lake	968	2.73	1,301	2.73	2,137	2.73	2,029	8,895	3.07
Tower Lakes	354	3.32	424	3.14	458	2.86	449	494	2.92
Volo	N/A	N/A	N/A	N/A	62	2.90	52	4,591	2.98

Sources: 1980, 1990, & 2000 Census; RCCA calculations; NIPC 2030 Population Forecast (September 30, 2003)

The Northeastern Illinois Planning Council (NIPC) is also projecting the number of households to grow steadily to accommodate this population. Between 1990 and 2000, the Village averaged approximately 120 to 140 new housing units a year. If the NIPC forecast holds true, the number of new units added per year until 2030 will average approximately 168 units per year, which would be a general increase in the rate of new households in comparison with the past rate between 1990 and 2000. According to the 2005 estimate, the number of dwelling units built between 2000 and 2005 was between approximately 1,929 and 1,988 units, which would average between 643 and 663 units/year. Recent years have included increased construction rates, although this rate of construction will likely decrease in future years due to decreased land availability for residential development as the Village approaches being built-out.

Table 4 illustrates the potential number and ranges of numbers of new dwelling units expected to be constructed between the existing number of units in 2000 and 2030. The recent trend of development and the NIPC forecast favor the middle portion of this range as the most likely to occur. The planning for this area, however, should consider the entire range of this trend in order to address adequately all possible influxes of population within the area.

The number of people per household is also forecasted to increase from 2.46 to 2.89. Other surrounding villages, including Round Lake, Tower Lakes, and Volo had similar forecasted numbers of people per household. This number of people per household could represent an increased likelihood of households with children.

Table 4: New Household Projections by Various Sources

Source	Household Trend 1990-2000 (1)	Based on NIPC Projection 2000-2030 (2)	Housing Permits Issued 2000-2005 (3)
Units Per Year	120-140	168 -169	191
New Units by 2030	2,160-2,520	5,048	5,730

(1) 2002 Wauconda Comprehensive Plan Amendment

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

(3) Wauconda Building Permits 2000-2005, and RCCA Calculations

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 been increasing in recent years. According to the 2000 census, approximately 67% of the total housing units were single-family detached. 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.

The 2005 estimate for dwelling units and types of dwelling units estimated the percentage of single family units at approximately 77%, representing a 10% increase in the percentage of single family units in the Village. This relative increase in the proportion of single family houses also supports the likelihood of an increase in family households with children.

Table 5: Comparison of Numbers of Types of Dwelling Units (DU): 1996-2005

	1996 Comprehensive Plan (1)		2000 Census (2)		2002 Comprehensive Plan (3)		2005 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%	4,234	76.9%
Attached Housing	1,015	29.1%	1,024	26.7%	1,051	27.8%	1,274	23.1%
Other	212	6.1%	256	6.7%	237	6.3%	256*	4.6%
Total	3,488	100%	3,835	100%	3,776	100%	5,764	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
 - (4) Wauconda Building Department; As of 11/05; Includes occupied and authorized units.
- * Number based on 2000 Census number. RCCA calculations

Table 6: Wauconda and Surrounding Communities: A Comparison of Detached and Attached Housing Units—Year 2000

Municipality	Total Number of Housing Units	Percent Detached Single Family	Percent Attached
Wauconda	3,835	67%	33%
Arlington Heights	31,713	57%	43%
Buffalo Grove	15,935	55%	45%
Hawthorn Woods	1,902	99%	1%
Island Lake	2,889	75%	25%
Lake Barrington	2,126	39%	61%
Mundelein	10,148	68%	32%
Palatine	26,217	43%	57%
Round Lake	2,129	59%	41%
Tower Lakes	456	99%	1%
Volo	67	75%	25%
Range	67-31,713	39%-99%	1%-61%

Source: 2000 U.S. Census Data; RCCA calculations

Employment

As with population and households, NIPC forecasts that the Village will grow steadily in terms of employment numbers. Wauconda’s projected 2030 increase in number and rate of jobs will be similar to other surrounding municipalities. Wauconda’s ratio of jobs per resident will decrease from approximately 1 job per 1.2 residents to 1 job per 2 residents, although the surrounding municipalities with a lower ratio of jobs per resident listed below have a larger population, larger number of jobs, and are also generally more dense than Wauconda. With a low ratio of employment relative to the Village’s size means that Wauconda may act as an employment hub to 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 730 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 13.8%. This increase in the employment/light industrial land use will encourage growth in jobs as population growth continues or increases.

Table 7: Employment: Trends and Forecast

Municipality	1990	2000	2030	Change 2000 to 2030	Jobs/Resident 2000	Jobs/Resident 2030
Wauconda	3,767	8,196	13,105	4,909	1 per 1.2	1 per 2.0
Arlington Heights	52,850	58,259	61,594	3,335	1 per 1.3	1 per 1.3
Buffalo Grove	12,683	18,790	23,090	4,300	1 per 2.3	1 per 2.0
Hawthorn Woods	870	520	7,120	6,600	1 per 11.5	1 per 2.2
Island Lake	454	503	1,719	1,216	1 per 16.2	1 per 7.9
Lake Barrington	1,717	1,136	1,590	454	1 per 4.2	1 per 3.6
Mundelein	11,400	13,537	18,670	5,133	1 per 1.7	1 per 1.8
Palatine	29,098	23,773	24,741	968	1 per 2.8	1 per 2.9
Round Lake	3,379	2,054	9,597	7,543	1 per 2.8	1 per 2.8
Tower Lakes	223	106	109	3	1 per 12.4	1 per 13.2
Volo	196	5	2,861	2,856	1 per 36	1 per 4.8

Sources: Northeastern Illinois Planning Commission 2030 Forecast 09/30/03
1990 and 2000 Census; RCCA calculations

Community Facilities

Fire Protection

Fire protection within and surrounding the Village is provided by the Wauconda Fire Department and Fire Protection District. The District boundaries include 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 people residing in and visiting the Wauconda area. The Police Department as part of its operations 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 and 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 and 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 Northwestern Lake County to investigate the availability and feasibility of getting Lake Michigan water. 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 on 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 Northeastern Illinois Planning Commission (NIPC).

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 the junior high school facilities located in the Village. District 118 is planning the opening of a new junior high school in the fall of 2007 to be located west of the Village off Darrell Road. The District operates a third grade school in Island Lake off of Route 176. The District is presently 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 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 the Park District building and Wauconda High School. 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 2006, the Village of Wauconda included approximately 3,575 acres of land, and within one and one half miles of the Village, an additional area of approximately 6,000 acres of land not included within another municipal jurisdiction or County Forest Preserve was included within the planning area but outside of the Village boundaries.

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 another 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- 2006

Land Use	Acres	%
Estate Residential	136	3.8%
Low Density Residential	1,630	45.6%
Moderate Density Residential	72	2.0%
Multiple Family Residential	79	2.2%
Commercial	258	7.2%
Light Industry/Employment	314	8.8%
Public / Quasi-Public	96	2.7%
Open Space	607	17.0%
Major Right-of-Way	383	10.7%
Total	3,575	100.0%

* 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 Su We is located North of Bonner Road and east of Garland Road. Lake Napa Su We forms the primary head waters 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. 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.

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. Said bridge presently is 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 bridge is currently planned for Gilmer Road to cross over Fairfield Road. Each of these highways is presently designed as two lane roads 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, if any. 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 when annexed to the Village become Village streets. 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

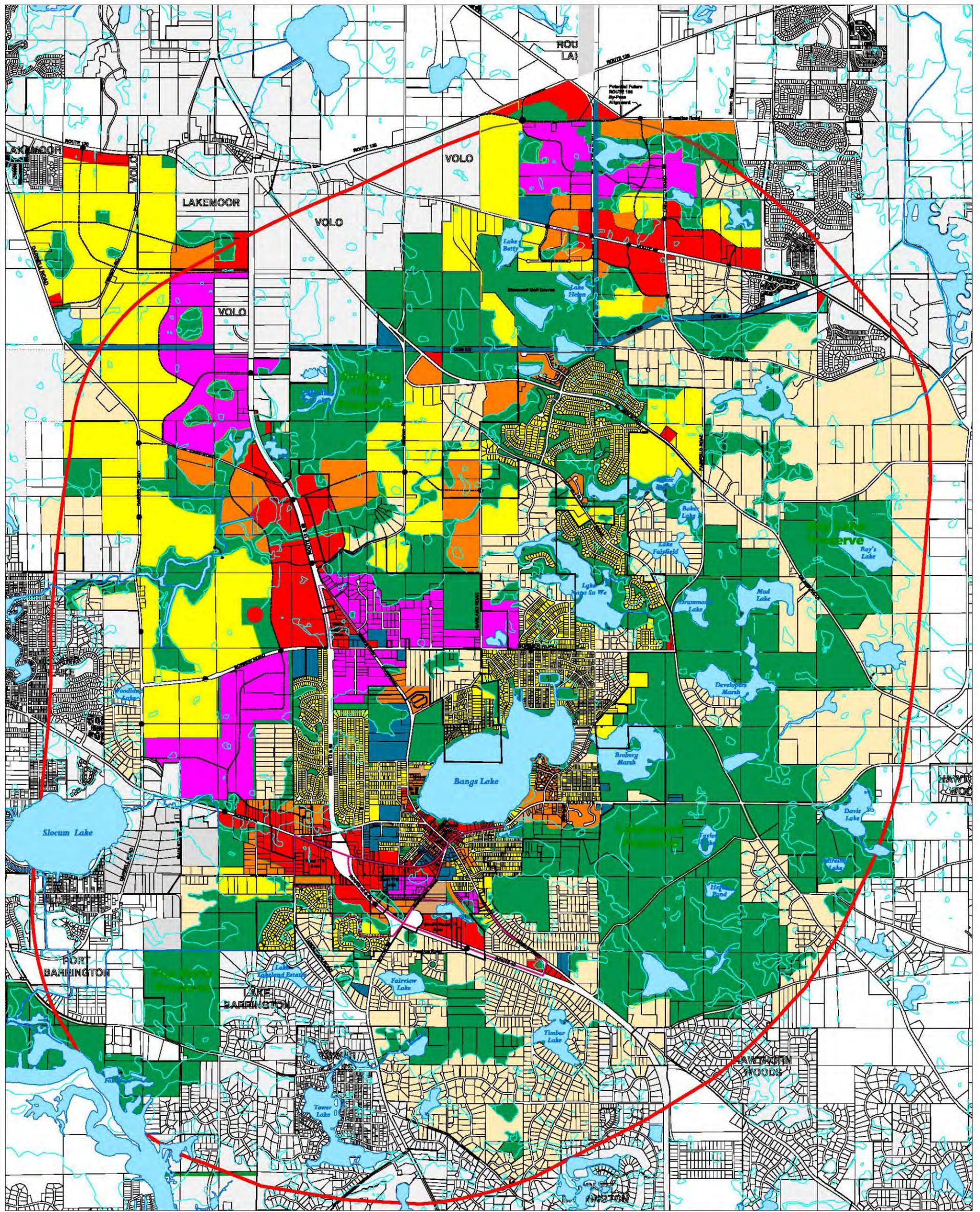
The Village of Wauconda Future Land Use Plan Map provides a framework to assist the Village with planning and managing land use activity. The Future Land Use Plan Map designates land uses within the overall planning area for residential, commercial, industrial/employment, public & quasi-public and open 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 approximately 5,600 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 9,200 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 1,600 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”). 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”). The west region totals approximately 2,800 acres. In addition, approximately 294 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 5,600 acres. Future Estate Residential acreage listed on the 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.

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	90	110	200	136	70	406	4.4%
Low Density Residential	300	220	900	1,420	1,630	38	3,088	33.7%
Moderate Density Residential	130	200	80	410	72	38	520	5.7%
Mixed Use Residential	0	0	0	0	79	0	79	0.9%
Commercial/Retail	260	65	250	575	258	64	897	9.8%
Employment/Light Industrial	190	0	540	730	314	0	1,044	11.4%
Open Space/Public/Quasi Public	720	325	920	1,965	1,086	84	3,135	34.2%
Total Acres	1,600	900	2,800	5,300	3,575	294	9,165	100%



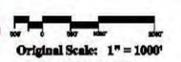
Village of Wauconda, Illinois

Comprehensive Plan Future Land Use Map

Map 1

Legend

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

 Original Scale: 1" = 1000'
 DATE: 08/16/06
 revised: 01/17/07
 revised: 02/16/07


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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 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 commercial mixed-use type of developments. 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 one of these areas individually or several at one time, dependent upon the Village’s needs and the interest of property owners.

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 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 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 24 years.

Estate Residential

The plan designates over 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 30,000 square feet and greater. The density for this category is anticipated to be relatively low: between 0.2 to 1 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 over 3,000 acres for Low Density Residential and makes up the majority of the land planned for residential uses. Existing residential land within the Village makes up approximately 1,600 acres leaving approximately 1,400 acres for future development.

This category provides the possibility for a range of housing types while maintaining a distinct single-family character for neighborhoods. The gross density of developments should range between 1 to 2 units per acre. Lots for detached homes can range from 10,000 to 20,000 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 6 dwelling units per acre with an average gross density of 3.5 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 7,000 sq. ft. to 15,000 sq. ft. The plan also intends that public sewer and water facilities exclusively service the developments in this category.

Mixed-Use Residential

The land use map does not designate any new land area for this residential category. The plan, however, includes it since there are possibilities for some limited areas of the land designated as Moderate Density Residential to have a gross density similar to that of the Mixed-Use Residential category. Potential future mixed-use residential areas may also include portions of land designated for commercial or industrial land uses, such as within the various Planning Sub-areas associated with the potential redevelopment of the existing Village downtown. The range of gross density for this category ranges from 6 to 15 units per acre with average gross density of 10.5 units per acre. The plan intends for this category to consist primarily of attached single family housing (townhomes, condominium and apartment buildings), although in some cases small lot single family detached housing may also be accommodated. In addition, neighborhood friendly commercial services can be located amongst these residential uses. These services include things such as beauty parlors/barber shops, doctors' offices, and similar commercial services.

Village Center Mixed-Use

Village Center Mixed-Use areas are intended to encourage redevelopment of existing areas of the community with additional commercial, retail, entertainment, and convenience uses along with higher density residential living above the commercial floors of a building. This category recognizes market desires to build planned unit developments that contain a variety of uses in order to support and create a synergy among them. Such planned areas are envisioned to be built within areas of the plan identified within one or more of the Village Planning Sub-Areas. Stand-alone residential structures would only be considered in limited situations where it can be demonstrated that existing or planned commercial retail uses would benefit from additional residential buildings. Examples of mixed-use buildings and illustrations are included within the Lakefront Sub-Area Plan, described later in detail.. Village Center Mixed-Use developments will be considered based on the provision of extraordinary community benefits and conditional with a high quality of overall site, architectural, and landscape design. The allowable floor area for commercial uses will be consistent with the underlying business land use while the residential component of the building may range between 15 to 30 dwelling units per acre. Residential parking spaces shall be a minimum

of 2 spaces per dwelling unit and nonresidential parking shall be consistent with the underlying land use. Building heights at the street grade should not exceed four stories.

Commercial/Retail Uses

The plan designates approximately 900 acres for the development of commercial/retail uses within the Village. Of this acreage approximately 250 acres currently exists. Based on an average floor area ratio of 0.25 these areas can accommodate close to ten million (9.8M) square feet of commercial space.

Commercial areas are located primarily along major arterial highways with significant points at key 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 neighborhood developments. It is envisioned that a variety of retail uses offering a variety of goods and services would be attracted to the community.

Three primary commercial areas are planned. The first area is included within the planning Sub-areas of the existing community where potential exists to expand and/or redevelop portions of the existing community. A second area is along Route 12 between Bonner Road and Case Road and extends to both sides of the highway. 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 neighborhood scale commercial development is planned along Gilmer Road and other roads in the area where future residential development is anticipated.

Industrial/Employment Uses

Under this plan update, over 1,000 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 remain available for development in the Village currently. 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 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 3,100 acres for Public/Quasi-Public Space uses. Land designated with this category consists primarily of existing parks, schools, municipal property, churches, library, 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.

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 commercial 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 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).

Other arterial highways impacting on 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 and include adding a "Roundabout" interchange 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 south bound Route 59 turning movement. As part of this plan update, the Village supports the addition of a south bound Route 12 access ramp from Route 59.

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. To address this concern in part 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 approximately at 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 and is beginning to occur in Illinois. 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

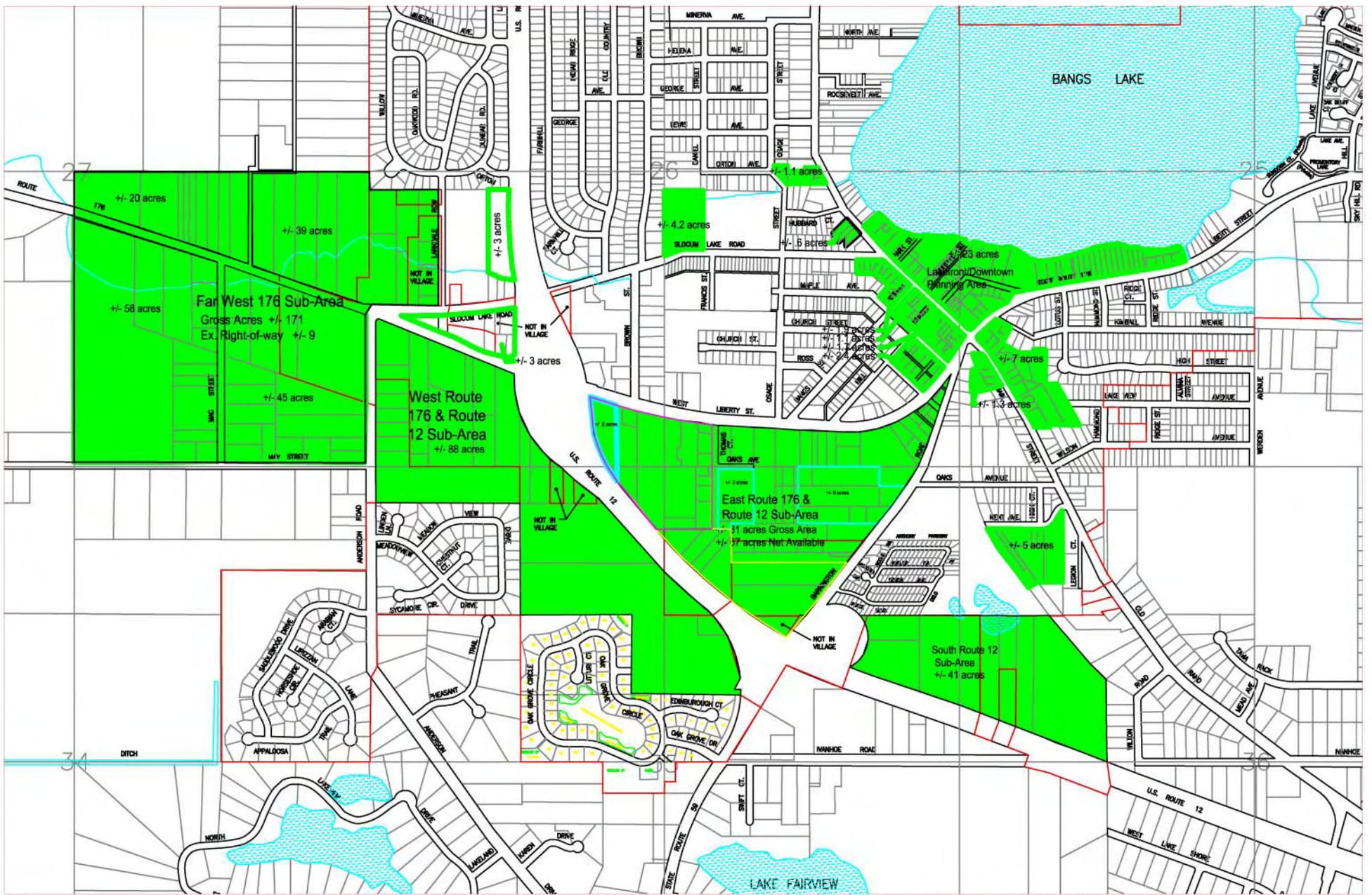
An alternative to driving a vehicle from place to place is having a pedestrian and bicycle path or trail system. In many of the residential areas, the local street serves as a bike route,, and within newer residential developments sidewalks are required to serve the residents. As commercial areas are developed, consideration for pedestrian linkage should be provided. Also, 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. Future Forest Preserve Plans include extending a trail link west from the Millennium Trail to the Moraine Hills State Park located west of the Village Planning boundary in McHenry County.

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 3: “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 capitalize and expand on the ultimate economic strength of the Village.

While the concepts illustrated within the sub-areas may potentially be realized, it needs to be noted that multiple alternatives may 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.



Original Scale: 1" = 1200'
 North 0' 1200'

Base Map Data GIS/Mapping Division Lake County 2006

Village of Wauconda

Potential Redevelopment/Programming Sub-Areas

MAP 3

revised: January 2007
 revised: December 2006
 revised: February 2006
 Original Date: December 2005



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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 Figure3.

Existing Conditions

This sub-area includes a mix of residential and nonresidential uses. Nonresidential includes specialty retail, professional office, service retail and public uses. Several boat launching facilities, including the boat launch facility at Village 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 and Village Economic Development offices.

Approximately 150 to 160 residential units exist within the sub-area. These units are primarily multiple family units, and many of the units are rentals. Two or more condominium buildings and a number of single family buildings are also located in this sub-area.

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. Also, the Village owns property 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 proposed 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 lake shore 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 Village Park could convert to a boat landing facility where residents from across 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 third levels. Indoor parking would be available 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.

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 for townhomes.)*

High levels of architectural design and landscape design would be required along with providing 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 provides for an additional 150 to 200 townhome and condominium units over retail. In addition, an increase of approximately 10% retail floor area is planned.

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



Figures 4a-4h: Examples of Commercial/Residential Mixed-Use



Figures 4a&b: Frankfort (l) and Skokie (r) , IL





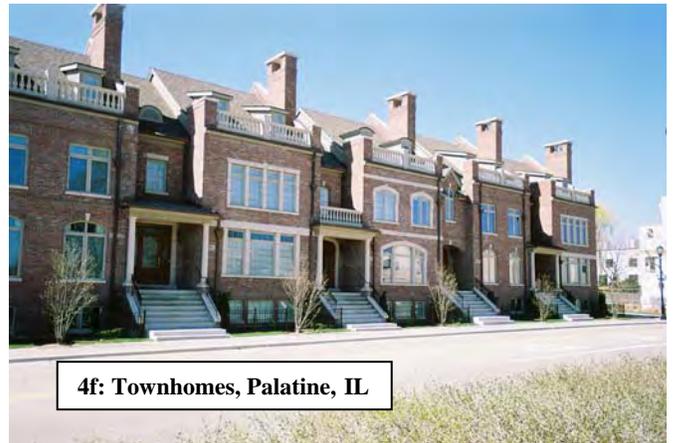
4c: Skokie



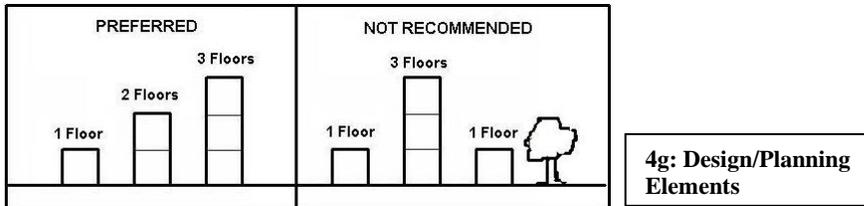
4d: Skokie



4e: Barrington, IL



4f: Townhomes, Palatine, IL



4g: Design/Planning Elements

East Route 176, Route 12, and Barrington Road Sub-Area

General Area

The East Route 176, Route 12, and Barrington Road Sub-Area consists of a triangular area of land totaling approximately 80 acres of land located south of Route 176, East of Route 12 and North of Barrington Road.

Existing Conditions

The Sub-area consists primarily of commercial uses along the Route 176 frontage and along portions of the Barrington Road frontage. The Wauconda Senior 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 fifteen percent of the sub-area is vacant.

Seven different zoning classifications plus two County 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 50% 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 redevelopment or 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.

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 3400 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.

Presently, there is a proposal to develop a portion of the sub-area with townhomes.

East Route 176, Route 12, and Barrington Road Plan (Initial Concept)

The East Route 176 & Route 12 Sub-Area exhibits a tremendous amount of highway visibility appropriate and needed for commercial uses. An initial “Bubble Concept Plan”, Figure 5 (on the following page), shows the continuation of commercial uses along Route 176 frontage and proposes several collector types 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.

Part of the plan envisioned for this sub-area includes the potential redevelopment of approximately 20 acres of property in the northwestern portion of the sub-area with new retail and service uses. Figure 6 (on the following page) includes one alternative site plan designed to create a synergy of uses including retail, office, residential, hotel, two restaurants and the existing gas station on the corner. Building heights of one to two stories are envisioned. Should a hotel be included it may be three or four stories in height.

Figure 5: East Route 176 Area “Bubble “ Concept Plan

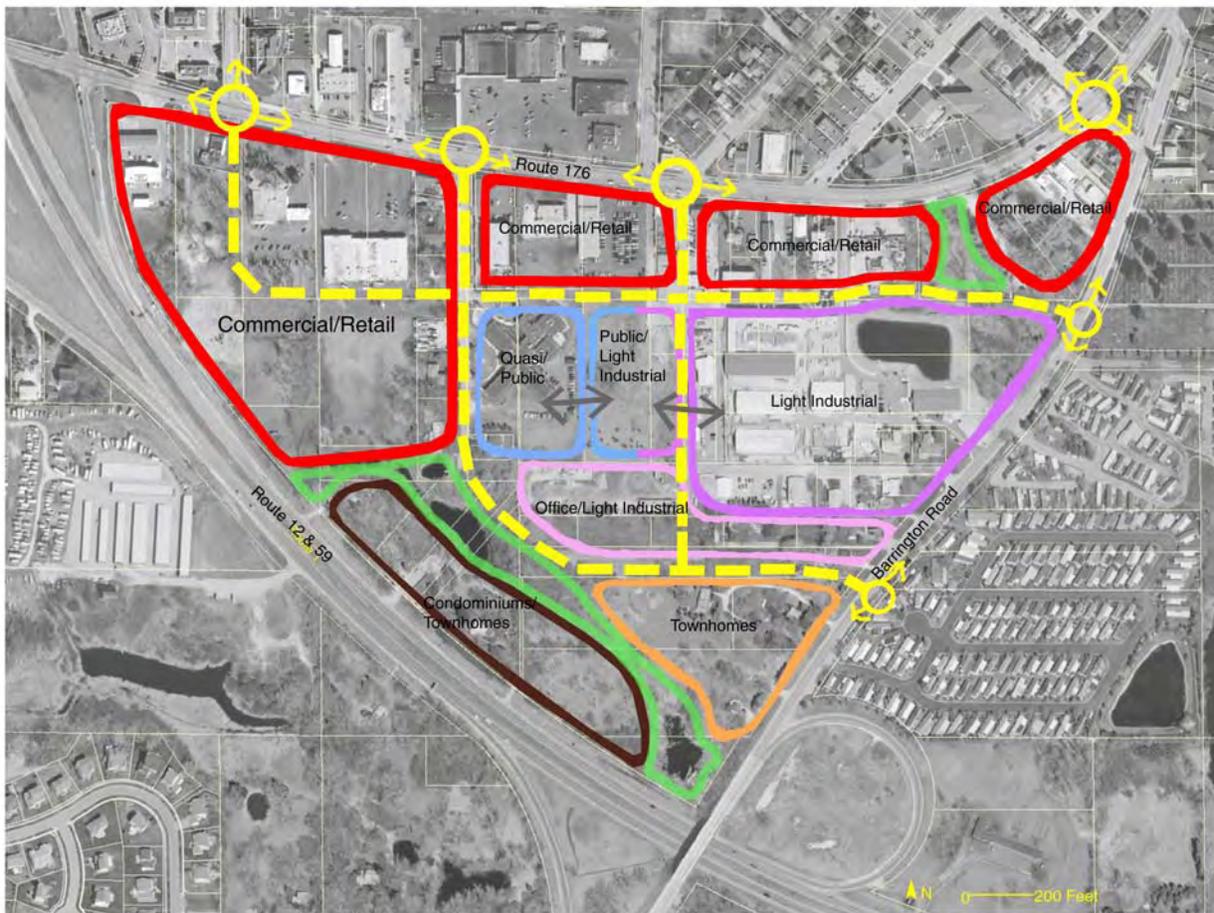
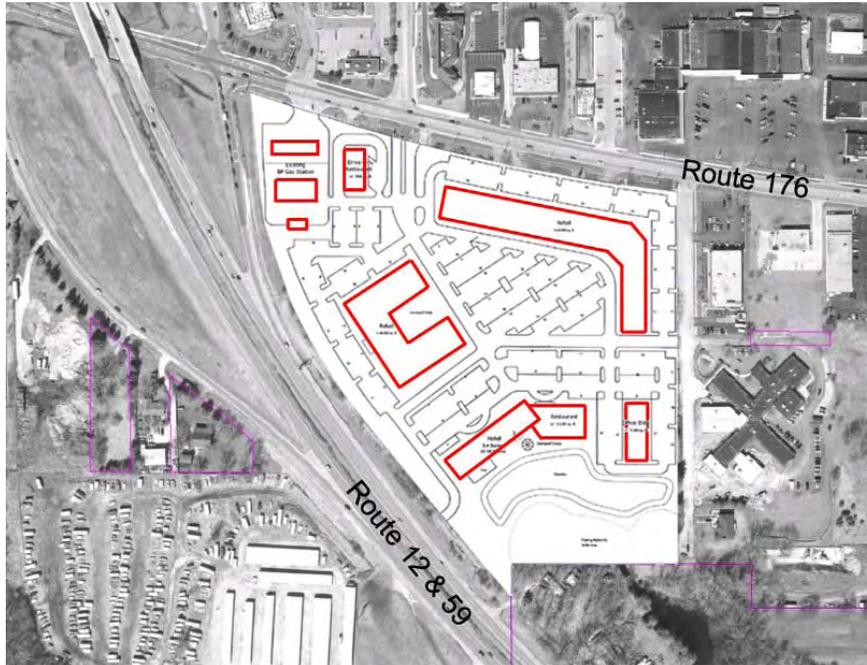


Figure 6 East Route 176 Area Potential Site Plan

The layout of drives and parking would complement the overall concept for collector roads within the sub-area, and a right-in right-out access to Route 12 could be possible, subject to review and approval by IDOT.

Residential land uses in the form of townhomes and/or condominium buildings could be appropriate for the narrow strip of land between Route 12 and the existing wetland, along with additional townhomes on and near Barrington Road. These townhomes could serve to transition from the existing manufactured home park south of Barrington Road to nonresidential uses to the north. The residential area needs to link with the commercial areas and utilize the existing natural features in a planned manner so as to complement and aid in the creation of a vibrant, pedestrian friendly community.

It is anticipated that multiple developers, and possibly at different times, may develop within the sub-area. Thus, as each plan is presented, it is imperative upon the developer to provide for the ultimate circulation and planning goals envisioned for the sub-area.

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 exist 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. Also, a landscape contractor’s storage yard, offices and maintenance facility 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 single family home. Also, three driveways appear to be accessible on the Route 12 south bound 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 Road 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 commercial uses. Three alternative “Bubble Plan” concepts were reviewed and considered for the sub-area in Figures 7a-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 townhome 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 and throughout the commercial development in the sub-area.

Figure 8 illustrates one alternative of how the sub-area may develop under Concept C. The In-Progress Concept Plan 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 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.

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 Drive 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 Mac 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 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 Mac Street, and then proceeds west along Route 176 to a point near Mac 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 further studied and redeveloped.

Access within the sub-area appears good. Anderson Road, May Street and Mac 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 (Initial Concept)

Two “Bubble Plan” Concepts, Figure 9a and 9b, representing initial planning for the sub-area were prepared. Each show similar concepts of expanding the commercial base of the Village with a residential component, and both show a similar transportation circulation pattern, represented by the heavy dark dashed lines on the plan, and existing or potential new intersections are represented by the heavy dark circles. The primary difference between the two bubble diagrams is that the extent of commercial land use is more than doubled from 13 acres in plan B to 29 acres in plan A. Bubble Concept Plan A is the preferred plan for the community and is further illustrated in Figure 10, which consists of a composite illustrative plan showing one alternative for the redevelopment of portions of both the Far West and West Route 176 Sub-Areas.

The plan provides for approximately 100 acres of commercial land and 30 acres of residential land. Approximately 760,000 square feet of commercial floor area is illustrated with a combination of one and two story buildings. In addition, between 100 and 150 new residential units, primarily townhomes and duplexes, are envisioned.

A high standard of architecture and landscape design would be required. Smaller, two story commercial buildings are envisioned near Route 176, with several big box users set back from the street, typical of commercial developments. Single family areas would be buffered from the commercial areas by landscape berms or other appropriate transitional land uses and landscaping. A variety of uses are envisioned, including large retail users, restaurants, coffee shops, and other retail users.

Figure 9a: Bubble Concept Plan A

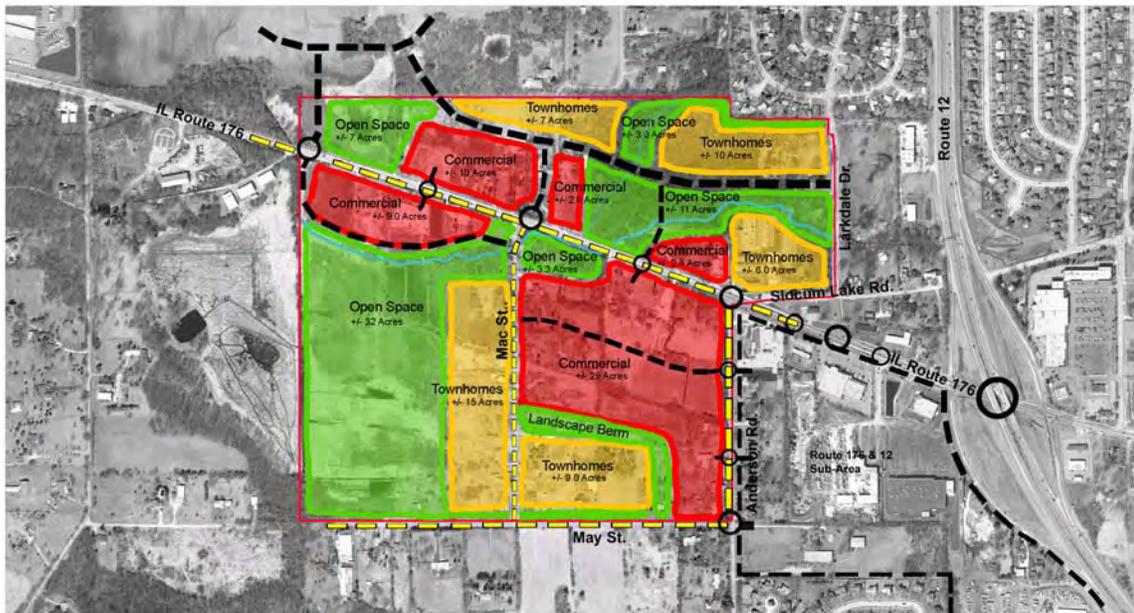


Figure 9b: Bubble Concept Plan B

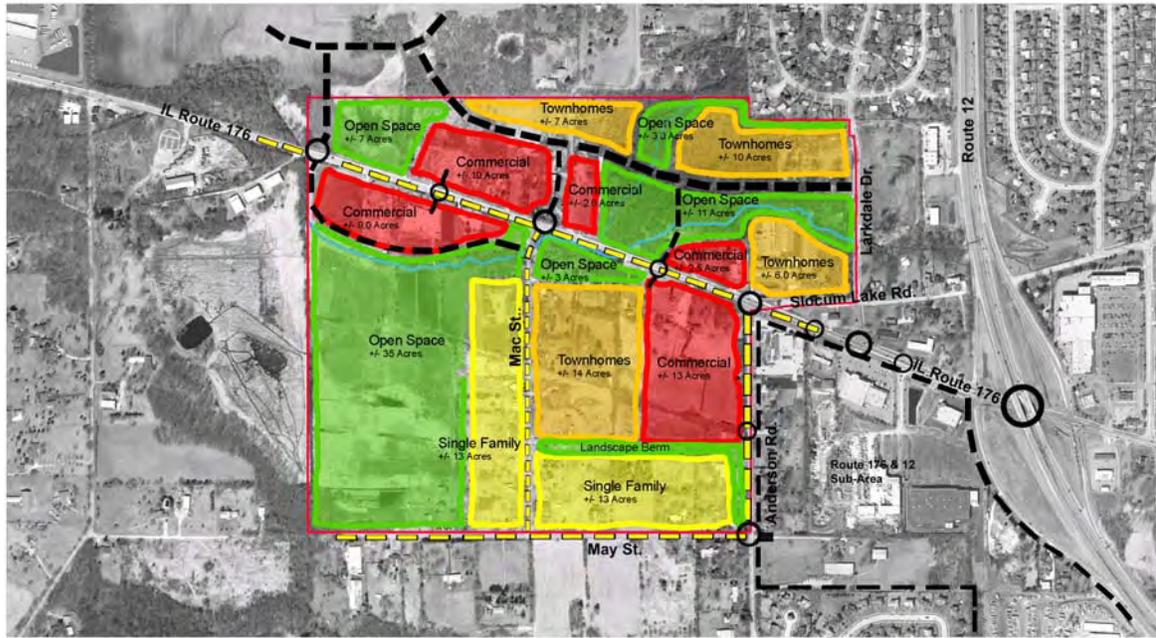
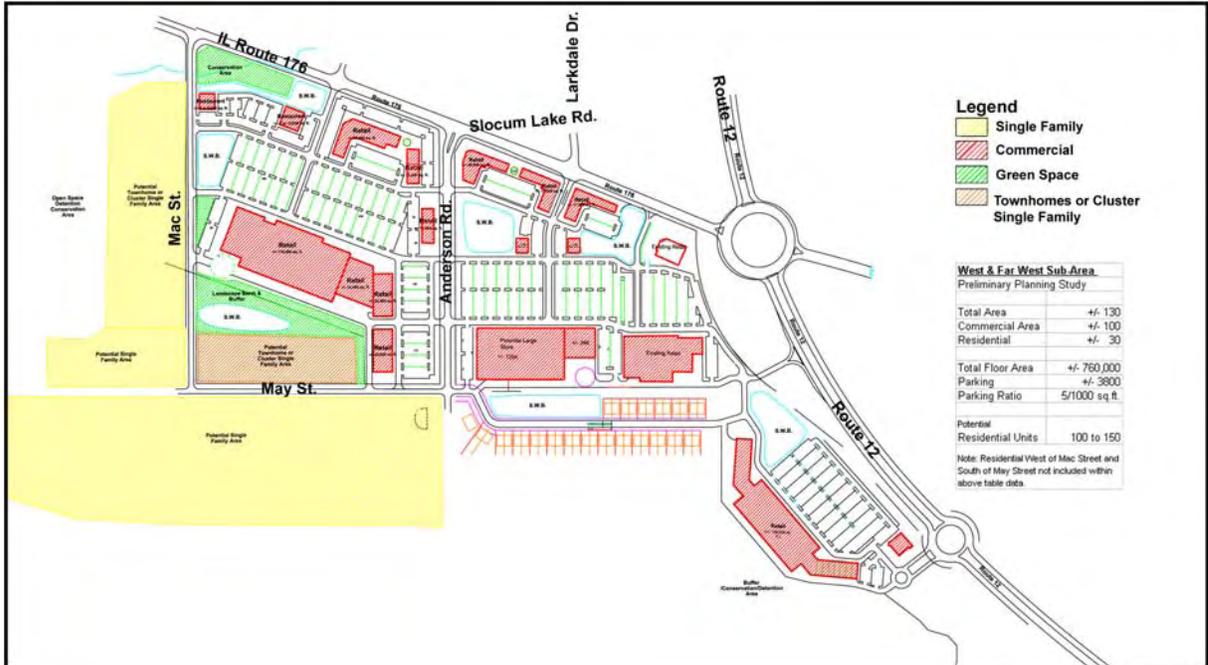


Figure 10: Combined Illustrative Concept Plans

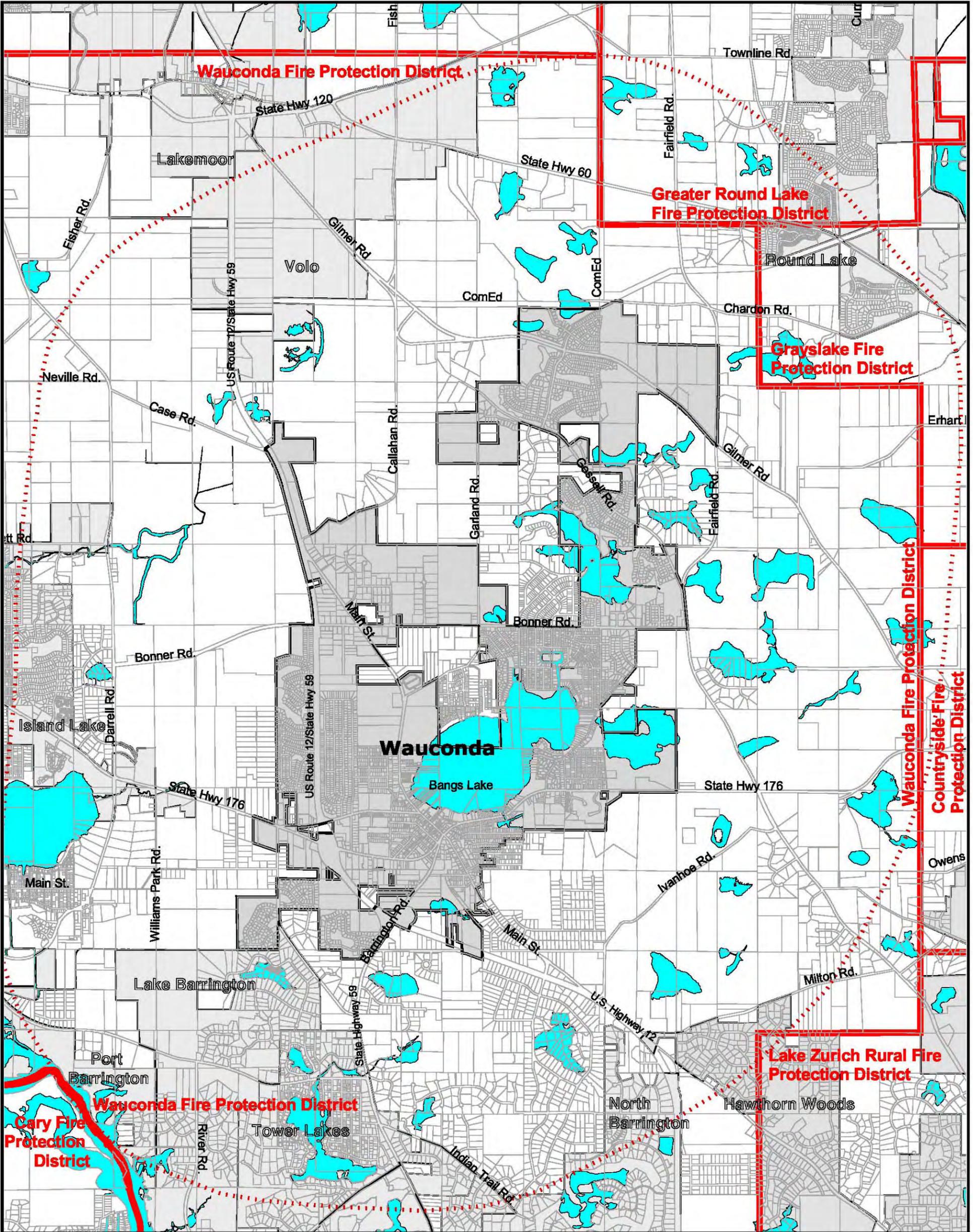


Plan Implementation:

This Comprehensive Plan 2007 provides the necessary refinements to accommodate the changes that have occurred in the area of Village since the adoption of the 1996 Comprehensive Plan and 2002 Comprehensive Update. Its adjustments and details provide a solid framework in order to manage growth, to retain the Village character of Wauconda, and to make it prosperous at the same time. In order to insure that this plan achieves maximum success, the Village should take the following steps:

- 1) Review and update the Village zoning and development ordinances to correspond with the framework of this plan.
- 2) Planning Commission/Zoning Board of Appeals should review this plan and establish guidelines for its routine implementation during development review.
- 3) Establish a dialogue with Lake County, surrounding municipalities, and other governmental organizations concerning the implementation of this plan within the context of the region.
- 4) The Village should review whether to update this Comprehensive Plan 2007 (both text and maps), at least every five years to insure that it accounts for changes that have occurred since its adoption.
- 5) Continue with the progressive planning approach initiated by the Sub-Area initial studies and plans, be it a public or private venture.
- 6) The Village should study all available options for redevelopment of the various planning sub-areas, such as: business development districts, tax increment finance districts, special service districts, and others.

Appendix A



Village of Wauconda Fire District Boundaries Map

Map A1

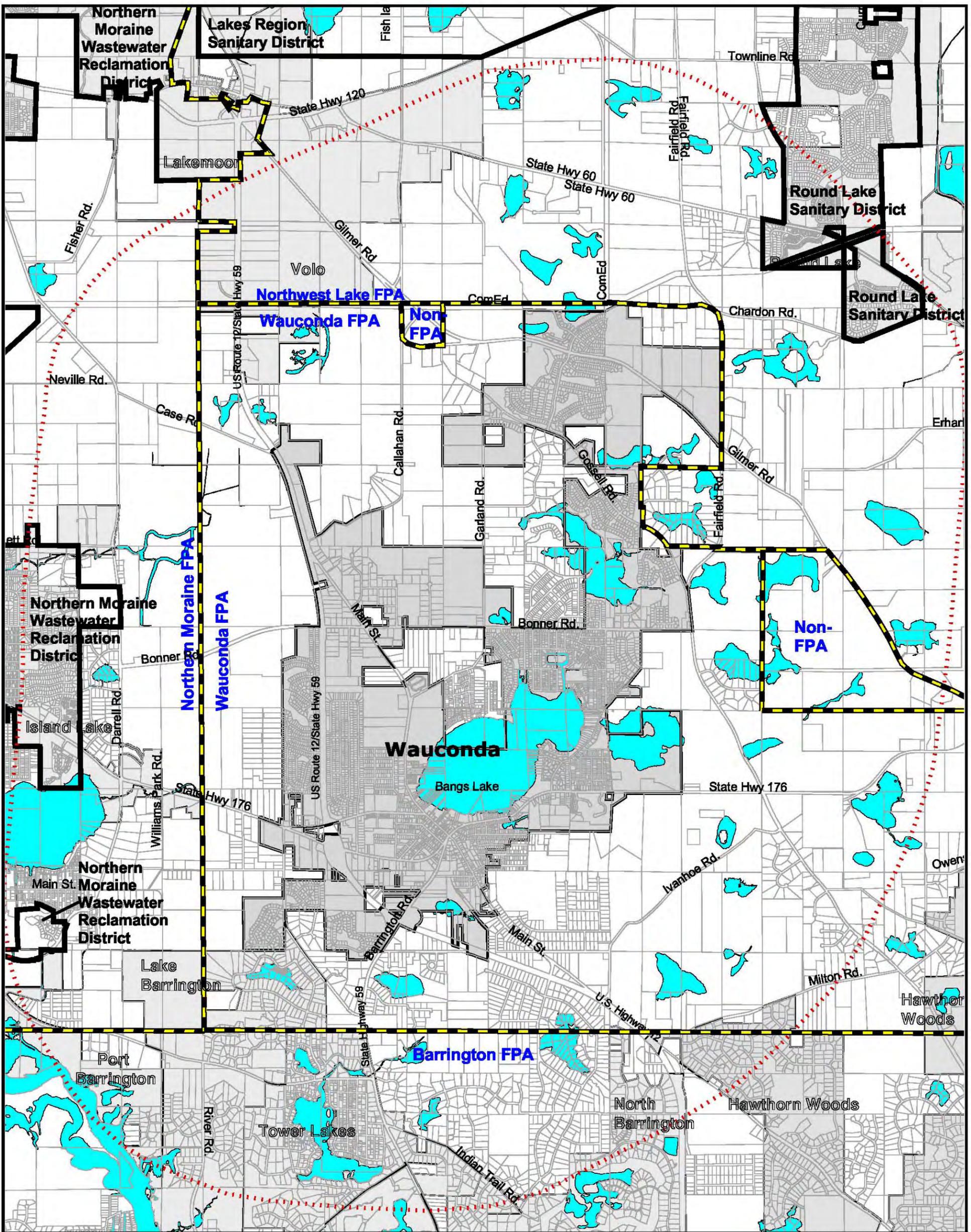
- VILLAGE OF WAUCONDA
- OTHER SURROUNDING VILLAGE
- LAKE OR RIVER
- 1 1/2 MILE LIMIT OF EXISTING VILLAGE
- FIRE DISTRICT BOUNDARY



Source: 2006 Lake County Parcel Information
0 3000 6000 Feet

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
**Sanitary District
 and Existing FPA
 Boundaries Map**

Map A2

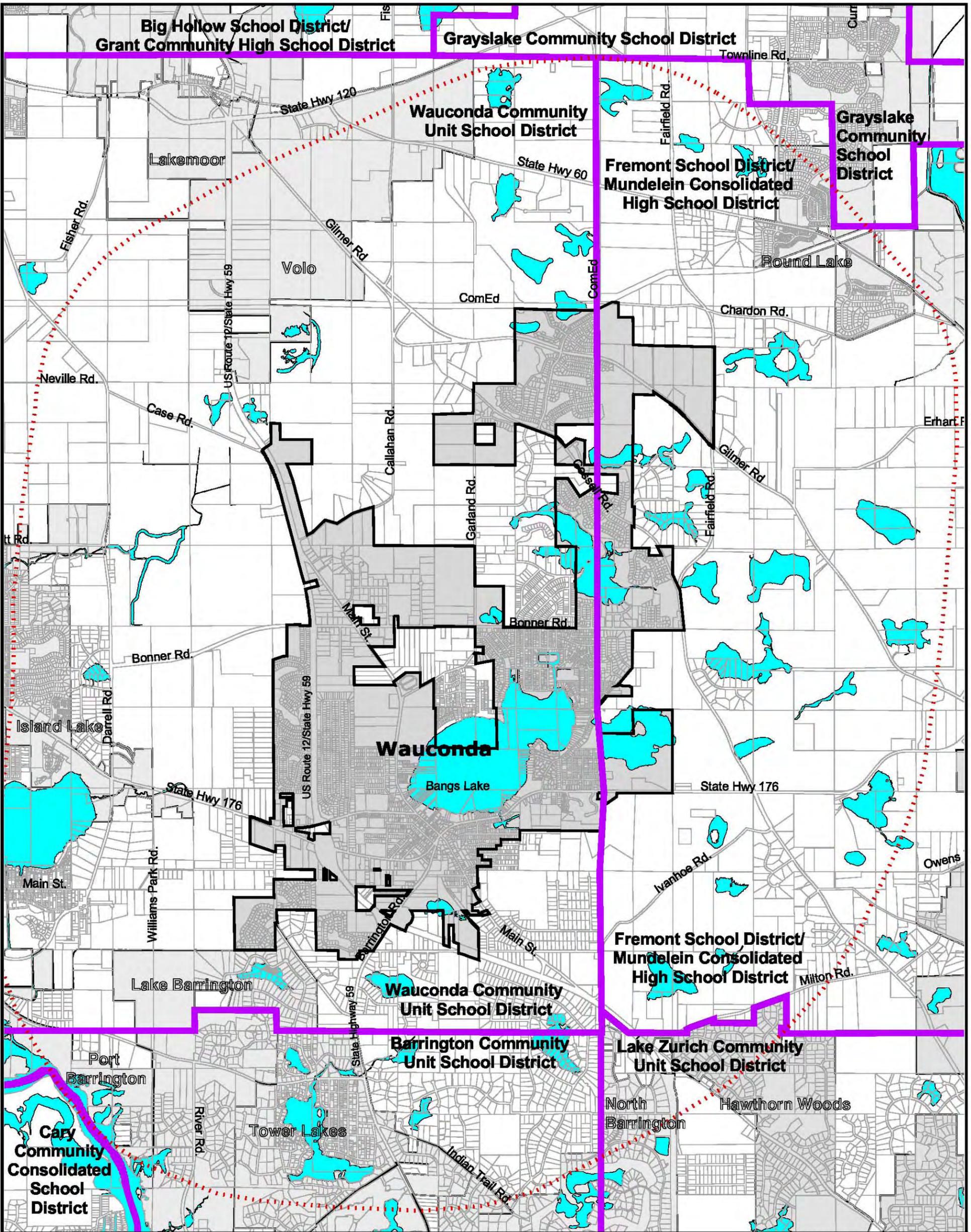
- VILLAGE OF WAUCONDA
- OTHER SURROUNDING VILLAGE
- LAKE OR RIVER
- 1 1/2 MILE LIMIT OF EXISTING VILLAGE
- SANITARY DISTRICT BOUNDARY
- FPA BOUNDARY



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 School District Boundaries Map

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

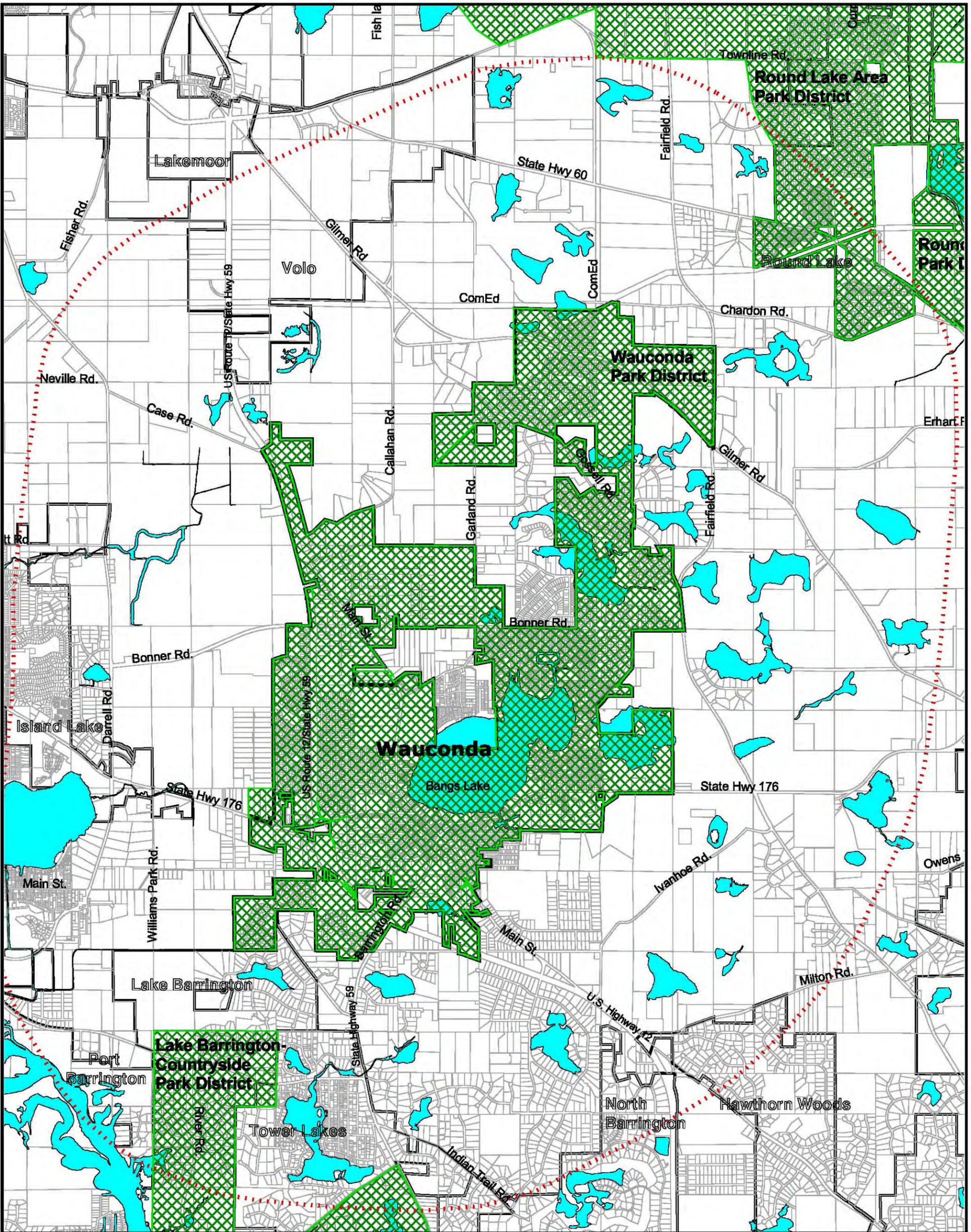


Source: 2006 Lake County Parcel Information
0 3000 6000 Feet

SCALE: 1"=3,000'
DATE December 2006
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Village of Wauconda
**Park District
 Boundaries Map**

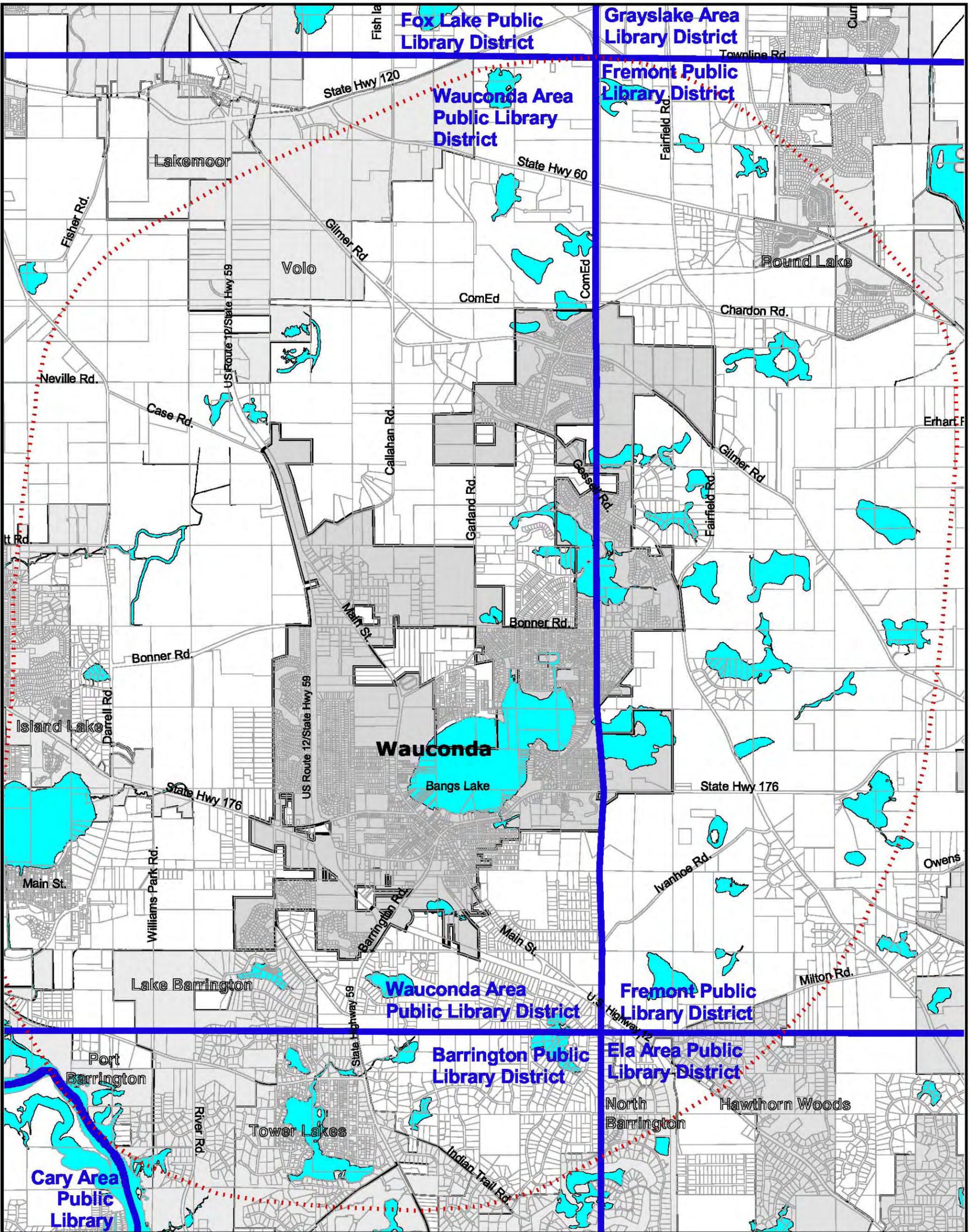
-  VILLAGE OF WAUCONDA
-  OTHER SURROUNDING VILLAGE
-  LAKE OR RIVER
-  1 1/2 MILE LIMIT OF EXISTING VILLAGE
-  PARK DISTRICT BOUNDARY



Source: 2006 Lake County Parcel Information
 0 3000 6000 Feet

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

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Village of Wauconda
**Library District
 Boundaries Map**

Map A5

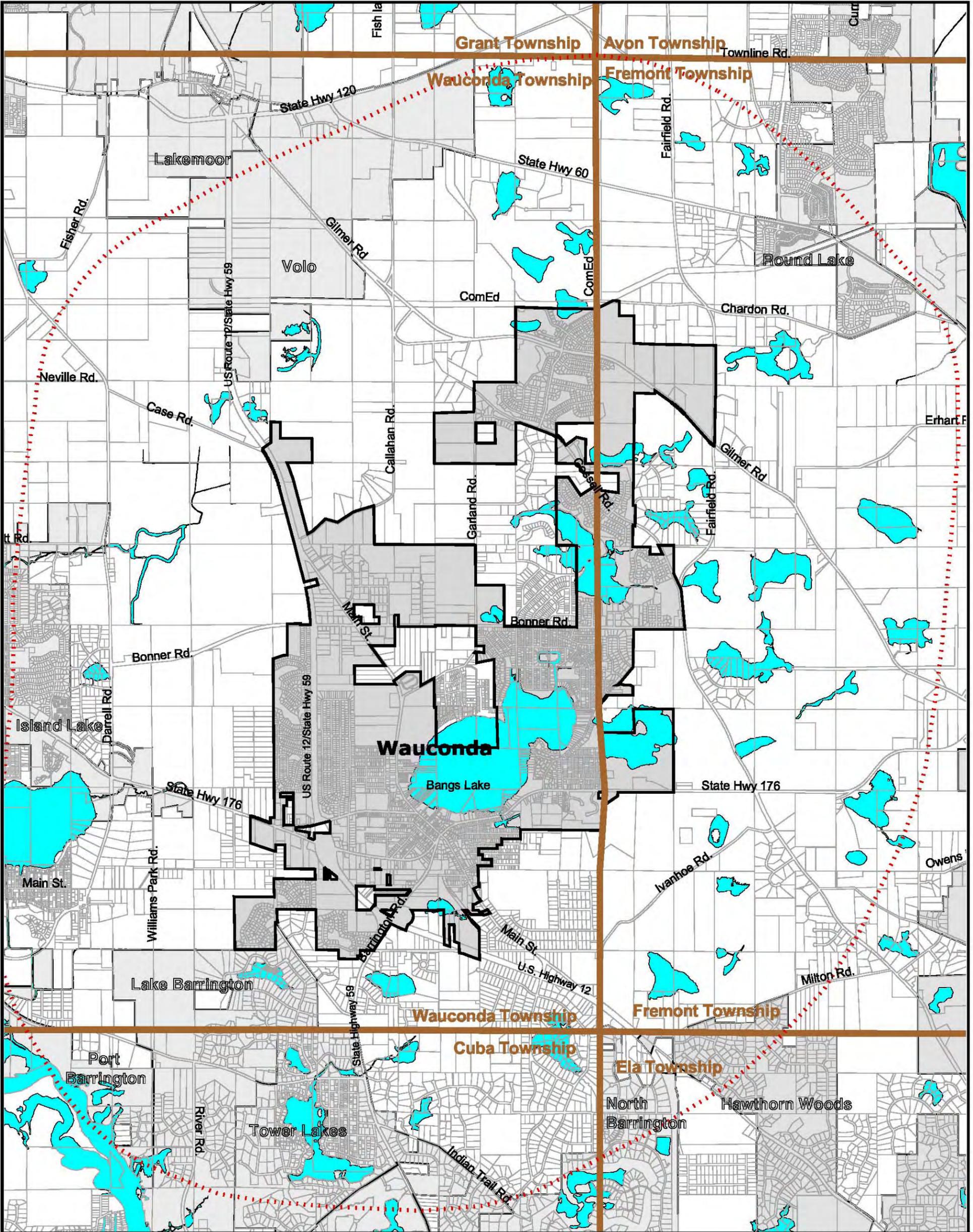
- VILLAGE OF WAUCONDA
- OTHER SURROUNDING VILLAGE
- LAKE OR RIVER
- 1 1/2 MILE LIMIT OF EXISTING VILLAGE
- LIBRARY DISTRICT BOUNDARY



Source: 2006 Lake County Parcel Information
 0 3000 6000 Feet

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

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Village of Wauconda Township Boundaries Map

Map A6

-  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
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